Appendix J1: Vehicle Miles Traveled Analysis

TECHNICAL MEMORANDUM

To:	Dr. Kali Chaudhuri KPC Development Company, LLC	Date:	December 7, 2022
From:	Keil D. Maberry, P.E., Principal Zawwar Saiyed, P.E., Associate Principal Yi Li, Transportation Engineer I Linscott, Law and Greenspan, Engineers	LLG Ref:	2.22.4560.1
Subject:	***Vehicle Miles Traveled (VMT) Analysis for the Proposed KPC Coachella Specific Plan, Coachella***		

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed KPC Coachella Specific Plan project (herein after referred to as "Project") in the City of Coachella, Riverside County, California. This Technical Memorandum presents the VMT screening criteria, analysis methodology, impact thresholds, analysis, findings, and conclusions. It should be noted that the approach and methodology outlined in this Technical Memorandum are consistent with the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020),* which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum summarize the Project description, County of Riverside VMT screening criteria, analysis methodology, VMT impact thresholds, VMT analysis, and conclusion.

PROJECT DESCRIPTION

The Project site is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California. The Project applicant is proposing a Specific Plan for the development of various mixed-uses on approximately 2,700 acres of land. The KPC Coachella Specific Plan will include a broad range of land uses including residential, commercial, entertainment, schools, parks, other public facilities, and open space. The Specific Plan will be made up of five villages, further divided into planning areas. The proposed Project consists of a mixed-use master plan with:

- 1,679 DU Single Family Detached Housing
- 3,027 DU Multifamily Housing (Low-Rise)
- 2,838 DU Multifamily Housing (Mid-Rise)
- 538 DU Senior Adult Housing – Single Family
- 1,456 DU Senior Adult Housing – Multifamily
- 2,831 Kindergarten – 12th Grade Students

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- 1,399,135 SF Shopping Center (Retail)
- 466,382 SF Office
- 375 Rooms Hotel
- 100,000 SF Casino
- 10,000-Seat Live Theater
- 449.7-Acres in Public Parks

Primary access for the Project site will be provided via the proposed Avenue 50/I-10 Interchange as well as an extension of the Vista Del Norte Road from the west. The Project land uses are anticipated to be completed by Buildout Year 2045.

Figure 1 presents the vicinity map that illustrates the general location of the Project site and surrounding street system while ***Figure 2*** displays the existing site aerial of the current site layout. ***Figure 3*** presents the conceptual site plan for the Project, prepared by KPC.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020),* and outlines whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Small Projects Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, resulting in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) per year screening level threshold. Presumed to cause a less-than-significant impact:*
>
> - *Single Family Housing projects less than or equal to 110 Dwelling Units; or*
> - *Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units; or*

- *Multi Family (mid-rise) Housing projects less than or equal to 194 Dwelling Units; or*
- *General Office Building with area less than or equal to 165,000 SF; or*
- *Retail buildings with area less than or equal to 60,000 SF; or*
- *Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF; or*
- *General Light Industrial buildings with area less than or equal to 179,000 SF; or*
- *Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) as determined by a methodology acceptable to the Transportation Department; or*
- *Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County."*

Based on the above, the proposed Project will not screen-out since it is not listed in any of the small projects' categories listed above.

Projects Near High Quality Transit Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT. Presumed to cause a less-than-significant impact:*
>
> - *Within a ½ mile of an existing major transit stop; and*
> - *Maintains a service internal frequency of 15 minutes or less during the morning and afternoon peak commute periods."*

Based on the above, the proposed Project will not screen-out since it is not near high quality transit.

Local-Serving Retail Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> "*The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur. Presumed to cause a less-than-significant impact:*

- *No single store on site exceeds 50,000 SF; and*
- *2)Project is local-serving as determined by the Transportation Department."*

Based on the above, the proposed Project will not screen-out since it is not a Local-Serving retail project.

Affordable Housing Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"Lower-income residents make fewer trips on average, resulting in lower VMT overall. Presumed to cause a less-than-significant impact:*
>
> - *A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments."*

Based on the above, the proposed Project will not screen-out since it is not an affordable housing project.

Local Essential Service Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"As with Local-Serving Retail, the introduction of new Local Essential Service shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. Presumed to cause a less-than-significant impact if:*
>
> - *Project is local-serving as determined by the Transportation Department; and*
> - *Local-serving and Day care center; or*
> - *Police or Fire facility; or*
> - *Medical/Dental office building under 50,000 square feet; or*
> - *Government offices (in-person services such as post office, library, and utilities); or*
> - *Local or Community Parks."*

Based on the above, the proposed Project will not screen-out since it is not a local essential service project.

Map-Based Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"This method eliminates the need for complex analyses, by following existing VMT data to serve as a basis for screening smaller developments. Note that screening is limited to residential and office projects. Presumed to cause a less-than-significant impact:*
>
> - *Area of development is under threshold as shown on screening map as allowed by the Transportation Department."*

Based on the above, the proposed Project will not screen-out since map-based screening is not available for the proposed Project site.

Redevelopment Projects Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT). Presumed to cause a less-than-significant impact:*
>
> - *Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT. "*

Based on the above, the proposed Project will not screen-out since it is a new development project and not a redevelopment project.

Based on the above, the proposed Project will not screen-out, either in its entirety, or partially based on individual land uses, thus requiring a full VMT analysis.

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

As required by the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)*, projects not screened out through the steps above should complete VMT analysis and forecasting through the RIVCOM model to determine if they have a significant VMT impact. This analysis shall include both "Project-generated VMT" and "Project's effect on VMT" estimates under the four scenarios listed below:

- Baseline Conditions

- Baseline Plus Project
- Cumulative No Project
- Cumulative Plus Project

The following section is to determine the VMT measure and threshold of significance for application to a land use project. Significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. ***Table 1*** presents the threshold basis that will be presented in this Technical Memorandum.

Table 1. Threshold Basis

Threshold Basis	Efficiency	Net Change
Example Land Use	Residential, Office, Industrial	Retail, Medical Office, Sports Venue
Measure for VMT Threshold	Per capita, per employee	Regional VMT change
Customer Component	No	Yes

Efficiency metrics include VMT/Capita and Work VMT/employee. "Net Change" refers to the net change in regional VMT and it is used for elements that include a significant customer base, such as commercial uses.

Based on the above, a VMT analysis for the proposed Project was conducted utilizing RIVCOM to determine the County of Riverside average and Project's residential VMT, office VMT and retail VMT, and the County of Riverside, and the following:

- VMT per Capita
- VMT per Employee
- Regional VMT Change

It should be noted that according to ***Appendix E*** as contained in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)*, it can be presumed that a land development project will not have a significant impact under Cumulative conditions if it is not determined to have one under Baseline conditions unless there are known circumstances, as determined by Transportation Department, that might alter this outcome. Unless specifically required by the Transportation Department, Project analysis for Cumulative conditions is only required if there is a finding of a significant impact under the Baseline Plus Project conditions.

Additionally, for Specific Plans and Community Plans, Riverside County requires that Cumulative analysis be completed irrespective of the findings of the Baseline

Plus Project conditions. Further, No Project and Plus Project conditions under both the Baseline and Cumulative must provide total Regional VMT values. Note that the Regional VMT values are for informational purposes and are not used as the basis for the determination of a significant impact.

VEHICLE MILES TRAVELED (VMT) IMPACT THRESHOLDS

As previously discussed, a project that does not meet the screening criteria will require the preparation of a detailed transportation analysis. The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. The VMT significance criteria as stated in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* is detailed below:

The County adopted the county-wide average VMT as the threshold of significance. The thresholds of significance are summarized in ***Table 2***.

Table 2. VMT Threshold of Significance

Land Use	Threshold of Significance
Residential	Existing county-wide average VMT per capita
Office	Existing county-wide average VMT per employee
Retail	Net increase in total VMT

Please note a project would result in a significant project-generated VMT impact if its VMT exceeds the VMT threshold based on its respective land use.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Summarized in the section below are the average VMT per Capita, VMT per Employee and Regional boundary VMT values utilizing RIVCOM for the County of Riverside and the proposed Project. It should be noted that the Project is located in multiple Traffic Analysis Zones (TAZs) and they are combined as such. Project development totals were converted into Socio-Economic Data (SED) and inputted into RIVCOM. ***Figure 4*** presents the RIVCOM TAZ Map for the proposed Project.

1) Residential Land Uses

The proposed Project is anticipated to have 9,538 DU and utilizing the clustering algorithm for RIVCOM SED, the population factors of 3.45 for the Year 2018 and 2.84 for the Year 2045 are utilized, as presented below:

Residential Factors & Population	
Land Use	Residential
Size	9,538 DU
Population Factor (Baseline)	3.45 Population/DU
Population (Baseline)	**32,913**
Population Factor (Cumulative)	2.84 Population/DU
Population (Cumulative**)**	**27,127**

Baseline Project-Generated VMT – As shown below, the proposed Project average baseline Project-generated VMT per Capita is 16.74% less than the County of Riverside baseline VMT per Capita threshold:

Baseline Project-Generated VMT per Capita	
Baseline County of Riverside VMT/Capita (Threshold)	14.88
Project Baseline Residential VMT	407,839
Project Baseline Population	32,913
Baseline Project-Generated VMT/Capita	12.39
Compared to the County of Riverside Threshold	**16.74% Lower**

Cumulative Project-Generated VMT – As shown below, the proposed Project average cumulative Project-generated VMT per Capita is ***8.54%*** less than the County of Riverside cumulative VMT per Capita threshold:

Cumulative Project-Generated VMT per Capita	
Cumulative County of Riverside VMT/Capita (Threshold)	15.89
Project Cumulative Residential VMT	394,246
Project Cumulative Population	27,127
Cumulative Project-Generated VMT/Capita	14.53
Compared to the County of Riverside Threshold	**8.54% Lower**

Based on the criteria outlined in this report, the proposed Project's residential land uses will not exceed the County of Riverside baseline or cumulative VMT per Capita threshold and thus will not have a significant VMT impact for neither the baseline nor cumulative conditions for the residential land uses.

2) Office Land Uses

The proposed Project is anticipated to have 5,948 employees by utilizing the *County of Riverside General Plan Appendix E-2: Socioeconomic Build-out Assumptions and Methodology* as presented below:

Employee Factors[1] & Employees	
Land Use	Office
Agriculture	0.05 Employee/Acre
Commercial Retail	500 SF/Employee
Commercial Office	300 SF/Employee
Open Space – Mineral Resources	0.03 Employee/Acre
Open Space - Recreation	0.15 Employee/Acre

Baseline Project-Generated VMT – As shown below, the proposed Project average baseline Project-generated VMT per Employee will need to be reduced by ***5.41%*** to meet the County of Riverside baseline VMT per Employee threshold:

Baseline Project-Generated VMT per Employee	
Baseline County of Riverside VMT/Employee (Threshold)	18.30
Project Baseline Work VMT	115,056
Project Baseline Employees	5,948
Baseline Project-Generated VMT/Employee	19.34
Compared to the County of Riverside Threshold	**5.41% Reduction Needed**

Cumulative Project-Generated VMT – As shown below, the proposed Project average cumulative Project-generated VMT per Employee will need to be reduced by ***3.69%*** to meet the County of Riverside cumulative VMT per Employee threshold:

[1] County of Riverside General Plan Appendix E-2: Socioeconomic Build-out Assumptions and Methodology.

Cumulative Project-Generated VMT per Employee	
Cumulative County of Riverside VMT/Employee (Threshold)	17.31
Project Cumulative Work VMT	106,927
Project Cumulative Employee	5,948
Cumulative Project-Generated VMT/Employee	17.98
Compared to the County of Riverside Threshold	**3.69% Reduction Needed**

Based on the criteria outlined in this report, the proposed Project's office land uses will exceed the County of Riverside baseline and cumulative VMT per Employee threshold and thus will have a significant VMT impact for both the baseline and cumulative conditions for the office land uses.

3) Retail Land Uses

As described in the above section, the retail land use SED was coded into RIVCOM.

Baseline Project's Effect on VMT – As shown below, the baseline Plus Project link-level boundary County-wide VMT will need to be reduced by ***0.87%*** to meet the baseline no Project link-level boundary County-wide VMT threshold:

Baseline Project's Effect on VMT	
Baseline No Project link-level boundary County-wide VMT (Threshold)	60,874,265
Baseline Plus Project link-level boundary County-wide VMT	61,408,606
Compared to the County of Riverside Threshold	**0.87% Reduction Needed**

Cumulative Project's Effect on VMT – As shown below, the cumulative Plus Project link-level boundary County-wide VMT is ***0.18%*** less than the cumulative no Project link-level boundary County-wide VMT threshold:

Cumulative Project-Generated VMT	
Cumulative No Project link-level boundary County-wide VMT (Threshold)	84,233,703
Cumulative Plus Project link-level boundary County-wide VMT	84,079,221
Compared to the County of Riverside Threshold	**0.18% Lower**

Based on the criteria outlined in this report, the proposed Project's retail land uses will increase the baseline link-level boundary County VMT under the plus Project

condition compared to the no Project condition and thus will have a significant VMT impact for the baseline conditions for the retail land uses.

Further, based on the criteria outlined in this report, the proposed Project's retail land uses will decrease the cumulative link-level boundary County VMT under the plus Project condition compared to the no Project condition and thus will not have a significant VMT impact for the cumulative conditions for the retail land uses.

It should be noted that a significant majority of the retail development will be local-serving retail and restaurant uses with building sizes less than 50,000 SF, which would screen out under County and OPR Guidelines but in order to be conservative, VMT mitigation measures will be identified to reduce the significant baseline retail VMT impact to less than significant.

VMT MITIGATION MEASURES

When project VMT exceeds the threshold(s) of significance, the project will need to mitigate its CEQA transportation impact. The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. For large projects such as general plans or specific plans, VMT mitigations should concentrate on the project's density and land use mix, site design, regional policies, and availability of transit, bicycle, and pedestrian facilities. For smaller projects such as an individual development project, VMT mitigations will typically require the preparation of a TDM program. A TDM program is a combination of strategies to reduce VMT. The program is created by an applicant for their land use project based on a list of strategies agreed to with City of Coachella staff.

As referenced in the *OPR Technical Advisory*, the California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021, (CAPCOA Report) quantifies the reduction in vehicle miles traveled (VMT) associated with a particular mitigation measure. The CAPCOA VMT reduction strategies include built environment changes and transportation demand management (TDM) actions.

The Transportation Demand Management (TDM) strategies are sub-categorized into the following:

1) Land Use

2) Trip Reduction Program

3) Parking or Road Pricing/Management

4) Neighborhood Design

5) Transit

6) Clean Vehicles and Fuels

It may be noted that there are rules and combined maximums for calculating the VMT reduction when applying multiple mitigation measures. To safeguard the accuracy and reliability of the methods while maintaining their case of use, the following rules should be followed when considering reductions achieved by transportation measures.

Combining Measures Across Scales

According to the CAPCOA, there are sixteen (16) quantified measures at the Project/Site scale that can be combined with each other and seventeen (17) quantified measures at the Plan/Community scale that can be combined with each other. *The GHG reductions of transportation measures from different scales of application should never be combined*.

Combining Measures Within a Subsector

Effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. The CAPCOA recommends that measures reductions within a subsector be multiplied. This will take the following form:

$$Reduction_{subsector} = 1 - [(1 - A) * (1 - B) * (1 - C)]$$

Where A, B, and C are the individual measures reduction percentages for the measures to be combined in each subsector. In addition, each subsector has a maximum allowable reduction.

Combining Measures Across Subsectors

The CAPCOA report adopts 70 percent as a maximum for the combined VMT impact from the following four subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, and Transit:

$$Reduction_{multi-subsector} = 1\text{-}\ [(1 - Land) * (1 - Design) * (1 - Parking) * (1 - Transit) \leq 70\%$$

Please note that this multi-subsector maximum purposefully excludes the Trip Reduction Program subsector.

Table 3 presents the CAPCOA TDM strategies that quantify potential VMT reductions by implementing each approach. It should be noted that not all TDM strategies will be applicable to the Project. The first column indicates the CAPCOA

Report section that discusses the methodology for quantifying the VMT reduction associated with the corresponding measure. A measure's maximum effectiveness in VMT reduction is indicated in the last column. One or a combination of these mitigation measures could be utilized to offset the impact, fully or partially.

Recommended Mitigation Measures

The recommended mitigation measures for the proposed Project's office land use consists of:

- T-7. Implement Commute Trip Reduction Marketing
- T-8. Providing Ridesharing Program

T-7. Implement Commute Trip Reduction Marketing

This measure will implement a marketing strategy to promote the project site employer's Commute Trip Reduction (CTR) program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

Utilizing the CAPCOA T-7 formula as shown below:

$$A = B * C * D$$

Where A is the percent reduction in VMT emissions from the project/site employee commute VMT; B is the percent of employees eligible for the program; C is the percent reduction in employee commute vehicle trips, with the value of "-4%"; and D is the adjustment from vehicle trips to VMT, with the value of "1".

Since 100% of employees will be eligible for the program, the Project can get a maximum VMT reduction of up to ***4.00%.***

T-8. Provide Ridesharing Program

This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employees. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT and GHG emissions.

Utilizing the CAPCOA T-8 formula as below:

$$A = B * C$$

Where A is the percent reduction in VMT emissions from the project/site employee commute VMT; B is the percent of employees eligible for the program; and C is the percent reduction in employee commute VMT, with the value of "-4%".

Since 100% of employees will be eligible for the program, the Project can get a maximum VMT reduction of up to ***4.00%.***

Based on the above, after the Project implements the combination mitigation measures of T-7 and T-8, the VMT reduction is:

$$1 - [(1 - 4\%) * (1 - 4\%)] = \mathbf{7.84}\%$$

It should be noted that the above recommended mitigations measures will completely offset the Project's baseline and cumulative VMT impacts for the office and retail land uses as detailed above.

CONCLUSION

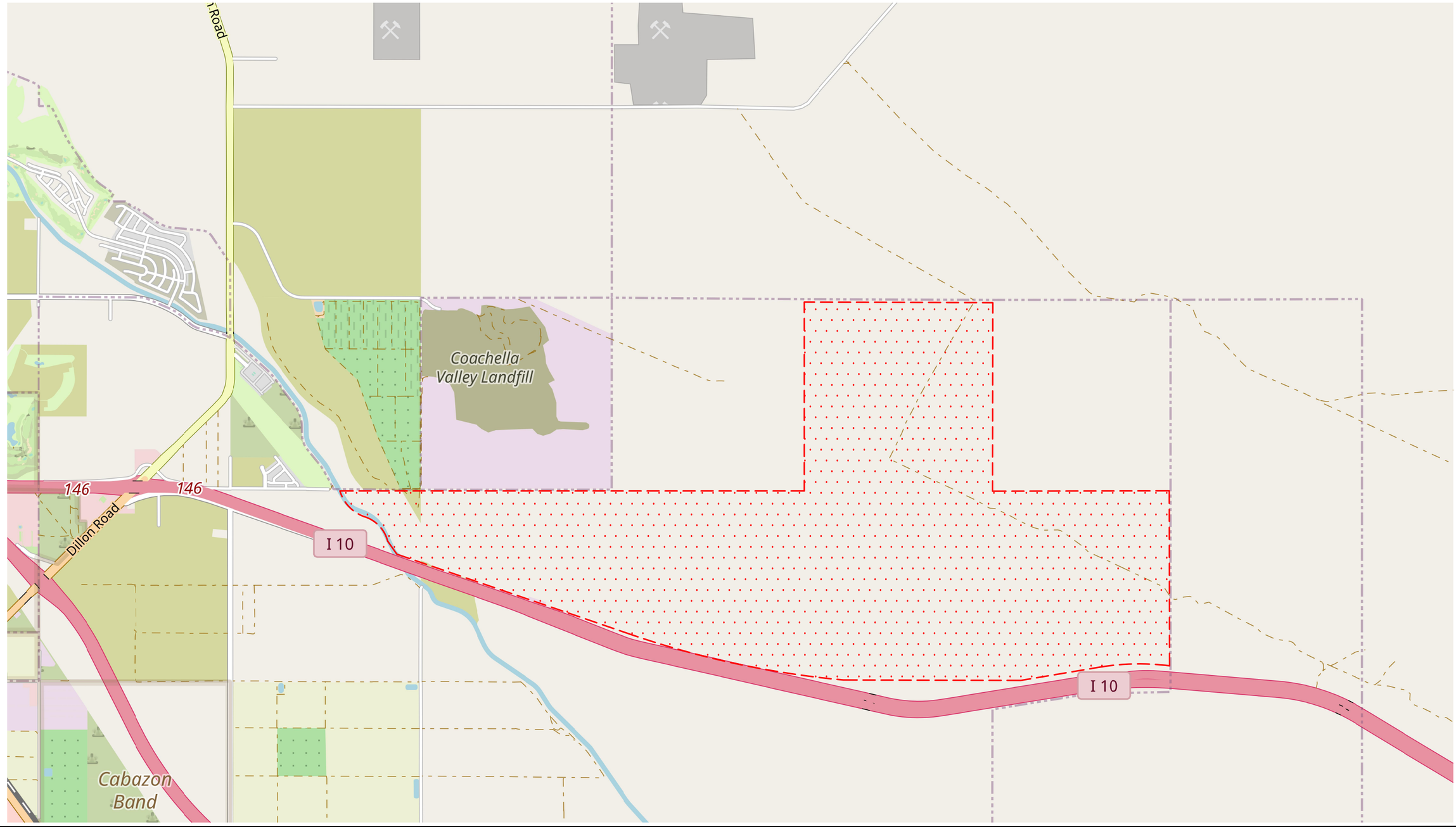
Based on the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* and the VMT methodology, criteria, analysis, thresholds and results outlined in this Technical Memorandum, the proposed Project will not have a significant VMT impact after implementing the recommended VMT mitigation measures outlined in this memorandum.

* * * * * * * * * * *

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments

cc: File



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N NO SCALE

SOURCE: OpenStreetMap

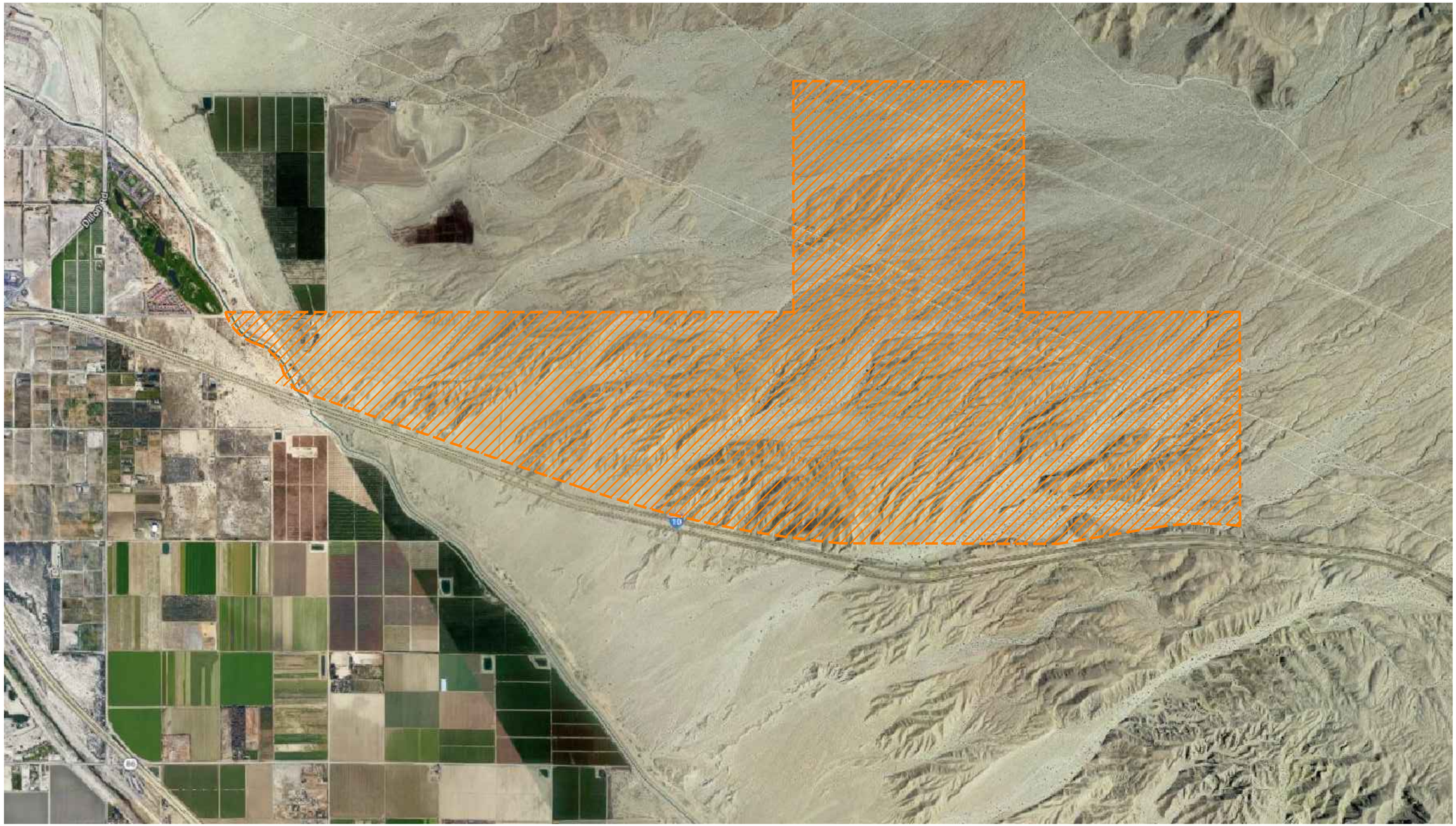
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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N NO SCALE

SOURCE: GOOGLE

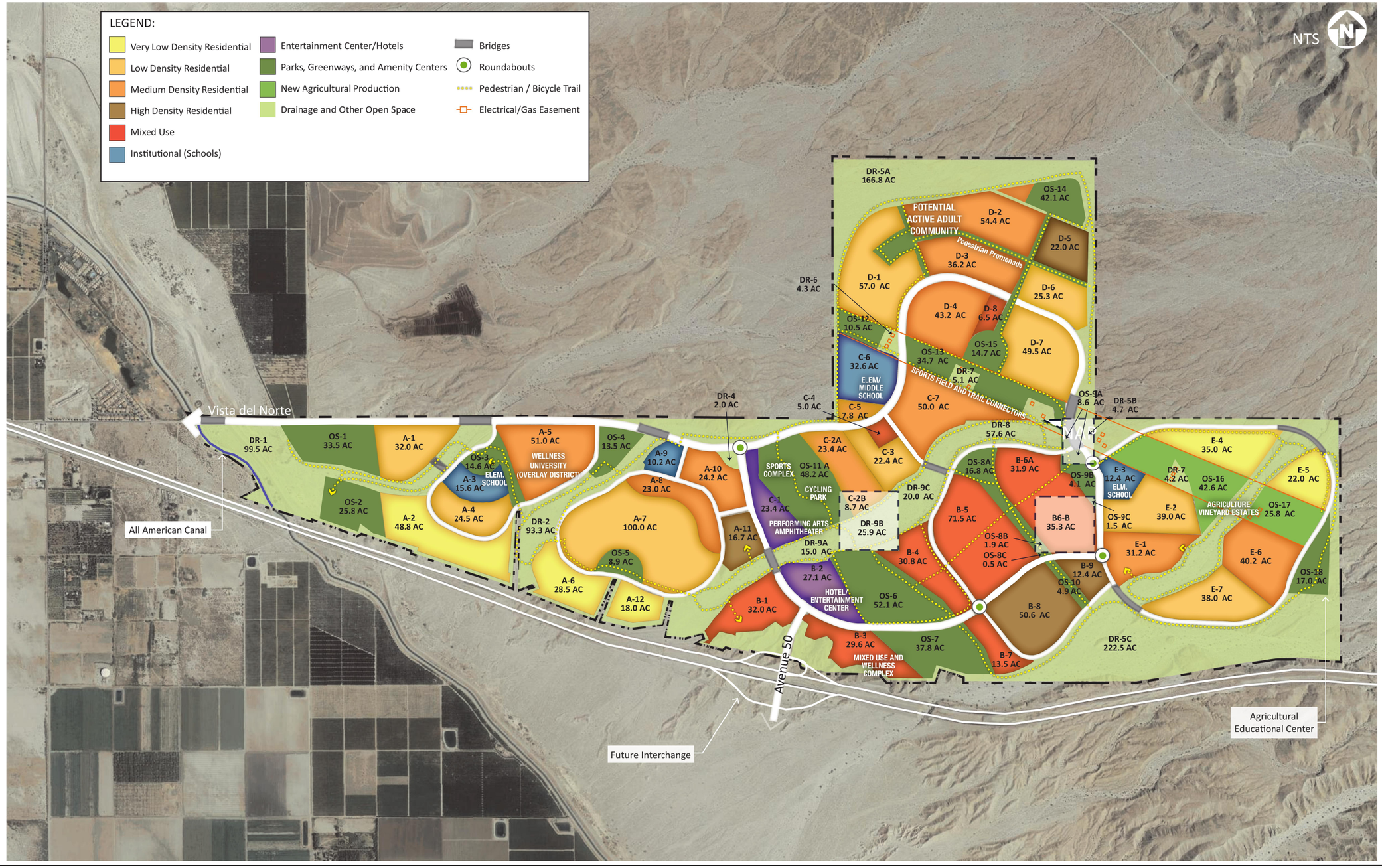
KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

KPC COACHELLA SPECIFIC PLAN, COACHELLA



SOURCE: KPC

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FIGURE 3

PROPOSED PROJECT SITE PLAN

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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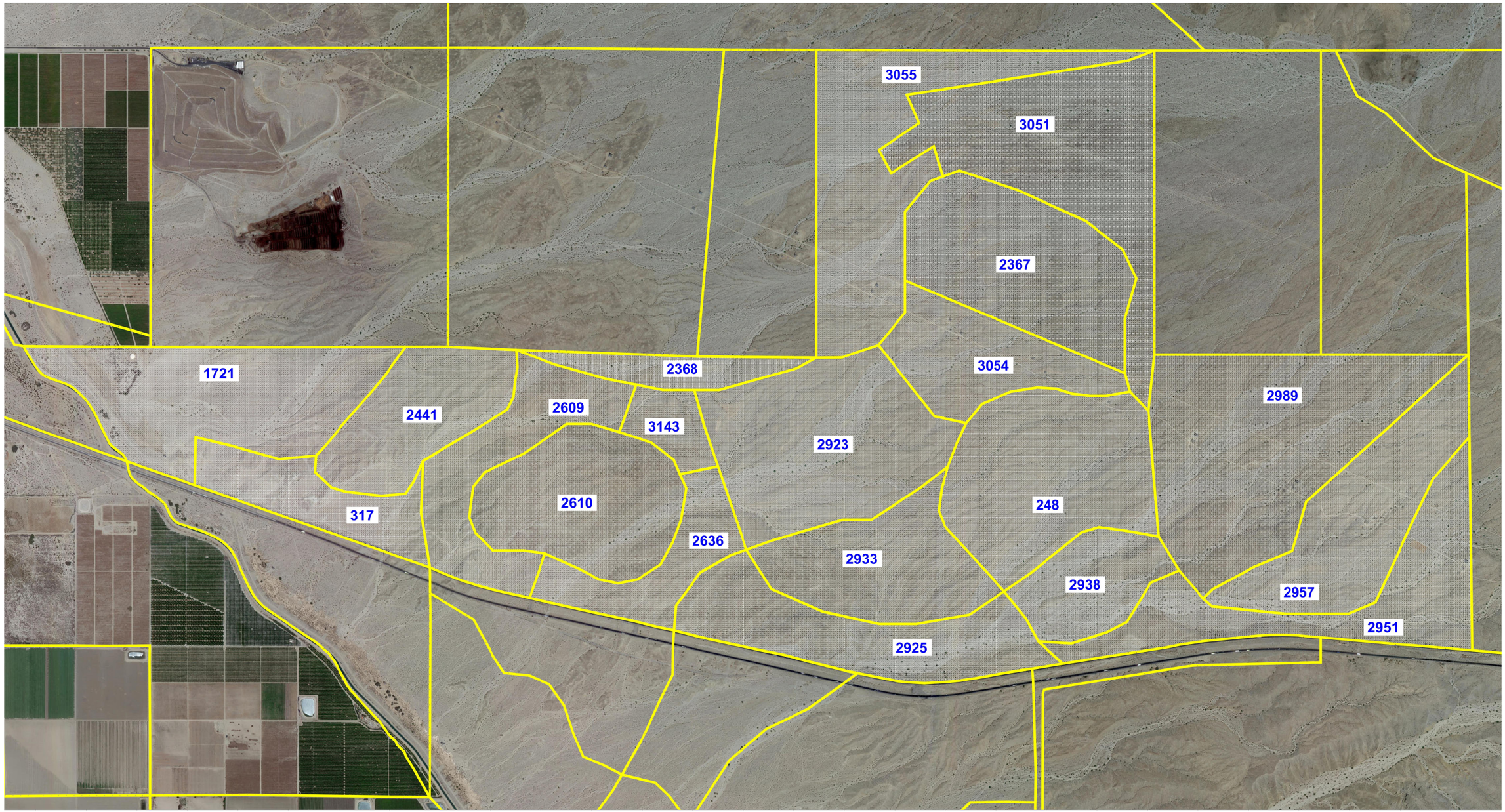

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N NO SCALE

SOURCE: RIVCOM

FIGURE 4

TAZ MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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TABLE 3
CAPCOA SUMMARY OF MEASURES

NO.	MEASURE NAME	SUBSECTOR	SUBSECTOR MAX	SCALE	MAX VMT REDUCTION (MEASURE)
T-1	Increase Residential Density	Land Use	65%	Project/Site	30.0%
T-2	Increase Job Density	Land Use	65%	Project/Site	30.0%
T-3	Provide Transit-Oriented Development	Land Use	65%	Project/Site	31.0%
T-4	Integrate Affordable and Below Market Housing	Land Use	65%	Project/Site	28.6%
T-5	Implement Commute Trip Reduction Program (Voluntary)	Trip Reduction Programs	45%	Project/Site	4.0%
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	Trip Reduction Programs	45%	Project/Site	26.0%
T-7	Implement Commute Trip Reduction Marketing	Trip Reduction Programs	45%	Project/Site	4.0%
T-8	Provide Ridesharing Program	Trip Reduction Programs	45%	Project/Site	8.0%
T-9	Implement Subsidized or Discounted Transit Program	Trip Reduction Programs	45%	Project/Site	5.5%
T-10	Provide End-of-Trip Bicycle Facilities	Trip Reduction Programs	45%	Project/Site	4.4%
T-11	Provide Employer-Sponsored Vanpool	Trip Reduction Programs	45%	Project/Site	20.4%
T-12	Price Workplace Parking	Trip Reduction Programs	45%	Project/Site	20.0%
T-13	Implement Employee Parking Cash-Out	Trip Reduction Programs	45%	Project/Site	12.0%
T-14	Provide Electric Vehicle Charging Infrastructure	Parking or Road Pricing/Management	35%	Project/Site	No VMT Reduction
T-15	Limit Residential Parking Supply	Parking or Road Pricing/Management	35%	Project/Site	13.7%
T-16	Unbundle Residential Parking Costs from Property Cost	Parking or Road Pricing/Management	35%	Project/Site	15.7%
T-17	Improve Street Connectivity	Land Use	30%	Plan/Community	30.0%
T-18	Provide Pedestrian Network Improvement	Neighborhood Design	10%	Plan/Community	6.4%
T-19-A	Construct or Improve Bike Facility	Neighborhood Design	10%	Plan/Community	0.8%
T-19-B	Construct or Improve Bike Boulevard	Neighborhood Design	10%	Plan/Community	0.2%
T-20	Expand Bikeway Network	Neighborhood Design	10%	Plan/Community	0.5%
T-21-A	Implement Conventional Carshare Program	Neighborhood Design	10%	Plan/Community	0.18%
T-21-B	Implement Electric Carshare Program	Neighborhood Design	10%	Plan/Community	0.18%
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	Neighborhood Design	10%	Plan/Community	0.02%
T-22-B	Implement Electric Bikeshare Program	Neighborhood Design	10%	Plan/Community	0.06%
T-22-C	Implement Scootershare Program	Neighborhood Design	10%	Plan/Community	0.07%
T-23	Provide Community-Based Travel Planning	Trip Reduction Programs	2.3%	Plan/Community	2.3%
T-24	Implement Market Price Public Parking (On-Street)	Parking or Road Pricing/Management	30%	Plan/Community	30.0%
T-25	Extend Transit Network Coverage or Hours	Transit	15%	Plan/Community	4.6%
T-26	Increase Transit Service Frequency	Transit	15%	Plan/Community	11.3%
T-27	Implement Transit-Supportive Roadway Treatments	Transit	15%	Plan/Community	0.6%
T-28	Provide Bus Rapid Transit	Transit	15%	Plan/Community	13.8%
T-29	Reduce Transit Fares	Transit	15%	Plan/Community	1.2%

Appendix J2: Traffic Impact Analysis Report

LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS REPORT

KPC COACHELLA SPECIFIC PLAN

Coachella, California

November 8, 2023

(Revision of the February 24, 2023 Report)

Prepared for:

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EXECUTIVE SUMMARY

Project Description

- The KPC Coachella Specific Plan area is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California. The proposed Project consists of a mixed-use master plan with approximately 9,538 residential units, a 50-acre casino and hotel entertainment district including a performing arts center, 220 acres of mixed-use development, 71 acres of educational uses, and 1,170 acres of open space and parks on approximately 2,700 acres.

- The KPC Coachella Specific Plan will include a broad range of land uses including residential, commercial, entertainment, schools, parks, other public facilities, and open space. The Specific Plan will be made up of five villages, further divided into planning areas. The Project land uses are anticipated to be completed by Buildout Year 2045. Primary access for the Project site will be provided via the proposed Avenue 50 and I-10 Interchange as well as an extension of the Vista Del Norte road from the west. Based on the planning area layout and the internal roadway network of the Specific Plan, twenty-five (25) Project Traffic Analysis Zones (TAZ) were developed as part of the traffic model forecasting process.

- The roadway system is comprised of a hierarchy of roadways that include arterial, major, and secondary roadways that effectively and efficiently allow for vehicular movement within the Specific Plan area and its connections to the I-10 Freeway and the Vista Del Norte road.

- Utilizing the Riverside County Model (RIVCOM), as provided by Western Riverside Council of Governments (WRCOG), the proposed Project is forecast to generate approximately 98,485 gross daily trips, with 8,964 gross trips (4,047 inbound, 4,917 outbound) produced in the AM peak hour and 8,127 gross trips (4,309 inbound, 3,818 outbound) produced in the PM peak hour on a "typical" weekday. Further, the proposed Project is forecast to generate approximately 58,091 daily net external trips, with 5,350 net external trips (2,246 inbound, 3,105 outbound) produced in the AM peak hour and 4,738 net external trips (2,614 inbound, 2,125 outbound) produced in the PM peak hour on a "typical" weekday.

Study Area

- Fifty-three (53) existing key study intersections and two (2) future key study intersections were designated for evaluation for the External Network analysis.

- Five (5) future key study intersections were designated for evaluation for the Internal Network analysis.

External Network Traffic Impact Analysis

External Network Existing Traffic Conditions

- For the Existing traffic conditions, two (2) of the key study intersections currently operate at an unacceptable level of service during the AM and/or PM peak hour based on the HCM method of analysis and the LOS criteria mentioned in this report. The remaining key study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

Year 2045 With Project Traffic Conditions

- For the Year 2045 With Project traffic conditions, twenty (20) of the key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on the LOS impact criteria mentioned in this report. The remaining thirty-five (35) key study intersections operate at acceptable levels of service during the AM and PM peak hours under the External Network Year 2045 With Project traffic conditions. These twenty (20) will operate at adverse levels of service when compared to the LOS criteria detailed in this report. The implementation of recommended improvements at the deficient locations improves these intersections to acceptable services levels.

Internal Network Traffic Impact Analysis

Project Capacity Analysis

- For the Project traffic conditions, all five (5) Project key study intersections are forecast to operate at acceptable level of service LOS D or better during the AM and PM peak hours and will not have an impact under the Internal Network Project traffic conditions when compared to the LOS criteria defined in this report.

Traffic Signal Warrant Analyses

External Network Year 2045 With Project Traffic Conditions

- For the Year 2045 With Project traffic conditions, the results indicate that the following twelve (12) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours:
  - 9. Jackson Street at Avenue 50
  - 10. Jackson Street at Avenue 52
  - 19. Calhoun Street at Avenue 52
  - 36. Dillon Road at Vista Del Norte
  - 37. Dillon Road at I-10 Westbound Ramps

- 38. Dillon Road at I-10 Eastbound Ramps
- 40. Magnolia Street/Tyler Street at Avenue 50
- 46. Tyler Street at 50th Avenue
- 49. Polk Street at 50th Avenue
- 50. Polk Street at Avenue 52
- 52. Fillmore Street at Avenue 50
- 53. Fillmore Street at Avenue 52

The analysis and the recommended improvements show that the above-mentioned twelve (12) intersections under the Year 2045 With Project traffic conditions are recommended to be signalized. With signalization of these twelve (12) intersections, which are warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours.

Fair Share Analysis

External Network Year 2045 With Project Traffic Conditions

- The AM and/or PM peak hours Project fair share percentages at the key study intersections that are forecast to operate at adverse levels of service under Year 2045 with Project traffic conditions range from **-7.13%** to **+50.35**%.

Caltrans Off-Ramp Vehicle Queuing Analysis

Year 2045 With Project Traffic Conditions

- Adequate storage is provided to accommodate the forecast 95th percentile queues under Year 2045 With Project traffic conditions at the six (6) off-ramp locations where the proposed Project is expected to generate new Project trips, which includes the planned construction of the Monroe Street Interchange Project and the Avenue 50 Interchange Project. The Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-10 Freeway mainline travel lanes for Year 2045 With Project traffic conditions. Therefore, the proposed Project is not anticipated to negatively influence safety on the State Highway System.

Vehicle Miles Traveled (VMT) Analysis

- LLG has prepared the approved *Vehicle Miles Traveled (VMT) Analysis for the Proposed KPC Coachella Specific Plan Technical Memorandum,* dated December 8, 2022, which summarizes the County of Riverside VMT screening criteria, analysis methodology, VMT impact thresholds, VMT analysis, and conclusion for the KPC Coachella Specific Plan.

- As noted within the technical memorandum, when project VMT exceeds the threshold(s) of significance, the project will need to mitigate its CEQA transportation impact. The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. The recommended mitigation measures for the proposed Project's office land use consists of:

  - T-7. Implement Commute Trip Reduction Marketing
  - T-8. Providing Ridesharing Program

  It should be noted that the above recommended mitigations measures will completely offset the Project's baseline and cumulative VMT impacts for the office and retail land uses.

TRAFFIC IMPACT ANALYSIS REPORT

KPC COACHELLA SPECIFIC PLAN

Coachella, California

November 8, 2023

(Revision of the February 24, 2023 Report)

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts of the proposed KPC Coachella Specific Plan (hereinafter referred to as Project) on the area traffic circulation system. The proposed Project consists of a mixed-use master plan with 9,538 residential units, a 50-acre casino and hotel entertainment district including a performing arts center, 220 acres of mixed-use development, 71 acres of educational uses, and 1,170 acres of open space and parks on approximately 2,700 acres. The KPC Coachella Specific Plan area is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California.

Accordingly, the Project will include a broad range of land uses including residential, commercial, entertainment, schools, parks, other public facilities, and open space. The Specific Plan will be made up of five villages, further divided into planning areas. The Project land uses are anticipated to be completed by Buildout Year 2045. Primary access for the Project site will be provided via the proposed Avenue 50 and I-10 Interchange as well as an extension of the Vista Del Norte road from the west.

This traffic report analyzes Existing and Year 2045 AM and PM peak hours, as well as internal (on-site) traffic conditions upon completion of the Project. The primary purpose of this traffic impact analysis (TIA) report is to provide a program-level analysis for the Year 2045 traffic conditions and identify recommended traffic improvements, accordingly, to achieve acceptable service levels within the study area. In addition, for the purposes of determining the extent and timing of phased infrastructure roadway improvements, subsequent TIA's will be prepared to accompany any application requiring discretionary action (i.e. Tentative Tract Map or Conditional Use Permit, etc.). The TIA will be prepared for the strict purpose of determining the "nexus" improvements required as a part of the respective application. ***Appendix A*** contains a copy of the Approved Traffic Impact Study Scoping Agreement.

1.1 Study Area

The Level of Service (LOS) analysis at the following key internal and external locations were used to evaluate the potential traffic-related impacts associated with future traffic and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the Project.

1.1.1 *Internal Network Study Area*

Five (5) key study intersections were designated for evaluation for the Internal Network analysis. The key area study intersections selected for evaluation in the Internal Network provide internal access to the study area and are listed as follows:

1. Internal Intersection 1
2. Internal Intersection 2
3. Internal Intersection 3
4. Internal Intersection 4
5. Internal Intersection 5

Figure 1-1 presents the Internal Network Vicinity Map, which illustrates the Project study locations and street system.

1.1.2 *External Network Study Area*

Fifty-three (53) existing key study intersections and two (2) future key study intersection were designated for evaluation for the External Network analysis. The key area study intersections selected for evaluation for the External Network provide local and regional access to the study area and are listed as follows:

1. Monroe Street at I-10 Westbound Ramps
2. Monroe Street at I-10 Eastbound Ramps
3. Monroe Street at Highway 111
4. Monroe Street at Avenue 48
5. Jackson Street at I-10 Westbound Ramps
6. Jackson Street at I-10 Eastbound Ramps
7. Jackson Street at Highway 111
8. Jackson Street at Avenue 48
9. Jackson Street at Avenue 50
10. Jackson Street at Avenue 52
11. Golf Center Parkway at Avenue 44
12. Golf Center Parkway at Indio Springs Drive
13. Golf Center Parkway at I-10 Westbound Ramps
14. Golf Center Parkway at I-10 Eastbound Ramps
15. Golf Center Parkway at Avenue 45
16. Golf Center Parkway/Lorraine Street at Highway 111
17. Calhoun Street at Avenue 48
18. Calhoun Street at Avenue 50
19. Calhoun Street at Avenue 52

20. Van Buren Street at Avenue 48
21. Van Buren Street at Avenue 50
22. Van Buren Street at Avenue 52
23. Dillon Road at Avenue 48
24. Highway 111 at Avenue 48
25. Dillon Road at Cabazon Avenue/Avenue 48
26. Grapefruit Boulevard at Avenue 49
27. Dillon Road at Harrison Place
28. Dillon Road at SR-86 NB Ramps
29. Dillon Road at SR-86 SB Ramps
30. Cesar Chavez Street at Park Lane/Grapefruit Boulevard
31. Cesar Chavez Street at Avenue 50
32. Cesar Chavez Street at Avenue 52
33. Leoco Lane at Avenue 50
34. Grapefruit Boulevard at Leoco Lane
35. Terra Lago Parkway at Avenue 44
36. Dillon Road at Vista Del Norte
37. Dillon Road at I-10 Westbound Ramps
38. Dillon Road at I-10 Eastbound Ramps
39. Dillon Road at Vista Del Sur
40. Magnolia Street/Tyler Street at Avenue 50
41. Sunset Drive at Avenue 52
42. Grapefruit Boulevard at Sunset Drive
43. Dillon Road at Fargo Canyon Road
44. Dillon Road at Avenue 44
45. Tyler Street at Vista Del Norte
46. Tyler Street at 50th Avenue
47. Tyler Street at SR-86
48. Tyler Street at Avenue 52/Industrial Way
49. Polk Street at 50th Avenue
50. Polk Street at Avenue 52
51. SR-86 at Avenue 52
52. Fillmore Street at Avenue 50
53. Fillmore Street at Avenue 52
54. Avenue 50 at I-10 Westbound Ramps *[Future Intersection]*

55. Avenue 50 at I-10 Eastbound Ramps *[Future Intersection]*

Figure 1-2 present the External Network Vicinity Map, which illustrates the general location of the Project, surrounding cities and the regional freeway system.

1.2 Traffic Impact Analysis Components

The *Highway Capacity Manual (HCM) Delay* and corresponding *Level of Service (LOS)* calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with existing, future, and the Project traffic. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation,
- AM and PM peak hour capacity analyses for Existing Traffic Conditions,
- AM and PM peak hour capacity analyses for Year 2045, without and with Project Traffic Conditions,
- AM and PM peak hour capacity analyses for Project (Internal Network only) Traffic Conditions,
- Area-Wide Traffic Improvements,
- Traffic Signal Warrant Analysis,
- Project Fair Share Analysis, and
- Caltrans Facilities Analysis.

1.3 Traffic Impact Analysis Scenarios

AM and PM peak hour intersection capacity analyses for the key study intersections have been conducted for the following traffic impact analysis scenarios:

1. Existing Traffic Conditions,
2. Year 2045 Without Project Traffic Conditions,
3. Year 2045 With Project Traffic Conditions, and
4. Scenario (3) With Mitigation, if any.

The peak hour Delay/LOS calculations are based on the *Highway Capacity Manual 7* (HCM 7) methodology for signalized and unsignalized intersections and will be consistent with the City of Coachella, County of Riverside and Caltrans capacity analysis methodology. The Project's potential impact will be based on the appropriate jurisdiction impact criteria.

1.4 Impact Criteria and Thresholds

City of Coachella

According to the City of Coachella General Plan, the following citywide target Levels of Service shall be maintained:

- LOS D is the maximum acceptable level of service.

City of Indio

According to the City of Indio General Plan, the following countywide target Levels of Service shall be maintained:

- LOS D is the maximum acceptable level of service.

County of Riverside

According to the County of Riverside General Plan, the following countywide target Levels of Service shall be maintained:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

Caltrans

Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study intersections, consistent with City of Coachella and City of Indio requirements.

Based on the abovementioned level of service impact criteria, LOS D is the minimum acceptable LOS at fifty-four (54) external network key study intersections and all five (5) internal network key study intersections under the jurisdiction of the Cities of Indio and Coachella, which are located in the Western Coachella Valley Area Plan. Please note that although the City of Coachella is located in the Eastern Coachella Valley Area Plan, the City guidelines maintain LOS D as its maximum acceptable level of service. LOS C is the minimum acceptable LOS at one (1) external key study

intersections located in the Eastern Coachella Valley Area Plan and under the jurisdiction of Riverside County.

TABLE 1-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)[1]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq$ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and $\leq$ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and $\leq$ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and $\leq$ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and $\leq$ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	$\geq$ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[1] Source: *Highway Capacity Manual 7*, Chapter 19: Signalized Intersections.

TABLE 1-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)[2,3]

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[2] Source: *Highway Capacity Manual 7*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[3] Source: *Highway Capacity Manual 7*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

SOURCE: KPC

KEY

(#) = INTERNAL STUDY INTERSECTION

LINSCOTT LAW & GREENSPAN engineers

FIGURE 1–1

INTERNAL NETWORK VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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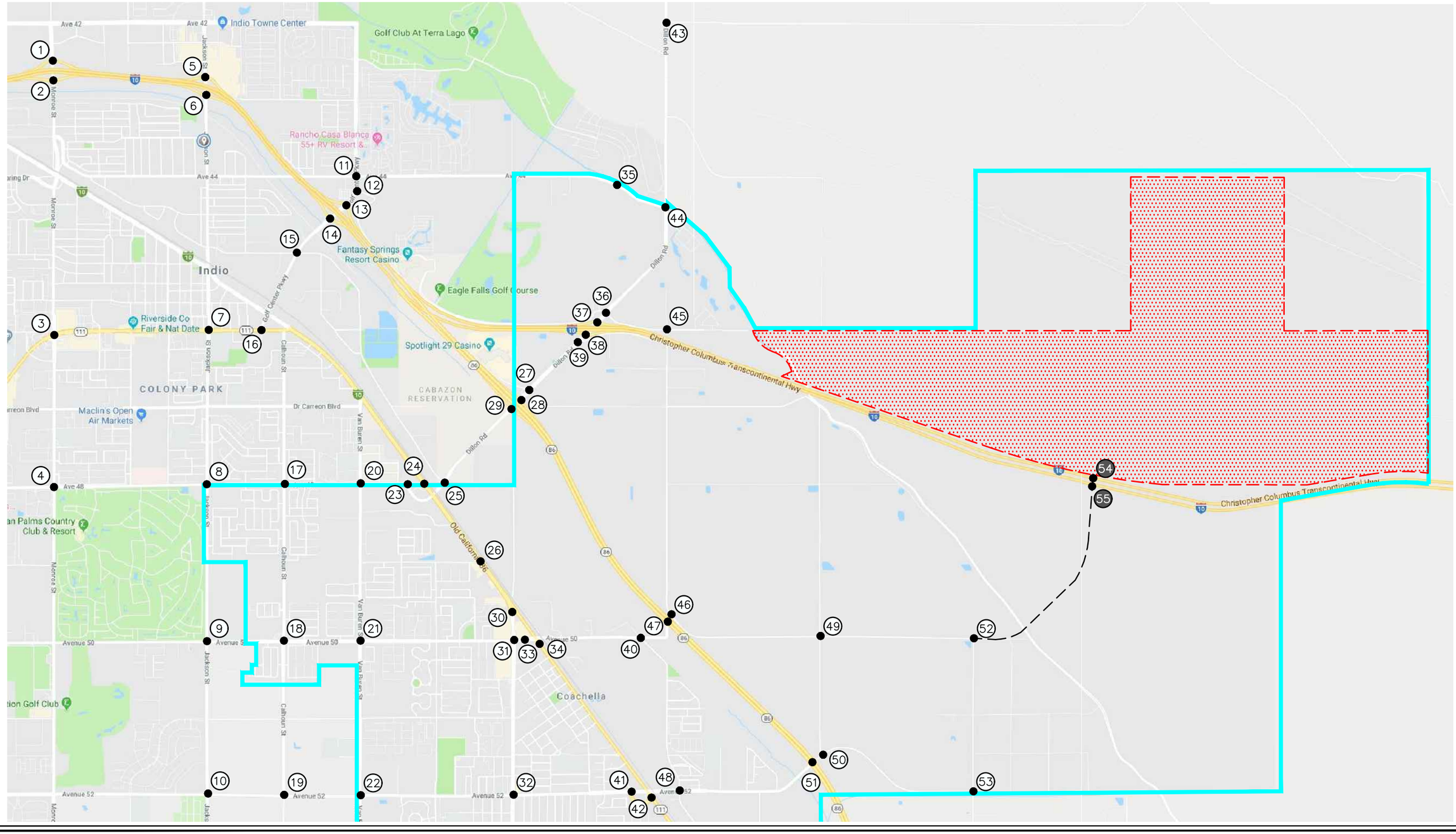


n:\4500\2224560 – kpc coachella specific plan, coachella\12 – dwg\4560 f1–2.dwg LDP 15:37:31 11–30–2022 howell

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION
(#) = FUTURE STUDY INTERSECTION
= PROJECT SITE
— — = FUTURE ROADWAY
— = CITY OF COACHELLA

FIGURE 1–2

EXTERNAL NETWORK VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA

2.0 PROJECT DESCRIPTION AND LOCATION

The KPC Coachella Specific Plan area is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California. The Project applicant is proposing a Specific Plan for the development of various mixed-uses on approximately 2,700 acres of land. The KPC Coachella Specific Plan area has been organized into Villages and Planning Areas. There are a total of five Villages. The Project land uses are anticipated to be completed by Buildout Year 2045. Primary access for the Project site will be provided via the proposed Avenue 50 and I-10 Interchange as well as an extension of the Vista Del Norte road from the west. ***Figure 2-1*** presents an existing aerial site plan of the Project site and shows the Project site in relationship to the I-10 Freeway. ***Figure 2-2*** presents the proposed Project land use plan.

The Project would develop approximately: 9,538 residential units, a 50-acre casino and hotel entertainment district including a performing arts center, 220 acres of mixed-use development, 71 acres of educational uses, and 1,170 acres of open space and parks. Public services, utilities and other amenities are also planned for the community. ***Tables 2-1*** through ***2-6*** present the land use breakdown by Village.

2.1 Land Use Plan

The KPC Coachella Specific Plan area has been organized into Villages. Each Village is divided into smaller Planning Areas. Each Village has been organized based on location, vision, and land use intensity. ***Figure 2-3*** shows the locations of each village within the Specific Plan area.

2.2 Internal Roadway Network

The roadway system is comprised of a hierarchy of roadways that include arterial, major, and secondary roadways that effectively and efficiently allow for vehicular movement within the Specific Plan area and its connections to the I-10 Freeway and the Vista Del Norte road. ***Figure 2-4*** presented the proposed circulation plan of the Project site.

Regional circulation will be provided by the new Avenue 50 Interchange and the extension of Avenue 50 into the site. Avenue 50 within the Project is planned as a six-lane divided arterial with a landscaped median and off-street bike/NEV lanes. Additional site access will be provided by an extension of Vista Del Norte across the All-American Canal into the Project. The extension of Vista Del Norte is planned as a four-lane divided arterial.

Internal circulation is defined by several loop roads providing access to the various neighborhoods and planning areas of the Project. Three (3) primary backbone road types are planned: a six-lane divided major roadway and a four-lane divided major roadway, which comprises the primary loop road and westerly access connection from Vista Del Norte, and a two-lane collector roadway with center turn lane. Vista Del Norte is proposed as a four-lane major roadway with a wide median to accommodate the potential for an increase to six travel lanes. Due to the sloping topography and road curves, the two-lane collectors are designed with a center continuous turn lane to allow for turning movements in areas with potentially limited sight distance. The planned roads cross on-site

drainages through arch-culvert bridges, although the intent is to minimize disturbance to the drainage channels to be retained.

2.3 Internal Network Intersection Traffic Controls

The internal network traffic will be controlled by a combination of stop signs, roundabouts, and traffic signals. ***Figure 2-5*** presents the intersection traffic controls anticipated for the internal roadway network. As shown in *Figure 2-5,* the primary traffic control consists of four (4) roundabouts and one (1) traffic signal. The proposed reconfigured Avenue 50 and I-10 Interchange will consist of two signals at the ramp terminals.

TABLE 2-1

PROJECT DEVELOPMENT SUMMARY – VILLAGE A

Planning Area	Project Description / Land Use	Project Development Totals
A-1	❑ Single Family Detached Housing	160 DU
A-2	❑ Single Family Detached Housing	49 DU
A-3	❑ Elementary School	141 Students
A-4	❑ Single Family Detached Housing	122 DU
A-5	❑ Multifamily Housing (Low-Rise)	510 DU
A-6	❑ Single Family Detached Housing	29 DU
A-7	❑ Single Family Detached Housing	500 DU
A-8	❑ Multifamily Housing (Low-Rise)	230 DU
A-9	❑ Elementary School	275 Students
A-10	❑ Multifamily Housing (Low-Rise)	242 DU
A-11	❑ Multifamily Housing (Mid-Rise)	419 DU
A-12	❑ Single Family Detached Housing	18 DU
OS-1	❑ Public Park	33.5 Acres
OS-2	❑ Public Park	25.8 Acres
OS-3	❑ Public Park	14.6 Acres
OS-4	❑ Public Park	13.5 Acres
OS-5	❑ Public Park	8.9 Acres
	Total Single Family Detached Housing	***878 DU***
	Total Multifamily Housing (Low-Rise)	***982 DU***
	Total Multifamily Housing (Mid-Rise)	***419 DU***
	Total Students	***416 Students***
	Total Public Park	***96.3 Acres***

Notes:

- DU = Dwelling Units

TABLE 2-2

PROJECT DEVELOPMENT SUMMARY – VILLAGE B

Planning Area	Project Description / Land Use	Project Development Totals
B-1	❑ Multifamily Housing (Mid-Rise)	106 DU
	❑ Shopping Center (>150k)	175,439 SF
	❑ General Office Building	58,480 SF
B-2	❑ Hotel	375 Rooms
	❑ Casino	100,000 SF
B-3	❑ Multifamily Housing (Mid-Rise)	96 DU
	❑ Shopping Center (>150k)	159,570 SF
	❑ General Office Building	53,190 SF
B-4	❑ Multifamily Housing (Mid-Rise)	102 DU
	❑ Shopping Center (>150k)	168,380 SF
	❑ General Office Building	56,127 SF
B-5	❑ Multifamily Housing (Mid-Rise)	236 DU
	❑ Shopping Center (>150k)	391,045 SF
	❑ General Office Building	130,349 SF
B-6	❑ Multifamily Housing (Mid-Rise)	222 DU
	❑ Shopping Plaza (>150k)	367,732 SF
	❑ General Office Building	122,579 SF
B-7	❑ Multifamily Housing (Mid-Rise)	45 DU
	❑ Shopping Plaza (40-150k)	74,039 SF
	❑ General Office Building	24,680 SF
B-8	❑ Multifamily Housing (Mid-Rise)	1,265 DU
B-9	❑ Multifamily Housing (Mid-Rise)	309 DU
OS-6	❑ Public Park	52.1 Acres
OS-7	❑ Public Park	37.8 Acres
OS-8	❑ Public Park	19.2 Acres
OS-9	❑ Public Park	4.0 Acres
OS-10	❑ Public Park	4.9 Acres

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 2-2 (CONTINUED)

PROJECT DEVELOPMENT SUMMARY – VILLAGE B

Planning Area	Project Description / Land Use	Project Development Totals
	Total Multifamily Housing (Mid-Rise)	***2,381 DU***
	Total Shopping Center	***1,336,205 SF***
	Total Office	***445,405 SF***
	Total Hotel	***375 Rooms***
	Total Casino	***100,000 SF***
	Total Public Park	***114.0 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 2-3
PROJECT DEVELOPMENT SUMMARY – VILLAGE C

Planning Area	Project Description / Land Use	Project Development Totals
C-1	❑ Live Theater	10,000 Seats
C-2	❑ Multifamily Housing (Low-Rise)	321 DU
C-3	❑ Single Family Detached Housing	112 DU
C-4	❑ Single Family Detached Housing	120 DU
	❑ Strip Retail Plaza (<40k)	27,580 SF
	❑ General Office Building	9,193 SF
C-5	❑ Multifamily Housing (Low-Rise)	78 DU
C-6	❑ Elementary School	626 Students
	❑ Middle School/Junior High School	918 Students
C-7	❑ Multifamily Housing (Low-Rise)	500 DU
OS-11	❑ Public Park	52.0 Acres
OS-12	❑ Public Park	10.5 Acres
OS-13	❑ Public Park	34.7 Acres
Total Single Family Detached Housing		***112 DU***
Total Multifamily Housing (Low-Rise)		***899 DU***
Total Multifamily Housing (Mid-Rise)		***17 DU***
Total Students		***1,544 Students***
Total Shopping Center		***27,580 SF***
Total Office		***9,193 SF***
Total Live Theater		***10,000 Seats***
Total Public Park		***97.2 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 2-4
PROJECT DEVELOPMENT SUMMARY – VILLAGE D

Planning Area	Project Description / Land Use	Project Development Totals
D-1	❑ Senior Adult Housing – Single Family	285 DU
D-2	❑ Senior Adult Housing – Multifamily	544 DU
D-3	❑ Senior Adult Housing – Multifamily	362 DU
D-4	❑ Multifamily Housing (Low-Rise)	432 DU
D-5	❑ Senior Adult Housing – Multifamily	550 DU
D-6	❑ Senior Adult Housing – Single Family	253 DU
D-7	❑ Single Family Detached Housing	247 DU
D-8	❑ Multifamily Housing (Mid-Rise)	21 DU
	❑ Shopping Center	35,350 SF
	❑ General Office Building	11,784 SF
OS-14	❑ Public Park	42.1 Acres
OS-15	❑ Public Park	14.7 Acres
Total Single Family Detached Housing		***247 DU***
Total Multifamily Housing (Low-Rise)		***432 DU***
Total Multifamily Housing (Mid-Rise)		***21 DU***
Total Senior Adult Housing – Single Family		***538 DU***
Total Senior Adult Housing – Multifamily		***1,456 DU***
Total Shopping Center		***35,350 SF***
Total Office		***11,784 SF***
Total Public Park		***56.8 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 2-5
PROJECT DEVELOPMENT SUMMARY – VILLAGE E

Planning Area	Project Description / Land Use	Project Development Totals
E-1	❑ Multifamily Housing (Low-Rise)	312 DU
E-2	❑ Single Family Detached Housing	195 DU
E-3	❑ Elementary School	871 Students
E-4	❑ Single Family Detached Housing	35 DU
E-5	❑ Single Family Detached Housing	22 DU
E-6	❑ Multifamily Housing (Low-Rise)	402 DU
E-7	❑ Single Family Detached Housing	190 DU
OS-16	❑ Public Park (New Agricultural Production)	42.6 Acres
OS-17	❑ Public Park (New Agricultural Production)	25.8 Acres
OS-18	❑ Public Park	17.0 Acres
	Total Single Family Detached Housing	***442 DU***
	Total Multifamily Housing (Low-Rise)	***714 DU***
	Total Students	***871 Students***
	Total Public Park	***85.4 Acres***

Notes:

- DU = Dwelling Units

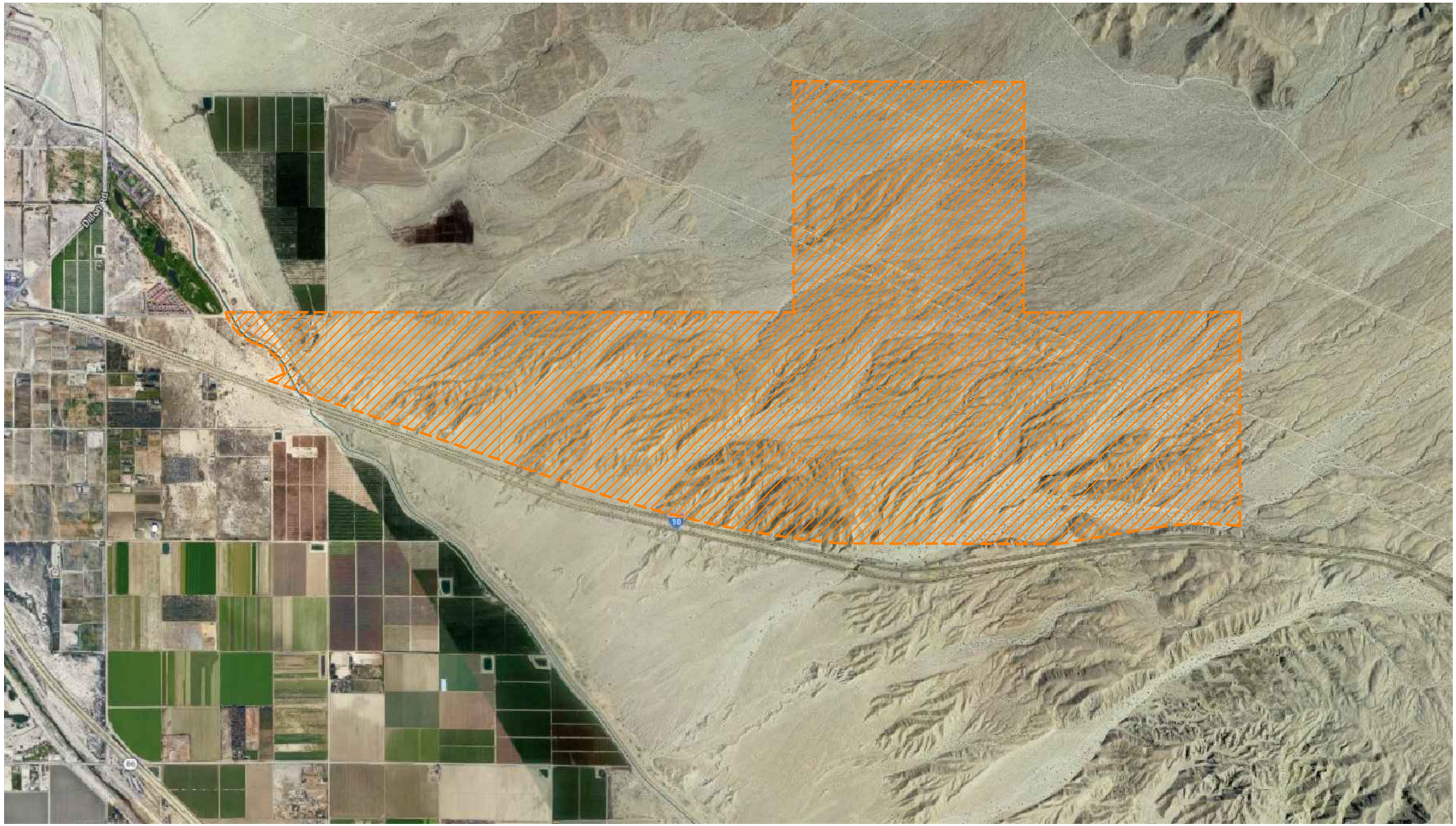
TABLE 2-6

PROJECT DEVELOPMENT SUMMARY – BUILDOUT KPC COACHELLA SPECIFIC PLAN

Project Description / Land Use	Project Development Totals
Total Single Family Detached Housing	***1,679 DU***
Total Multifamily Housing (Low-Rise)	***3,027 DU***
Total Multifamily Housing (Mid-Rise)	***2,838 DU***
Total Senior Adult Housing – Single Family	***538 DU***
Total Senior Adult Housing – Multifamily	***1,456 DU***
Total Students	***2,831 Students***
Total Shopping Center	***1,399,135 SF***
Total Office	***466,382 SF***
Total Hotel	***375 Rooms***
Total Casino	***100,000 SF***
Total Live Theater	***10,000 Seats***
Total Public Park	***449.7 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2–1

EXISTING SITE AERIAL

KPC COACHELLA SPECIFIC PLAN, COACHELLA

SOURCE: KPC

LINSCOTT LAW & GREENSPAN engineers

FIGURE 2–2

PROPOSED PROJECT SITE PLAN

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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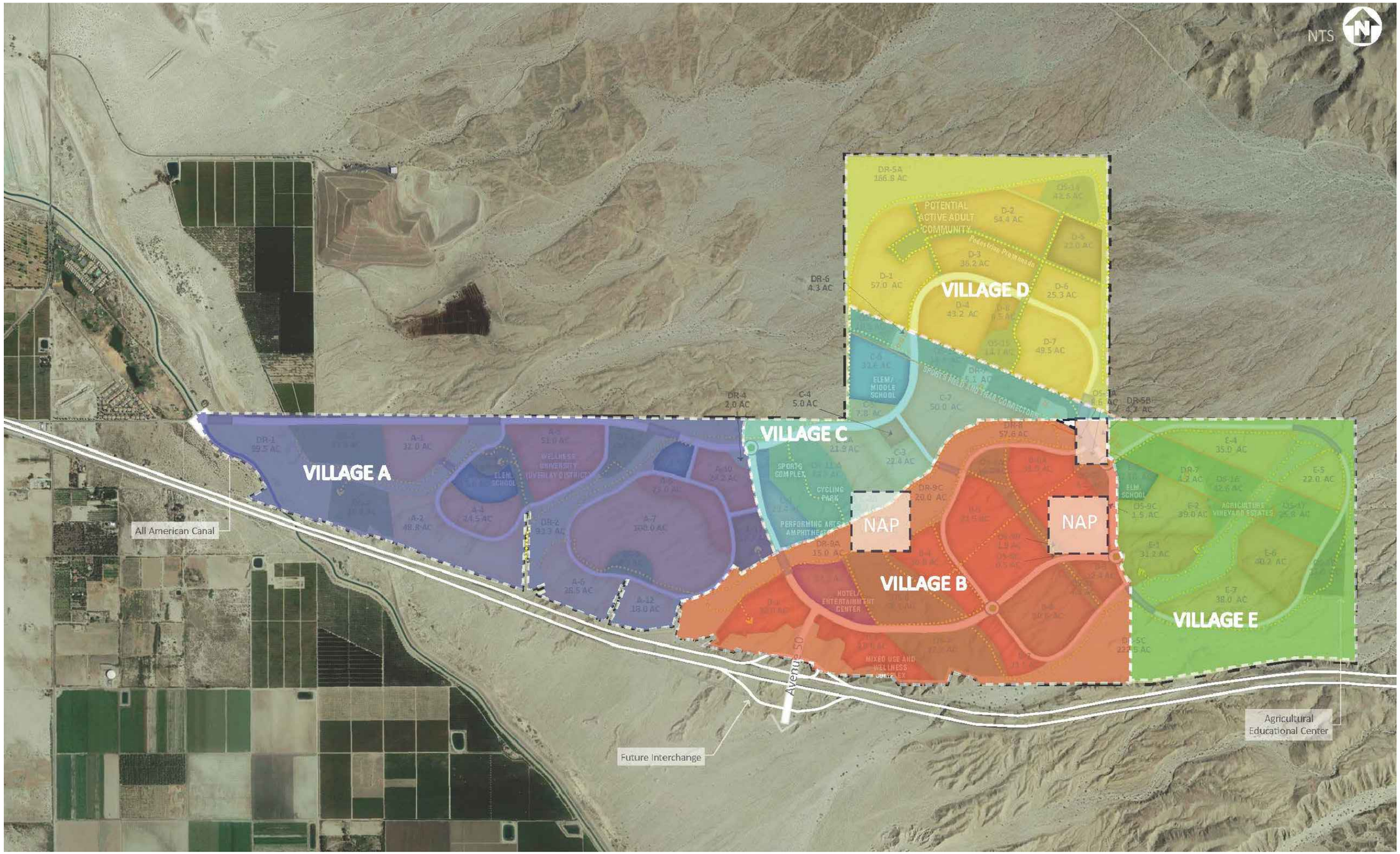

SOURCE: KPC

LINSCOTT LAW & GREENSPAN engineers

FIGURE 2–3

VILLAGE ORGANIZATION

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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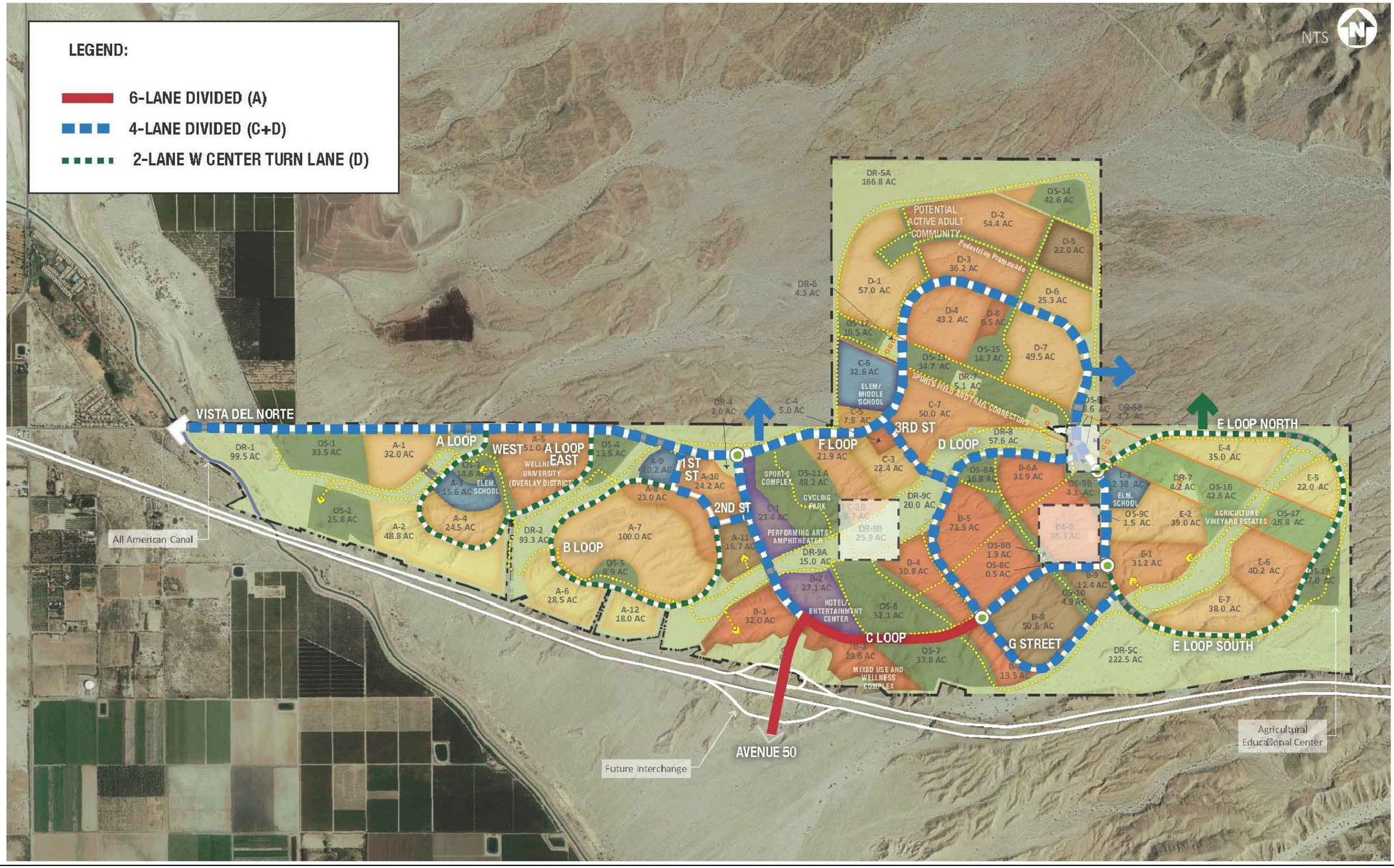

SOURCE: KPC

FIGURE 2–4

PROPOSED CIRCULATION PLAN
KPC COACHELLA SPECIFIC PLAN, COACHELLA

LINSCOTT LAW & GREENSPAN engineers

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LEGEND:

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Institutional (Schools)
- Casino/Entertainment Center/Hotels
- Parks, Greenways, and Amenity Centers
- New Agricultural Production
- Drainage and Other Open Space
- Bridges
- Roundabouts
- Pedestrian / Bicycle Trail
- Electrical/Gas Easement

NTS

Vista del Norte

DR-1 99.5 AC
OS-1 33.5 AC
A-1 32.0 AC
OS-2 25.8 AC
A-2 48.8 AC
OS-3 14.6 AC
A-3 15.6 AC
ELEM. SCHOOL
A-4 24.5 AC
A-5 51.0 AC
WELLNESS UNIVERSITY (OVERLAY DISTRICT)
DR-2 93.3 AC
OS-4 13.5 AC
A-6 28.5 AC
OS-5 8.9 AC
A-7 100.0 AC
A-8 23.0 AC
A-9 10.2 AC
A-10 24.2 AC
A-11 16.7 AC
A-12 18.0 AC
DR-4 2.0 AC
C-4 5.0 AC
C-1 23.4 AC
SPORTS COMPLEX
CYCLING PARK
OS-11 A 48.2 AC
PERFORMING ARTS AMPHITHEATER
DR-9A 15.0 AC
C-2A 23.4 AC
C-2B 8.7 AC
DR-9B 25.9 AC
C-3 22.4 AC
B-1 32.0 AC
B-2 27.1 AC
HOTEL/ ENTERTAINMENT CENTER
B-3 29.6 AC
MIXED USE AND WELLNESS COMPLEX
B-4 30.8 AC
OS-6 52.1 AC
OS-7 37.8 AC
B-5 71.5 AC
B-6A 31.9 AC
B6-B 35.3 AC
B-7 13.5 AC
B-8 50.6 AC
B-9 12.4 AC
OS-10 4.9 AC
DR-9C 20.0 AC
OS-8A 16.8 AC
OS-8B 1.9 AC
OS-8C 0.5 AC
OS-9A 8.6 AC
OS-9B 4.1 AC
OS-9C 1.5 AC
DR-5A 166.8 AC
POTENTIAL ACTIVE ADULT COMMUNITY
D-1 57.0 AC
D-2 54.4 AC
D-3 36.2 AC
D-4 43.2 AC
D-5 22.0 AC
D-6 25.3 AC
D-7 49.5 AC
D-8 6.5 AC
DR-6 4.3 AC
OS-12 10.5 AC
OS-13 34.7 AC
OS-14 42.1 AC
OS-15 14.7 AC
C-5 7.8 AC
C-6 32.6 AC
ELEM/ MIDDLE SCHOOL
C-7 50.0 AC
DR-7 5.1 AC
DR-8 57.6 AC
DR-5B 4.7 AC
DR-5C 222.5 AC
E-1 31.2 AC
E-2 39.0 AC
E-3 12.4 AC
ELM. SCHOOL
E-4 35.0 AC
E-5 22.0 AC
E-6 40.2 AC
E-7 38.0 AC
DR-7 4.2 AC
OS-16 42.6 AC
OS-17 25.8 AC
OS-18 17.0 AC
AGRICULTURE VINEYARD ESTATES
VILLAGE 6
Pedestrian Promenade
SPORTS FIELD AND TRAIL CONNECTOR
Avenue 50
Future Interchange
Agricultural Educational Center

1 ROUNDABOUT — INTERSECTION 1
2 8 PHASE SIGNAL — INTERSECTION 2
3 ROUNDABOUT — INTERSECTION 3
4 ROUNDABOUT — INTERSECTION 4
5 ROUNDABOUT — INTERSECTION 5

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LINSCOTT LAW & GREENSPAN engineers

SOURCE: KPC

KEY

- (#) = INTERNAL STUDY INTERSECTION
- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL
- F = FREE-RIGHT

FIGURE 2-5

INTERNAL NETWORK INTERSECTION CONTROLS

KPC COACHELLA SPECIFIC PLAN, COACHELLA

3.0 EXTERNAL NETWORK EXISTING CONDITIONS

The I-10 Freeway provides primary regional access to the proposed development site. The I-10 Freeway is located directly south of the Project site and will provide regional access to the Project via the proposed Avenue 50 and I-10 Interchange. Access will also be provided via an extension of the Vista Del Norte Road from the west.

3.1 Existing Street Network

The principal External Network of streets in the region primarily to the west and south of the Project site consists of Highway 111, Avenue 48, Dillon Road, Avenue 50, and Avenue 52. The External Network spans the Cities of Coachella and Indio as well as Riverside County. ***Figure 3-1*** presents the External Network Vicinity Map and ***Figure 3-2*** presents the External Network Intersection Controls for the key external existing study intersections.

3.2 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes at fifty-three (53) key existing study intersections located in the External Network evaluated in this report were collected in August 2022 by Counts Unlimited, Inc. ***Appendix B*** contains the detailed traffic count data. These key existing study intersections were designated for evaluation based on the appropriate City criteria and knowledge of the area circulation system.

Figures 3-3 and ***3-4*** present the existing External Network AM and PM peak hour traffic volumes, respectively, for the key existing study intersections.

3.3 Existing Intersection Level of Service Results

Table 3-1 summarizes the existing peak hour service level calculations for key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-1* indicates that based on the HCM method of analysis and the LOS criteria mentioned in this report, two (2) of the key study intersections currently operate at an unacceptable level of service, LOS E or worse during the AM and/or PM peak hour. The remaining key study intersections currently operate at an acceptable level of service during the AM and PM peak hours. The intersections operating at an adverse level of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
9. Jackson Street at Avenue 50	38.9	E	--	--
16. Golf Center Parkway/Lorraine Street at Highway 111	--	--	181.2	F

Appendix C contains the Existing Traffic Conditions Delay/LOS calculation worksheets for key study intersections.

TABLE 3-1
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[4]

Key Intersection		Jurisdiction	Maximum Acceptable LOS	Time Period	Control Type	Delay (s/v)	LOS
1.	Monroe Street at I-10 Westbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	7.5	A
				PM	Signal	6.6	A
2.	Monroe Street at I-10 Eastbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	25.8	C
				PM	Signal	26.5	C
3.	Monroe Street at Highway 111	Indio	D	AM	8Ø Traffic	27.3	C
				PM	Signal	31.1	C
4.	Monroe Street at Avenue 48	Indio	D	AM	8Ø Traffic	35.7	D
				PM	Signal	32.1	C
5.	Jackson Street at I-10 Westbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	5.8	A
				PM	Signal	4.6	A
6.	Jackson Street at I-10 Eastbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	19.3	B
				PM	Signal	19.0	B
7.	Jackson Street at Highway 111	Indio	D	AM	8Ø Traffic	27.3	C
				PM	Signal	27.2	C
8.	Jackson Street at Avenue 48	Indio/ Coachella	D	AM	8Ø Traffic	32.2	C
				PM	Signal	29.4	C
9.	Jackson Street at Avenue 50	Indio	D	AM	All-Way	**38.9**	**E**
				PM	Stop	20.1	C
10.	Jackson Street at Avenue 52	Indio	D	AM	All-Way	19.6	C
				PM	Stop	17.9	C
11.	Golf Center Parkway at Avenue 44	Indio	D	AM	5Ø Traffic	18.6	B
				PM	Signal	15.8	B
12.	Golf Center Parkway at Indio Springs Drive	Indio	D	AM	6Ø Traffic	21.7	C
				PM	Signal	20.3	C
13.	Golf Center Parkway at I-10 Westbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	20.5	C
				PM	Signal	14.0	B

Notes:

- s/v = seconds per vehicle, Ø = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[4] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

TABLE 3-1 (CONTINUED)
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[5]

Key Intersection		Jurisdiction	Maximum Acceptable LOS	Time Period	Control Type	Delay (s/v)	LOS
14.	Golf Center Parkway at I-10 Eastbound Ramps	Indio/ Caltrans	D	AM	3Ø Traffic	19.8	B
				PM	Signal	21.0	C
15.	Golf Center Parkway at Avenue 45	Indio	D	AM	8Ø Traffic	17.8	B
				PM	Signal	19.1	B
16.	Golf Center Parkway/Lorraine Street at Highway 111	Indio	D	AM	5Ø Traffic	43.8	D
				PM	Signal	**181.2**	**F**
17.	Calhoun Street at Avenue 48	Indio/ Coachella	D	AM	5Ø Traffic	20.2	C
				PM	Signal	19.6	B
18.	Calhoun Street at Avenue 50	Coachella	D	AM	8Ø Traffic	30.8	C
				PM	Signal	30.5	C
19.	Calhoun Street at Avenue 52	Riverside County	C	AM	All-Way	20.0	C
				PM	Stop	14.2	B
20.	Van Buren Street at Avenue 48	Indio/ Coachella	D	AM	5Ø Traffic	25.3	C
				PM	Signal	22.1	C
21.	Van Buren Street at Avenue 50	Coachella	D	AM	8Ø Traffic	28.9	C
				PM	Signal	27.0	C
22.	Van Buren Street at Avenue 52	Coachella	D	AM	8Ø Traffic	30.8	C
				PM	Signal	31.5	C
23.	Dillon Road at Avenue 48	Indio/ Coachella	D	AM	3Ø Traffic	19.6	B
				PM	Signal	22.3	C
24.	Highway 111 at Avenue 48	Indio	D	AM	5Ø Traffic	13.6	B
				PM	Signal	14.2	B
25.	Dillon Road at Cabazon Avenue/Avenue 48	Indio	D	AM	5Ø Traffic	11.3	B
				PM	Signal	16.0	B
26.	Grapefruit Boulevard at Avenue 49	Coachella	D	AM	3Ø Traffic	11.3	B
				PM	Signal	10.3	B

Notes:

- s/v = seconds per vehicle, Ø = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[5] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

TABLE 3-1 (CONTINUED)
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[6]

Key Intersection		Jurisdiction	Maximum Acceptable LOS	Time Period	Control Type	Delay (s/v)	LOS
27.	Dillon Road at Harrison Place	Coachella	D	AM	3Ø Traffic	14.8	B
				PM	Signal	16.3	B
28.	Dillon Road at SR-86 NB Ramps	Coachella/ Caltrans	D	AM	3Ø Traffic	22.9	C
				PM	Signal	20.1	C
29.	Dillon Road at SR-86 SB Ramps	Coachella/ Caltrans	D	AM	3Ø Traffic	16.3	B
				PM	Signal	20.3	C
30.	Cesar Chavez Street at Park Lane/Grapefruit Boulevard	Coachella	D	AM	5Ø Traffic	19.4	B
				PM	Signal	19.9	B
31.	Cesar Chavez Street at Avenue 50	Coachella	D	AM	8Ø Traffic	28.2	C
				PM	Signal	28.9	C
32.	Cesar Chavez Street at Avenue 52	Coachella	D	AM	6Ø Traffic	39.5	D
				PM	Signal	47.3	D
33.	Leoco Lane at Avenue 50	Coachella	D	AM	3Ø Traffic	11.7	B
				PM	Signal	11.0	B
34.	Grapefruit Boulevard at Leoco Lane	Coachella	D	AM	One-Way	13.6	B
				PM	Stop	16.3	C
35.	Terra Lago Parkway at Avenue 44	Indio/ Coachella	D	AM	One-Way	9.0	A
				PM	Stop	8.9	A
36.	Dillon Road at Vista Del Norte	Coachella	D	AM	Two-Way	23.7	C
				PM	Stop	24.0	C
37.	Dillon Road at I-10 Westbound Ramps	Coachella/ Caltrans	D	AM	One-Way	17.5	C
				PM	Stop	17.3	C
38.	Dillon Road at I-10 Eastbound Ramps	Coachella/ Caltrans	D	AM	One-Way	14.8	B
				PM	Stop	13.7	B
39.	Dillon Road at Vista Del Sur	Coachella	D	AM	One-Way	9.8	A
				PM	Stop	9.7	A

Notes:

- s/v = seconds per vehicle, Ø = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[6] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

TABLE 3-1 (CONTINUED)
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[7]

Key Intersection		Jurisdiction	Maximum Acceptable LOS	Time Period	Control Type	Delay (s/v)	LOS
40.	Magnolia Street/Tyler Street at Avenue 50	Coachella	D	AM	Three-Way	14.3	B
				PM	Stop	29.3	D
41.	Sunset Drive at Avenue 52	Coachella	D	AM	6Ø Traffic	13.0	B
				PM	Signal	15.2	B
42.	Grapefruit Boulevard at Sunset Drive	Coachella	D	AM	3Ø Traffic	10.2	B
				PM	Signal	12.2	B
43.	Dillon Road at Fargo Canyon Road	Riverside County	D	AM	One-Way	11.6	B
				PM	Stop	10.1	B
44.	Dillon Road at Avenue 44	Indio/ Coachella	D	AM	One-Way	12.7	B
				PM	Stop	11.1	B
45.	Tyler Street at Vista Del Norte	Coachella	D	AM	One-Way	0.0	A
				PM	Stop	0.0	A
46.	Tyler Street at 50th Avenue	Coachella	D	AM	One-Way	8.9	A
				PM	Stop	8.6	A
47.	Tyler Street at SR-86	Coachella/ Caltrans	D	AM	6Ø Traffic	25.6	C
				PM	Signal	17.4	B
48.	Tyler Street/Industrial Way at Avenue 52	Coachella	D	AM	5Ø Traffic	17.2	B
				PM	Signal	24.0	C
49.	Polk Street at 50th Avenue	Coachella	D	AM	Two-Way	8.9	A
				PM	Stop	9.0	A
50.	Polk Street at Avenue 52	Coachella	D	AM	One-Way	8.8	A
				PM	Stop	8.6	A
51.	SR-86 at Avenue 52	Coachella/ Caltrans	D	AM	6Ø Traffic	22.8	C
				PM	Signal	18.9	B
52.	Fillmore Street at Avenue 50	Coachella	D	AM	Two-Way	8.7	A
				PM	Stop	8.6	A

Notes:

- s/v = seconds per vehicle, Ø = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[7] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.

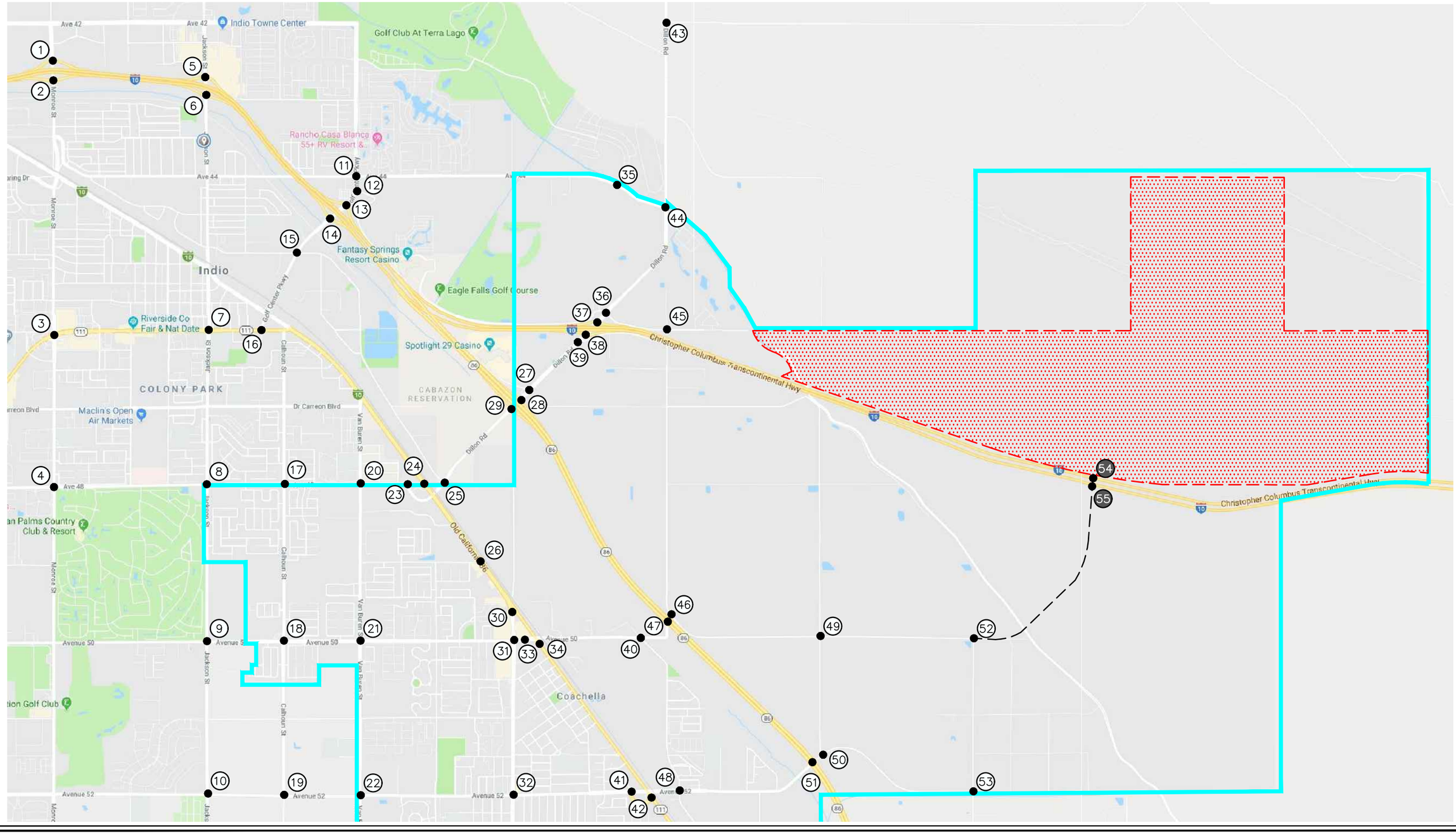
TABLE 3-1 (CONTINUED)
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[8]

Key Intersection	Jurisdiction	Maximum Acceptable LOS	Time Period	Control Type	Delay (s/v)	LOS
53. Fillmore Street at Avenue 52	Coachella	D	AM	Two-Way	8.9	A
			PM	Stop	8.7	A

Notes:

- s/v = seconds per vehicle, ∅ = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[8] *Appendix C* contains the Delay/LOS calculation worksheets for all study intersections.



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N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

= PROJECT SITE

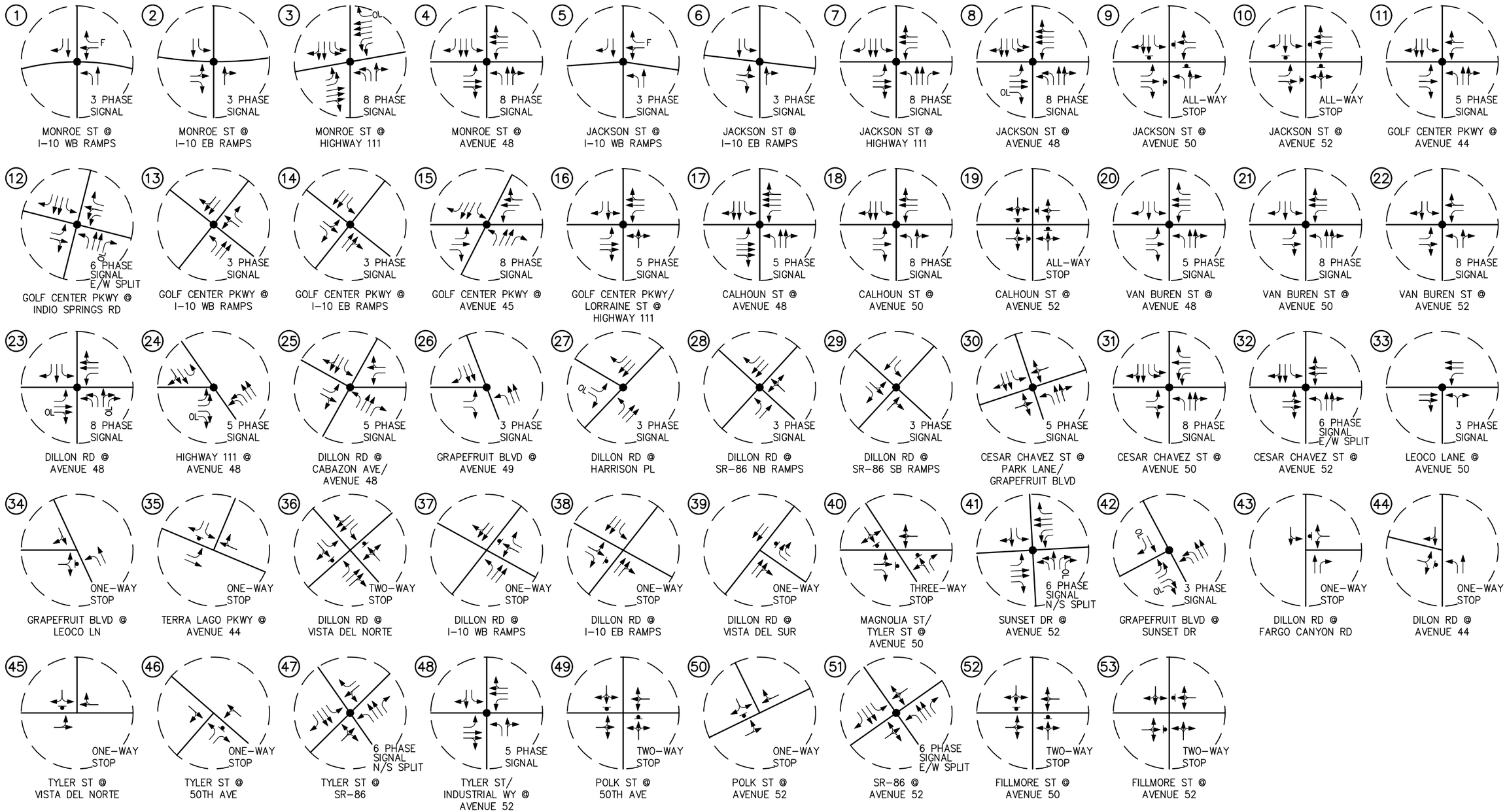
= FUTURE ROADWAY

= CITY OF COACHELLA

FIGURE 3–1

EXTERNAL NETWORK VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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NOTE: SEE FIGURE 3-1 FOR EXTERNAL NETWORK VICINITY MAP

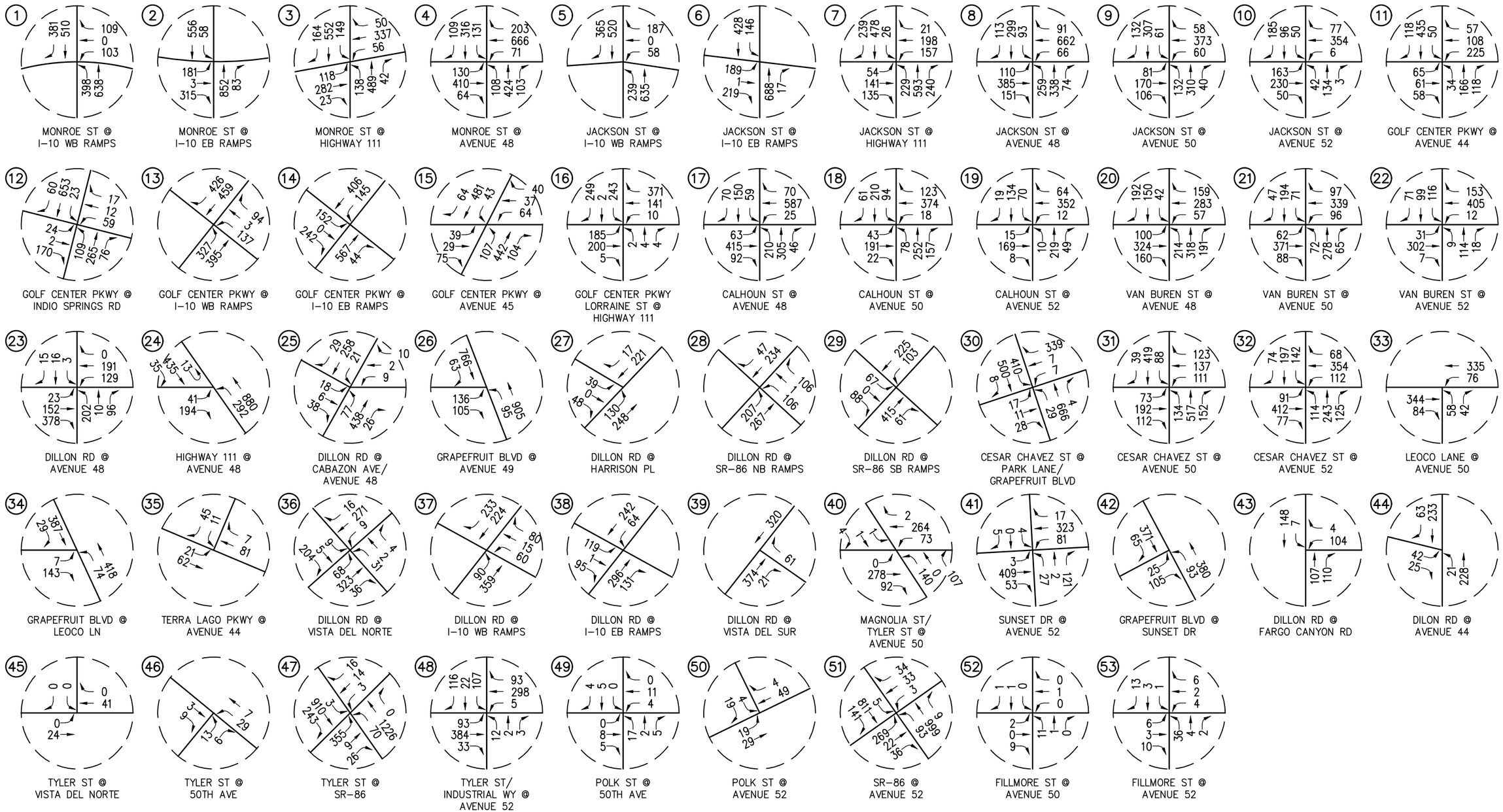
KEY

← = APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ▾ = STOP SIGN
F = FREE-RIGHT
OL = OVERLAP

FIGURE 3-2

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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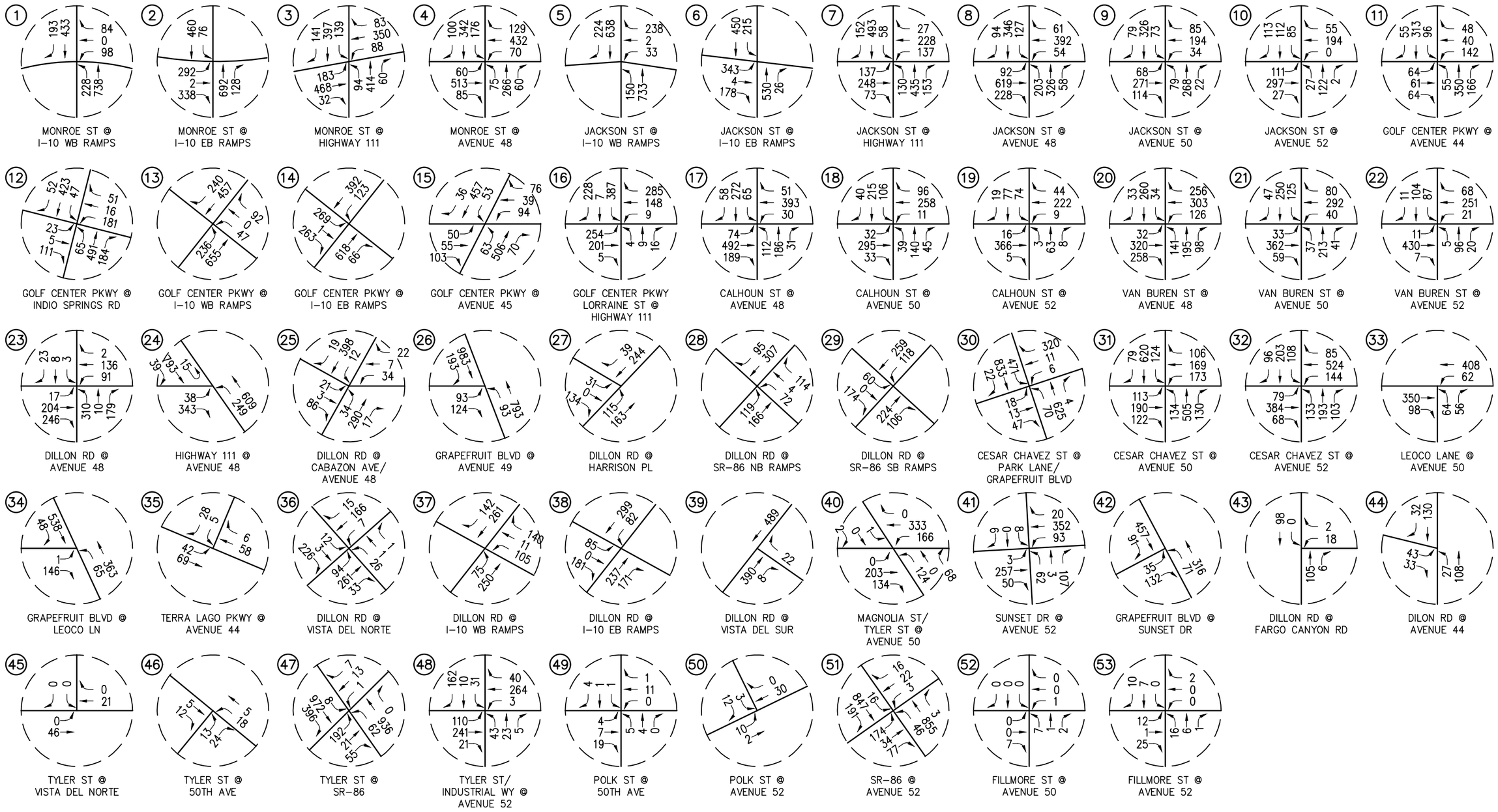
NOTE: SEE FIGURE 3-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 3-3

EXISTING EXTERNAL NETWORK AM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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NOTE: SEE FIGURE 3-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 3-4

EXISTING EXTERNAL NETWORK PM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA

4.0 TRAFFIC FORECASTING METHODOLOGY

The traffic forecasting methodology for the proposed KPC Coachella Specific Plan has been developed utilizing the Riverside County Model (RIVCOM), as provided by Western Riverside Council of Governments (WRCOG), consistent with the requirements outlined in the *County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020).* It should be noted that the La Entrada Specific Plan, which is located adjacent southerly to the KPC Specific Plan site, is included in RIVCOM. .Specifically as part of the Buildout year 2045 forecasting methodology, appropriate socio-economic data (SED) data was allocated to the RIVCOM Traffic Analysis Zones (TAZ's) based on the Project description, which is reflected in *Tables 2-1* to *2-6*, for the with Project scenarios. Riverside County FAR conversion factors that are allocated for the region have been utilized to develop SED data for the Project. Furthermore, county rates have also been used for converting square feet to employment for updating the SED data within the specific plan TAZ's.

5.0 PROJECT TRIP CHARACTERISTICS

5.1 Project Trip Generation Forecast

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. The KPC Coachella Specific Plan traffic has been developed using the Riverside County Model (RIVCOM), provided by Western Riverside Council of Governments (WRCOG), as described above in *Section 4.0.*

Table 5-1 shows the Project trip generation forecast as reflected in RIVCOM.

Review of ***Table 5-1*** indicates the total proposed Project is forecast to generate approximately 98,485 gross daily trips, with 8,964 gross trips (4,047 inbound, 4,917 outbound) produced in the AM peak hour and 8,127 gross trips (4,309 inbound, 3,818 outbound) produced in the PM peak hour on a "typical" weekday.

Further, the proposed Project is forecast to generate approximately 58,091 daily net external trips, with 5,350 net external trips (2,246 inbound, 3,105 outbound) produced in the AM peak hour and 4,738 net external trips (2,614 inbound, 2,125 outbound) produced in the PM peak hour on a "typical" weekday.

5.2 Internal Network Project Traffic Volumes

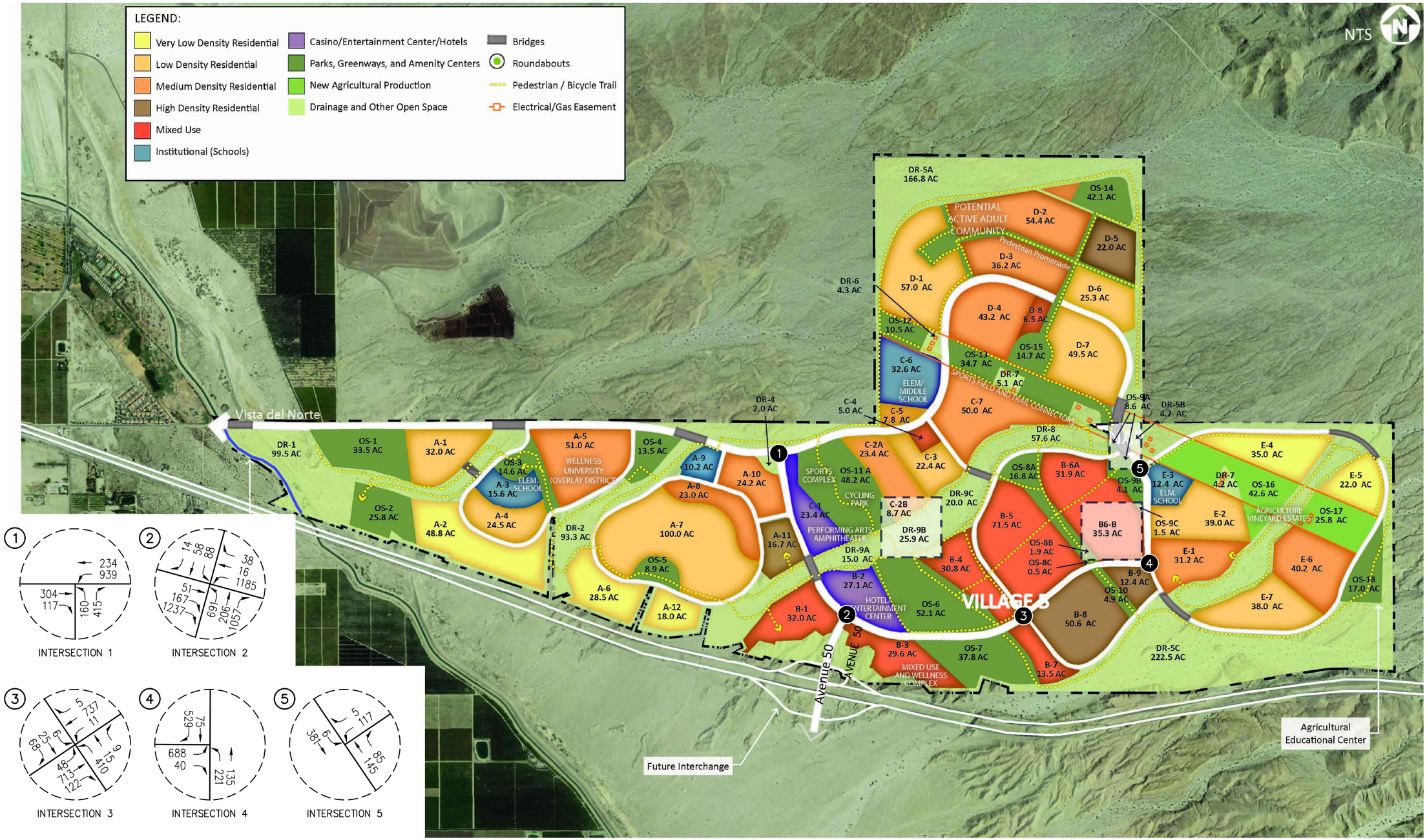
The anticipated AM and PM peak hour Project traffic volumes at the five (5) Project study intersections located within the Internal Network are presented in ***Figures 5-1*** and ***5-2***, respectively.

TABLE 5-1[9]

PROJECT TRIP GENERATION FORECAST – BUILDOUT KPC COACHELLA SPECIFIC PLAN

Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
KPC Coachella Specific Plan Total Gross Trip Generation	**98,485**	**4,047**	**4,917**	**8,964**	**4,309**	**3,818**	**8,127**
Total Internal Trip Ends	**40,394**	**1,801**	**1,813**	**3,614**	**1,695**	**1,693**	**3,389**
Total External Trip Ends	**58,091**	**2,246**	**3,105**	**5,350**	**2,614**	**2,125**	**4,738**

[9] Based on the Riverside County Model (RIVCOM), provided by Western Riverside Council of Governments (WRCOG).



SOURCE: KPC

KEY

(#) = INTERNAL STUDY INTERSECTION

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FIGURE 5–1

INTERNAL NETWORK PROJECT BUILDOUT ONLY AM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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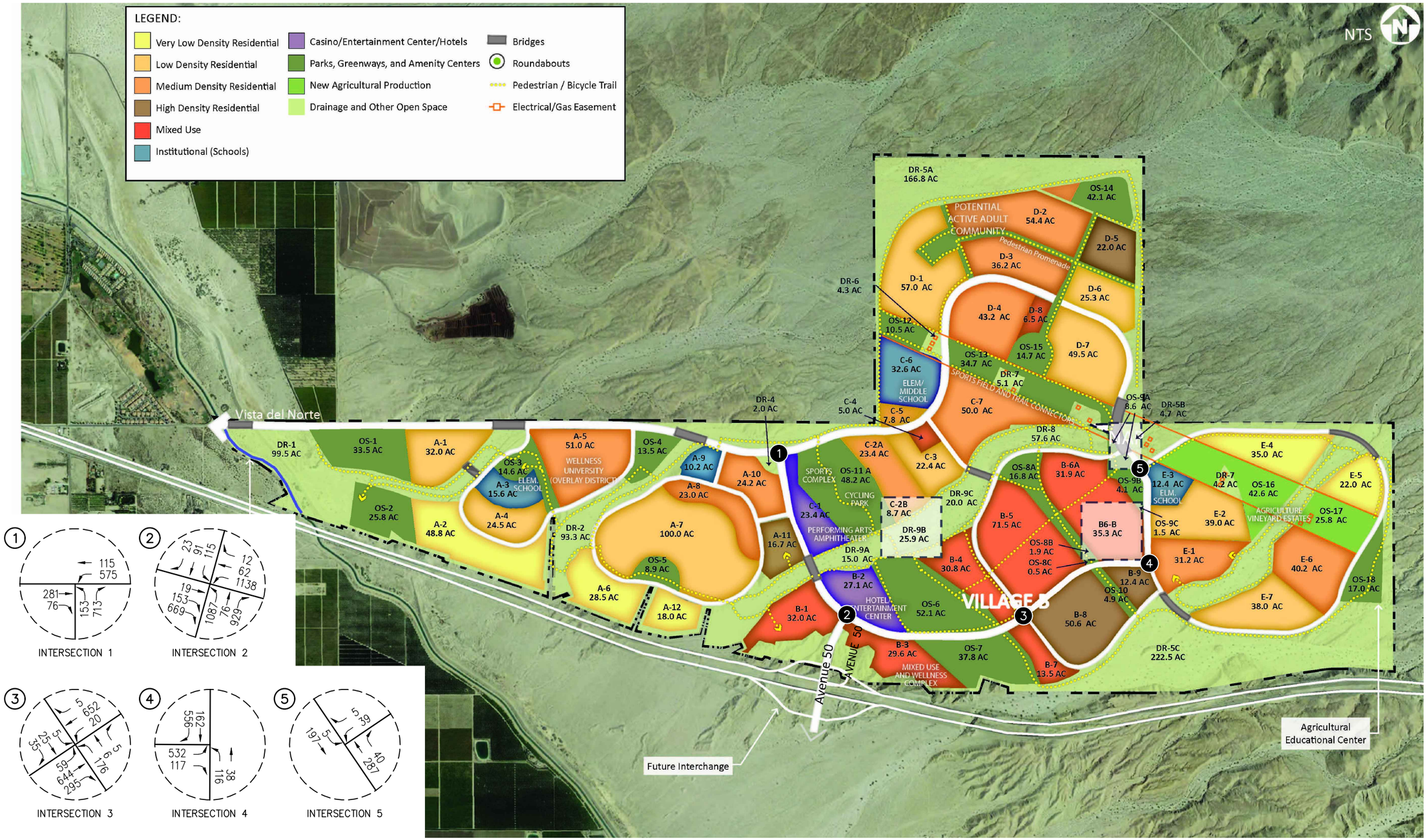

SOURCE: KPC

KEY

= INTERNAL STUDY INTERSECTION

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FIGURE 5–2

INTERNAL NETWORK PROJECT BUILDOUT ONLY PM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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6.0 FUTURE TRAFFIC CONDITIONS

6.1 Travel Demand Model Methodology

Traffic volume forecasts for the External Network were obtained through utilization of the most current version of the Riverside County Model (RIVCOM), which is a sub-area model created from the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) model, administered by LLG. The base year of the model is 2018 and the future Buildout year is 2045.

LLG modified the model to develop the Year 2018 and Year 2045 with the proposed Project. Twenty-five (25) Traffic Analysis Zones (TAZ) were created to represent the Project planning areas (some of which has been combined based on trip characteristics). Additionally, both the unmodified base and future year model networks do not include the roadway network within the Project site. The model networks were updated with the internal roadway network to reflect appropriate assignment of traffic on to the local streets from new Project TAZs. Modifications to the roadway network also helped achieve more accurate traffic distribution and assignment within the Project vicinity.

Based on the Project description, appropriate Socio-Economic Data (SED) was allocated to the newly created RIVCOM TAZs for the Project. SED was developed using conversion factor from RIVCOM SED data analysis. Additionally, County rates were used for converting square feet to employment for updating the SED where applicable.

Finally, the base and future year data was utilized to obtain the AM and PM peak period directional link volumes that were used to develop forecast year traffic volumes for the external intersections. The model volumes were post-processed using County approved methodologies and forecast turning volumes have been developed using NCHRP-255 methodologies. The internal and external roadway networks change between Existing, Year 2045 Without Project and Year 2045 With Project traffic conditions, resulting in noticeable volume differences between the Existing and Buildout horizon years.

6.1.1 *Volume Adjustment*

Using the Riverside County Model (RIVCOM), projected traffic volumes were obtained for each intersection. The model produces peak period and off-peak period volumes. Before converting the model peak period link volumes to future turning movement volumes for analysis, the model volumes must be reviewed and adjusted.

The first step is to obtain the approach and departure volumes from the model for each leg of the analyzed intersections. The next step converts the model approach and departure volumes from AM and PM peak period volumes to peak hour volumes. The AM peak hour volumes are calculated by multiplying the AM peak period volumes by 38%. Similarly, the PM peak hour volumes are calculated by multiplying the PM period volumes by 28%. These are the percentages of vehicles that are assumed to occur in the peak hour of the peak period. These factors are derived from SCAG research. The next step is to determine the difference between the base year peak hour model

volumes and the future peak hour model volumes. This "difference" represents the projected growth in traffic on each approach to Year 2045 using the RIVCOM model.

6.1.2 *B-Turn Methodology*

The base year turning movement counts for each intersection must be converted to approach and departure volumes for each leg of the intersection. Once the base counts are in this format, the difference between the future model and base model are then added to the base year counts for each corresponding approach and departure volume. This step provides the adjusted volumes that will be used to determine the Buildout turning movement volumes. The next process in the forecasting of future turning volumes applies the B-turn methodology. The B-turn methodology is generally described in the *"National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design", Chapter 8*. The B-turn method uses the base year turning percentages (from traffic counts) and proceeds through an iterative computational technique to produce a final set of future year turning volumes. The computations involve alternatively balancing the rows (approaches) and the columns (departures) of a turning movement matrix until an acceptable convergence is obtained. Future year link volumes are fixed using this method and the turning movements are adjusted to match. The results must be checked for reasonableness, and manual adjustments are sometimes necessary.

Finally, it should be noted that all provided volumes are from a Countywide General Plan level model that was not specifically developed for analysis of individual intersection turning movements. Therefore, each projected volume was reviewed carefully and adjustments were applied as warranted based on local conditions and professional engineering judgment.

The External Network traffic model post-processing worksheets are contained in ***Appendix D***. Please note that the post-processing methodology utilized in this technical memorandum is consistent with SCAG requirements.

6.2 External Network Year 2045 Without Project Traffic Volumes

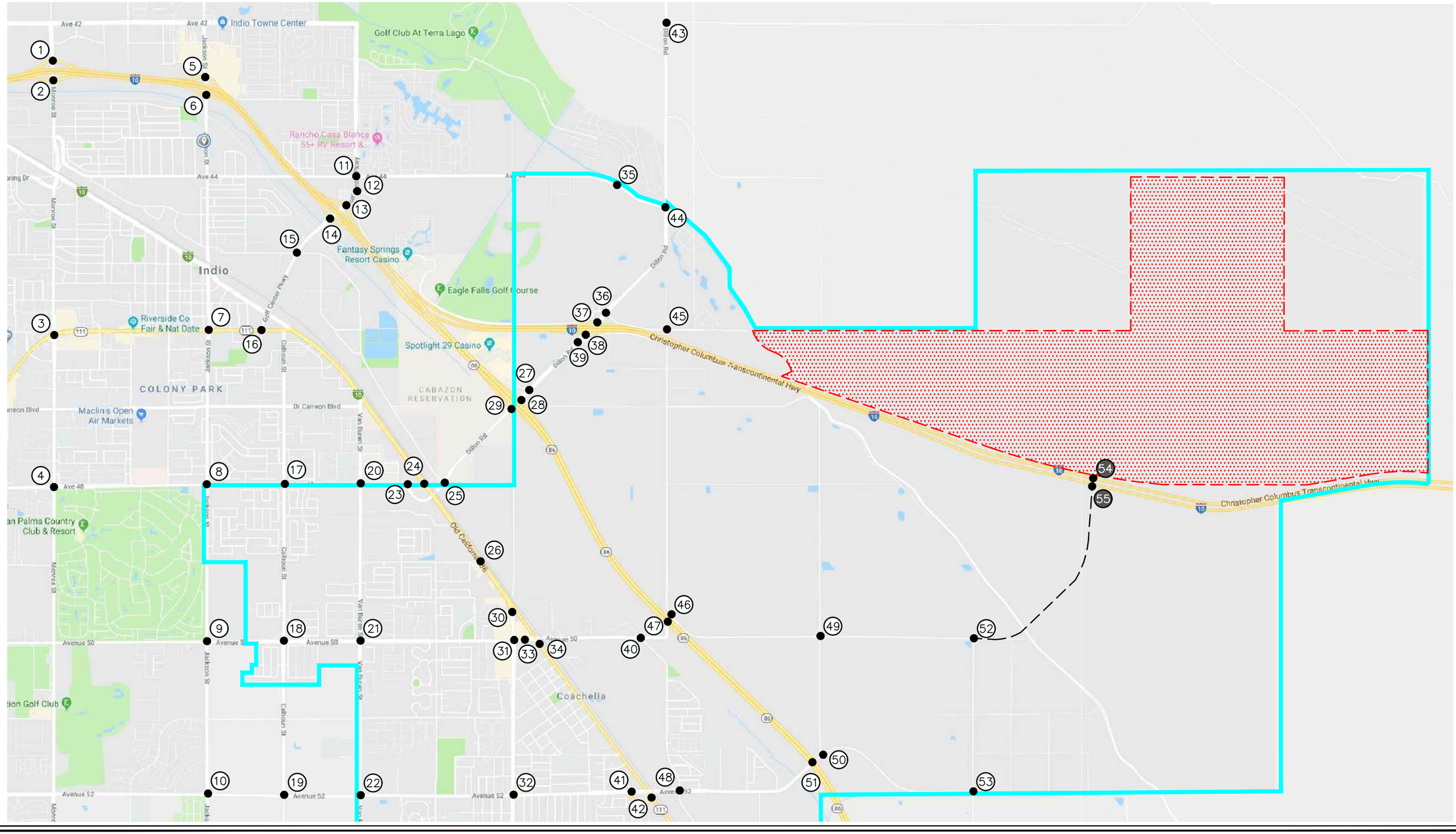
The External Network Year 2045 Without Project traffic volumes were obtained by post-processing the peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the External Network Year 2045 Without Project traffic conditions.

Figure 6-1 presents the External Network Vicinity Map. ***Figures 6-2*** and ***6-3*** present the External Network Year 2045 Without Project Traffic Conditions AM and PM peak hour traffic volumes at the fifty-five (55) external network key study intersections, respectively.

6.3 External Network Year 2045 With Project Traffic Volumes

The External Network Year 2045 With Project traffic volumes were obtained by post-processing the peak hour approach and departure traffic volumes based on the relationship of the base year validation model run output to the base year ground traffic counts and represent the External Network Year 2045 With Project traffic conditions.

Figures 6-4 and ***6-5*** present the AM and PM peak hour External Network Year 2045 With Project traffic volumes, respectively, at the fifty-five (55) external network key study intersections.



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N NO SCALE

SOURCE: GOOGLE

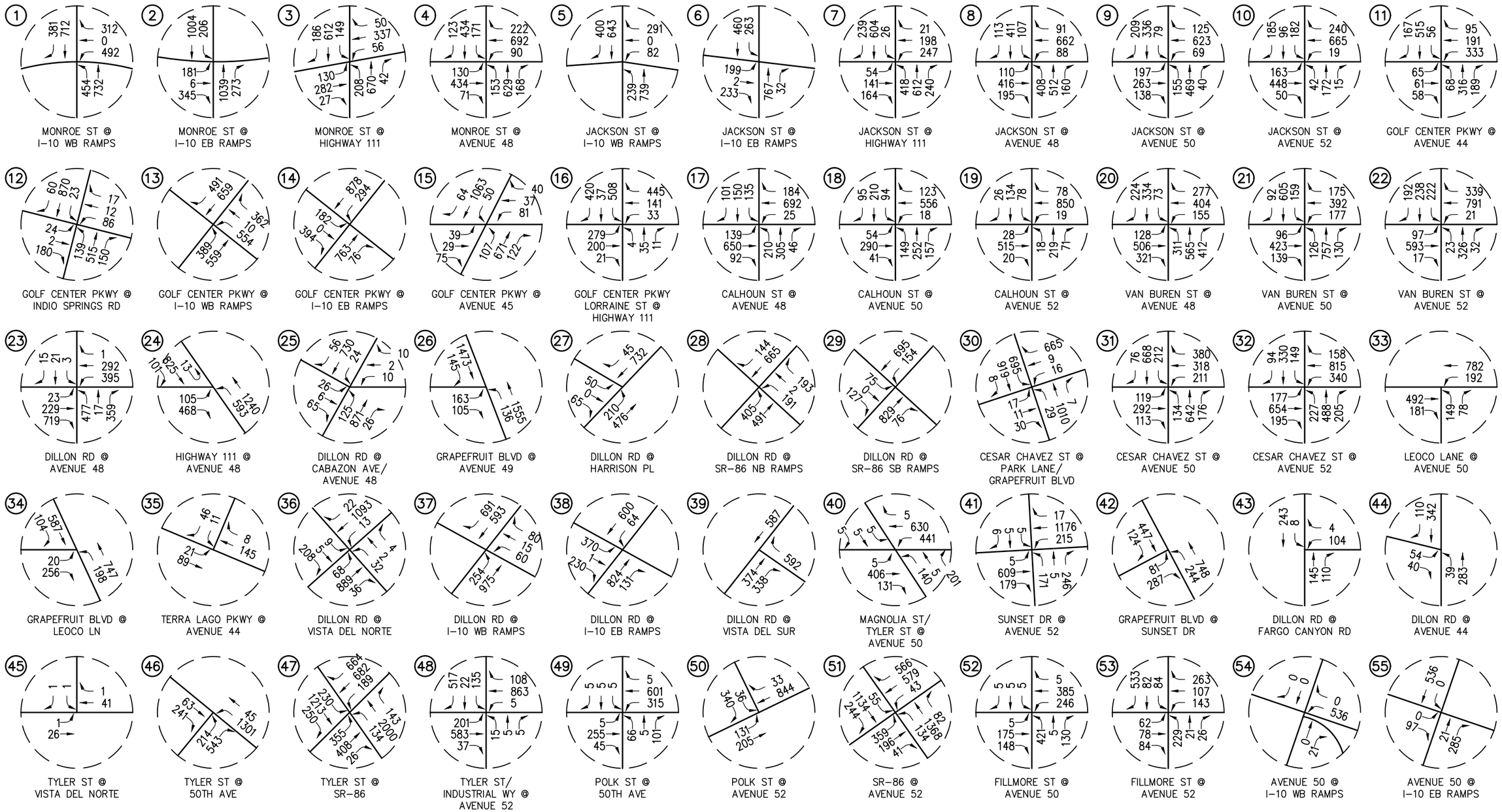
KEY

(#) = EXISTING STUDY INTERSECTION
(#) = FUTURE STUDY INTERSECTION
= PROJECT SITE
= FUTURE ROADWAY
= CITY OF COACHELLA

FIGURE 6–1

EXTERNAL NETWORK VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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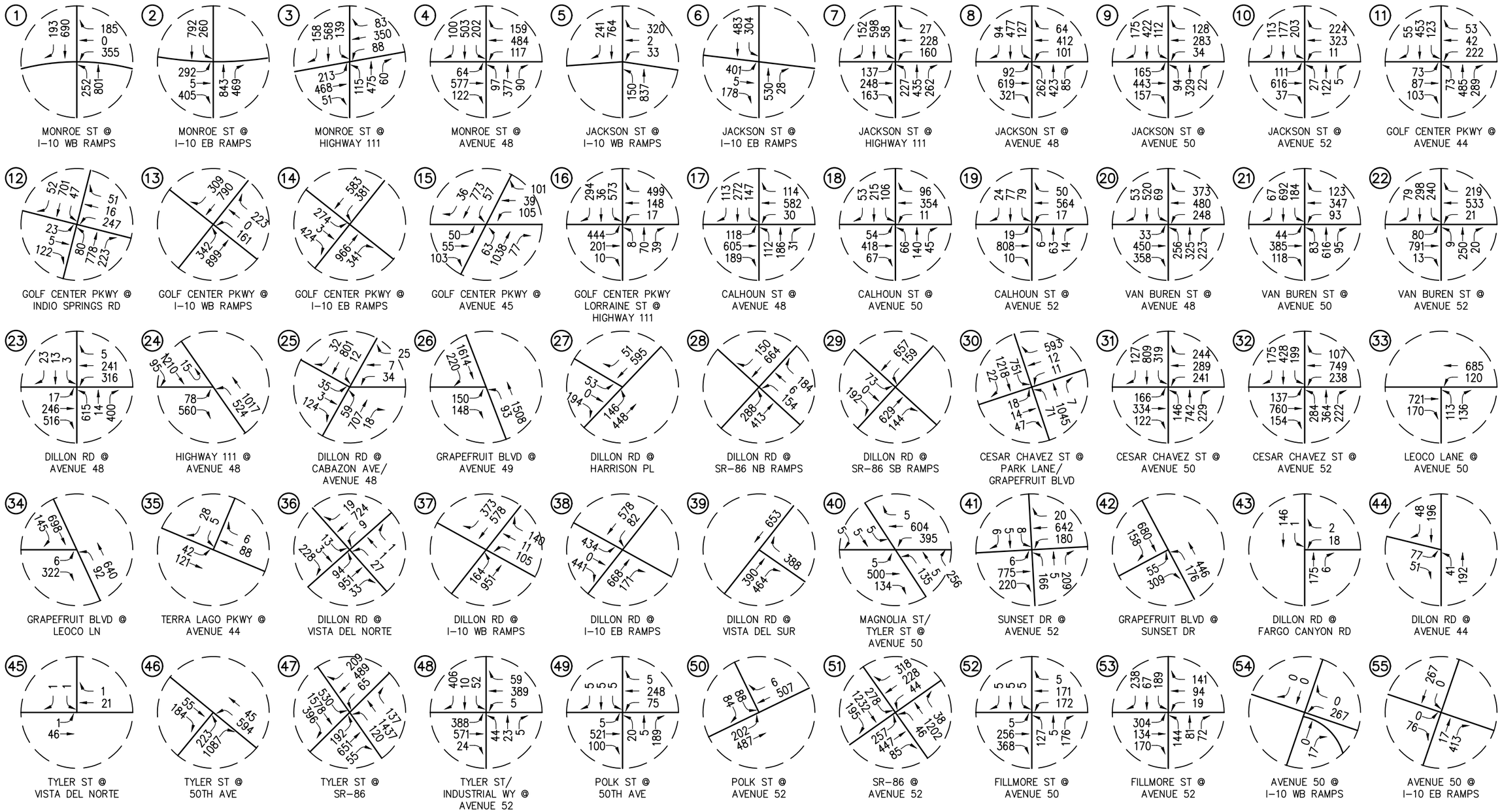
NOTE: SEE FIGURE 6-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 6-2

YEAR 2045 EXTERNAL NETWORK WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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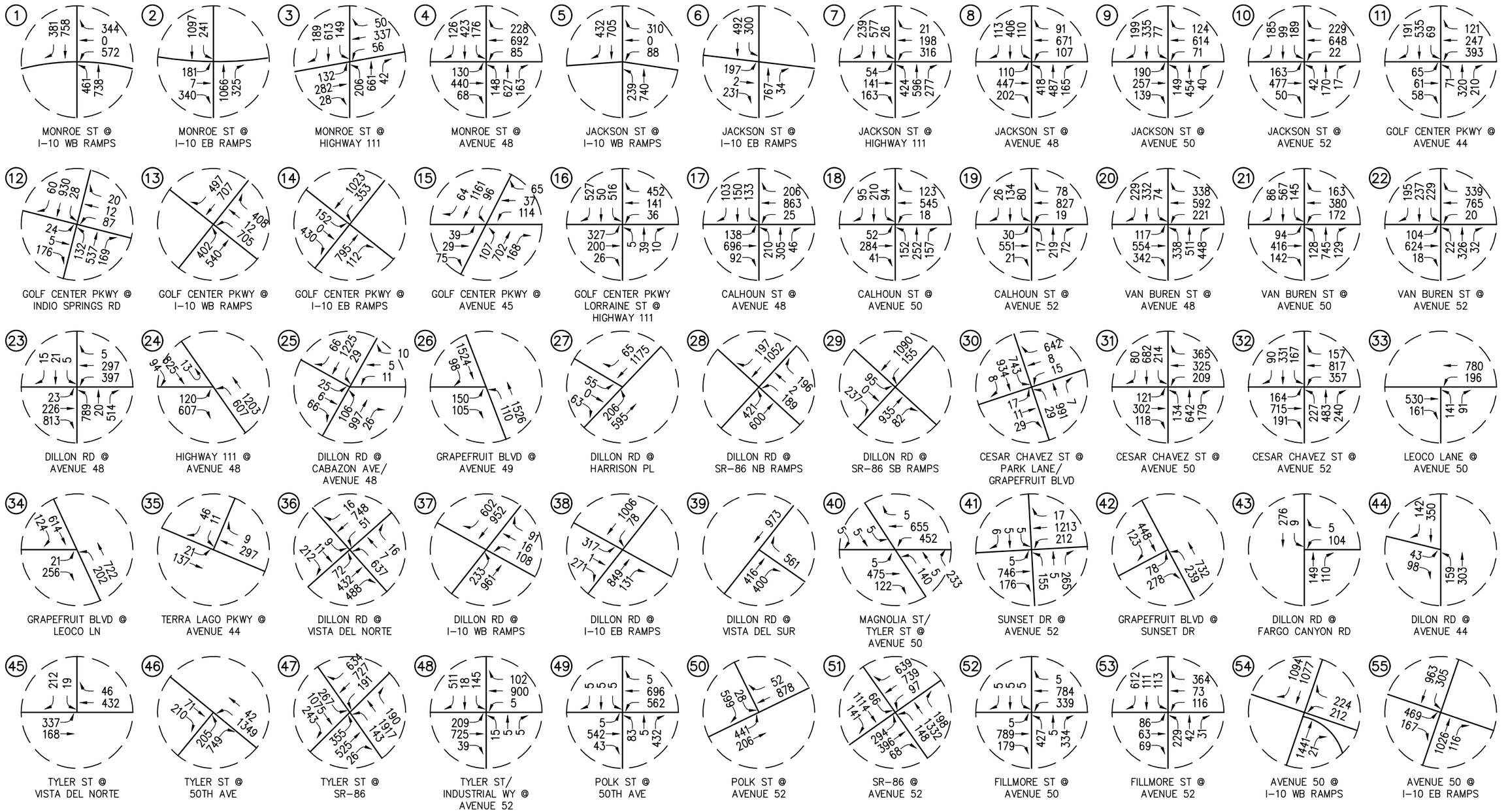
NOTE: SEE FIGURE 6-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 6-3

YEAR 2045 EXTERNAL NETWORK WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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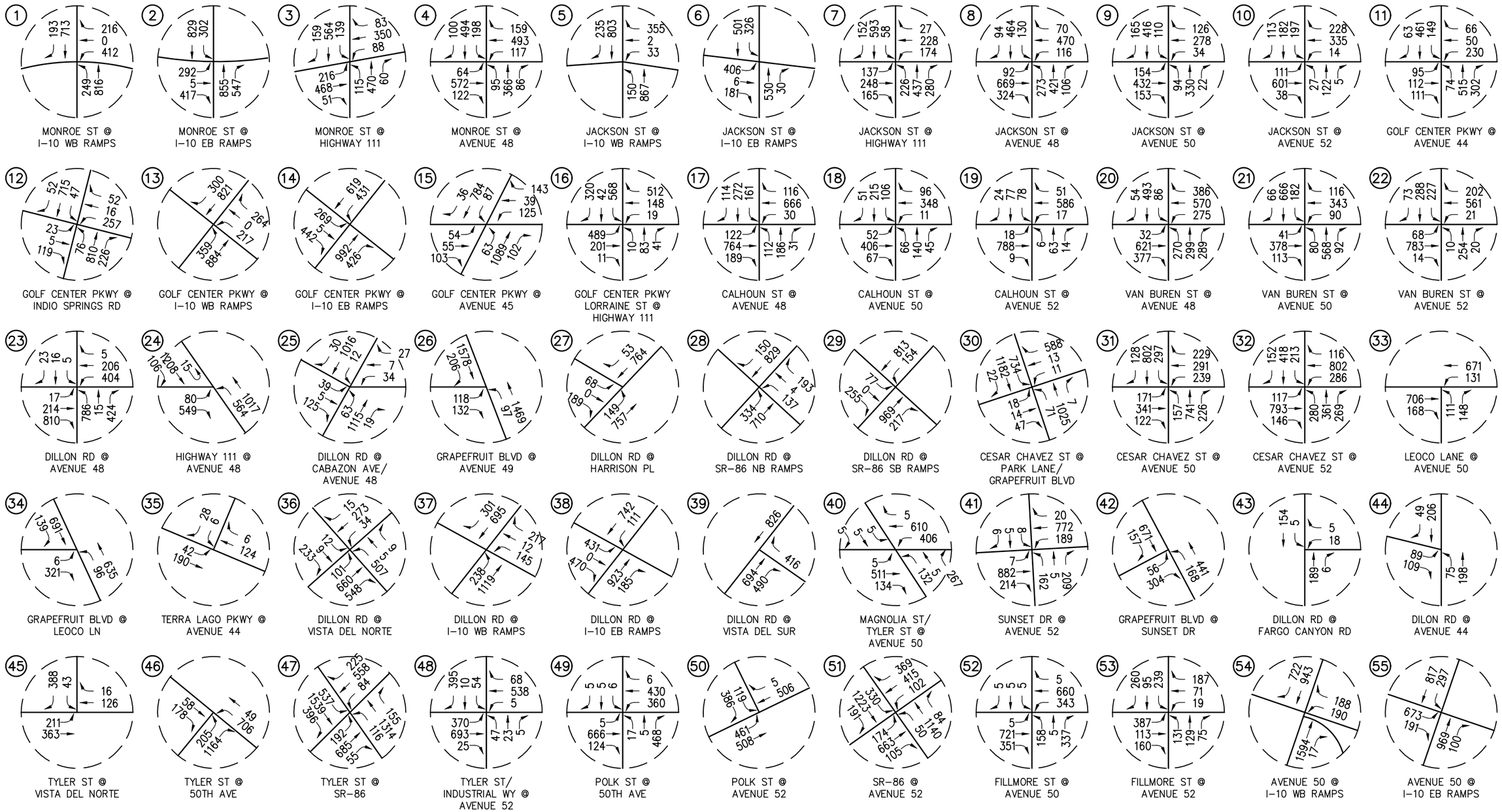
NOTE: SEE FIGURE 6-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 6-4

YEAR 2045 EXTERNAL NETWORK WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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NOTE: SEE FIGURE 6-1 FOR EXTERNAL NETWORK VICINITY MAP

FIGURE 6-5

YEAR 2045 EXTERNAL NETWORK WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

KPC COACHELLA SPECIFIC PLAN, COACHELLA

7.0 EXTERNAL NETWORK YEAR 2045 TRAFFIC IMPACT ANALYSIS

The relative impact of the added Project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the key study intersections in the External Network, with and without, the proposed Project for the Year 2045 traffic conditions. The previously discussed capacity analysis procedures were utilized to investigate the future delay relationships and volume to capacity ratios and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

Table 7-1 summarizes the AM and PM peak hour Level of Service results at the key study intersections for the Year 2045 traffic conditions. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-1*). The second column (2) lists forecast Year 2045 Without Project traffic conditions based on future intersection geometry and planned improvements. The third column (3) lists forecast Year 2045 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Year 2045 With Project traffic conditions will have an adverse impact based on the impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements to achieve an acceptable level of service.

7.1 External Network Year 2045 Without Project Traffic Conditions

Fifty-five (55) key study intersections were analyzed for the External Network Year 2045 Without Project traffic conditions. Review of column (2) of *Table 7-1* shows that eighteen (18) key study intersections are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours under External Network Year 2045 Without Project traffic conditions. The remaining thirty-seven (37) key study intersections operate at acceptable levels of service better during the AM and PM peak hours. The intersections operating at adverse levels of service are:

	AM Peak Hour		PM Peak Hour	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
9. Jackson Street at Avenue 50	143.1	F	81.9	F
10. Jackson Street at Avenue 52	102.9	F	103.9	F
16. Golf Center Parkway/Lorraine Street at Highway 111	314.9	F	484.2	F
19. Calhoun Street at Avenue 52	277.8	F	129.8	F
22. Van Buren Street at Avenue 52	99.7	F	--	--
32. Cesar Chavez Street at Avenue 52	118.0	--	107.7	F
34. Grapefruit Boulevard at Leoco Lane	--	--	44.7	E
36. Dillon Road at Vista Del Norte	375.5	F	183.9	F
37. Dillon Road at I-10 WB Ramps	781.9	F	322.4	F
38. Dillon Road at I-10 EB Ramps	497.7	F	439.4	F
40. Magnolia Street/Tyler Street at Avenue 50	465.2	F	455.0	F

46. Tyler Street at 50th Avenue	2,838.5	F	241.5	F
47. Tyler Street at SR-86	335.0	F	273.3	F
49. Polk Street at 50th Avenue	274.5	F	--	--
50. Polk Street at Avenue 52	159.1	F	98.0	F
51. SR-86 at Avenue 52	318.7	F	221.8	F
52. Fillmore Street at Avenue 50	1,192.7	F	95.8	F
53. Fillmore Street at Avenue 52	3,590.1	F	2,439.3	F

7.2 External Network Year 2045 With Project Traffic Conditions

Fifty-five (55) key study intersections were analyzed for the External Network Year 2045 With Project traffic conditions. Review of column (3) of *Table 7-1* shows that twenty (20) of the key study intersections are forecast to operate at unacceptable levels of service with the addition of Project traffic based on the LOS impact criteria mentioned in this report. The remaining thirty-five (35) key study intersections operate at acceptable levels of service during the AM and PM peak hours under the External Network Year 2045 With Project traffic conditions. The intersections operating at adverse LOS are listed below:

	AM Peak Hour		**PM Peak Hour**	
Key Intersection	**Delay (s/v)**	**LOS**	**Delay (s/v)**	**LOS**
9. Jackson Street at Avenue 50	133.5	F	73.7	F
10. Jackson Street at Avenue 52	107.6	F	97.5	F
13. Golf Center Parkway at I-10 WB Ramps	77.9	E	--	--
14. Golf Center Parkway at I-10 EB Ramps	--	--	63.3	E
16. Golf Center Parkway/Lorraine Street at Highway 111	324.9	F	474.6	F
19. Calhoun Street at Avenue 52	273.7	F	125.0	F
22. Van Buren Street at Avenue 52	96.5	F	--	--
32. Cesar Chavez Street at Avenue 52	129.7	F	120.6	F
34. Grapefruit Boulevard at Leoco Lane	--	--	42.7	E
36. Dillon Road at Vista Del Norte	4,970.1	F	3,369.5	F
37. Dillon Road at I-10 WB Ramps	2,204.8	F	1,163.8	F
38. Dillon Road at I-10 EB Ramps	1,035.3	F	1,026.3	F
40. Magnolia Street/Tyler Street at Avenue 50	530.8	F	479.2	F
46. Tyler Street at 50th Avenue	2,171.6	F	353.2	F
47. Tyler Street at SR-86	354.6	F	292.0	F
49. Polk Street at 50th Avenue	10,000.0	F	10,000.0	F
50. Polk Street at Avenue 52	987.9	F	1,845.8	F
51. SR-86 at Avenue 52	436.2	F	340.4	F
52. Fillmore Street at Avenue 50	10,000.0	F	10,000.0	F
53. Fillmore Street at Avenue 52	6,050.9	F	4,788.0	F

Review of column (4) indicates that these twenty (20) intersections will operate at adverse levels of service when compared to the LOS criteria detailed in this report. However, as shown in column (5) of *Table 9-1,* the implementation of recommended improvements at the deficient locations improves these intersections to acceptable services levels.

Appendix E contains the Year 2045 With and Without Project Traffic Conditions Delay/LOS calculation worksheets for the key study intersections.

TABLE 7-1

EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[10]

Key Intersection		Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
1.	Monroe Street at I-10 Westbound Ramps	D	AM	7.5	A	22.3	C	23.2	C	No	--	--
			PM	6.6	A	17.4	B	18.3	B	No	--	--
2.	Monroe Street at I-10 Eastbound Ramps	D	AM	25.8	C	15.2	B	15.2	B	No	--	--
			PM	26.5	C	18.8	B	20.2	C	No	--	--
3.	Monroe Street at Highway 111	D	AM	27.3	C	27.6	C	27.7	C	No	--	--
			PM	31.1	C	29.9	C	30.0	C	No	--	--
4.	Monroe Street at Avenue 48	D	AM	35.7	D	37.3	D	36.4	D	No	--	--
			PM	32.1	C	32.2	C	32.3	C	No	--	--
5.	Jackson Street at I-10 Westbound Ramps	D	AM	5.8	A	6.5	A	7.0	A	No	--	--
			PM	4.6	A	4.6	A	4.8	A	No	--	--
6.	Jackson Street at I-10 Eastbound Ramps	D	AM	19.3	B	18.1	B	18.1	B	No	--	--
			PM	19.0	B	19.5	B	19.7	B	No	--	--
7.	Jackson Street at Highway 111	D	AM	27.3	C	38.7	D	43.5	D	No	--	--
			PM	27.2	C	30.9	C	32.3	C	No	--	--
8.	Jackson Street at Avenue 48	D	AM	32.2	C	34.9	C	35.0	C	No	--	--
			PM	29.4	C	31.1	C	31.0	C	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[10] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[11]

Key Intersection		Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
9.	Jackson Street at Avenue 50	D	AM	**38.9**	**E**	**143.1**	**F**	**133.5**	**F**	**Yes**	54.2	D
			PM	20.1	C	**81.9**	**F**	**73.7**	**F**	**Yes**	31.7	C
10.	Jackson Street at Avenue 52	D	AM	19.6	C	**102.9**	**F**	**107.6**	**F**	**Yes**	23.1	C
			PM	17.9	C	**103.9**	**F**	**97.5**	**F**	**Yes**	21.4	C
11.	Golf Center Parkway at Avenue 44	D	AM	18.6	B	20.4	C	22.4	C	No	--	--
			PM	15.8	B	18.0	B	18.8	B	No	--	--
12.	Golf Center Parkway at Indio Springs Drive	D	AM	21.7	C	20.4	C	20.2	C	No	--	--
			PM	20.3	C	19.9	B	19.8	B	No	--	--
13.	Golf Center Parkway at I-10 Westbound Ramps	D	AM	20.5	C	52.8	D	**77.9**	**E**	**Yes**	47.8	D
			PM	14.0	B	20.9	C	23.6	C	No	23.3	C
14.	Golf Center Parkway at I-10 Eastbound Ramps	D	AM	19.8	B	23.2	C	27.1	C	No	25.5	C
			PM	21.0	C	49.1	D	**63.3**	**E**	**Yes**	37.9	D
15.	Golf Center Parkway at Avenue 45	D	AM	17.8	B	15.7	B	17.2	B	No	--	--
			PM	19.1	B	17.1	B	18.7	B	No	--	--
16.	Golf Center Parkway/Lorraine Street at Highway 111	D	AM	43.8	D	**314.9**	**F**	**324.9**	**F**	**Yes**	48.3	D
			PM	**181.2**	**F**	**484.2**	**F**	**474.6**	**F**	**Yes**	47.0	D

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[11] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[12]

Key Intersection	Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
17. Calhoun Street at Avenue 48	D	AM	20.2	C	21.1	C	21.0	C	No	--	--
		PM	19.6	B	20.1	C	19.8	B	No	--	--
18. Calhoun Street at Avenue 50	D	AM	30.8	C	31.6	C	31.5	C	No	--	--
		PM	30.5	C	31.2	C	31.1	C	No	--	--
19. Calhoun Street at Avenue 52	C	AM	20.0	C	**277.8**	**F**	**273.7**	**F**	**Yes**	17.1	B
		PM	14.2	B	**129.8**	**F**	**125.0**	**F**	**Yes**	10.1	B
20. Van Buren Street at Avenue 48	D	AM	25.3	C	34.4	C	41.4	D	No	--	--
		PM	22.1	C	40.6	D	49.8	D	No	--	--
21. Van Buren Street at Avenue 50	D	AM	28.9	C	49.3	D	47.4	D	No	--	--
		PM	27.0	C	41.3	D	39.0	D	No	--	--
22. Van Buren Street at Avenue 52	D	AM	30.8	C	**99.7**	**F**	**96.5**	**F**	**Yes**	38.1	D
		PM	31.5	C	41.1	D	41.0	D	No	34.0	C
23. Dillon Road at Avenue 48	D	AM	19.6	B	29.5	C	33.1	C	No	--	--
		PM	22.3	C	31.1	C	34.0	C	No	--	--
24. Highway 111 at Avenue 48	D	AM	13.6	B	16.0	B	16.8	B	No	--	--
		PM	14.2	B	17.1	B	17.4	B	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[12] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[13]

Key Intersection		Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
25.	Dillon Road at Cabazon Avenue/Avenue 48	D	AM	11.3	B	10.3	B	9.7	A	No	--	--
			PM	16.0	B	13.3	B	12.0	B	No	--	--
26.	Grapefruit Boulevard at Avenue 49	D	AM	11.3	B	11.5	B	10.9	B	No	--	--
			PM	10.3	B	11.2	B	10.3	B	No	--	--
27.	Dillon Road at Harrison Place	D	AM	14.8	B	12.1	B	11.2	B	No	--	--
			PM	16.3	B	13.1	B	10.9	B	No	--	--
28.	Dillon Road at SR-86 NB Ramps	D	AM	22.9	C	26.8	C	30.6	C	No	--	--
			PM	20.1	C	23.1	C	23.7	C	No	--	--
29.	Dillon Road at SR-86 SB Ramps	D	AM	16.3	B	16.3	B	25.9	C	No	--	--
			PM	20.3	C	18.3	B	40.9	D	No	--	--
30.	Cesar Chavez Street at Park Lane/Grapefruit Boulevard	D	AM	19.4	B	25.6	C	27.2	C	No	--	--
			PM	19.9	B	27.5	C	26.9	C	No	--	--
31.	Cesar Chavez Street at Avenue 50	D	AM	28.2	C	33.7	C	33.9	C	No	--	--
			PM	28.9	C	39.3	D	38.7	D	No	--	--
32.	Cesar Chavez Street at Avenue 52	D	AM	39.5	D	**118.0**	**F**	**129.7**	**F**	**Yes**	51.7	D
			PM	47.3	D	**107.7**	**F**	**120.6**	**F**	**Yes**	51.1	D

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[13] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[14]

Key Intersection		Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
33.	Leoco Lane at	D	AM	11.7	B	15.4	B	15.7	B	No	--	--
	Avenue 50		PM	11.0	B	14.9	B	15.4	B	No	--	--
34.	Grapefruit Boulevard at	D	AM	13.6	B	26.4	D	29.2	D	No	25.3	D
	Leoco Lane		PM	16.3	C	**44.7**	**E**	**42.7**	**E**	**Yes**	33.2	D
35.	Terra Lago Parkway at	D	AM	9.0	A	9.3	A	10.3	B	No	--	--
	Avenue 44		PM	8.9	A	9.0	A	9.2	A	No	--	--
36.	Dillon Road at	D	AM	23.7	C	**375.5**	**F**	**4,970.1**	**F**	**Yes**	33.1	C
	Vista Del Norte		PM	24.0	C	**183.9**	**F**	**3,369.5**	**F**	**Yes**	33.2	C
37.	Dillon Road at	D	AM	17.5	C	**781.9**	**F**	**2,204.8**	**F**	**Yes**	16.0	B
	I-10 Westbound Ramps		PM	17.3	C	**322.4**	**F**	**1,163.8**	**F**	**Yes**	16.7	B
38.	Dillon Road at	D	AM	14.8	B	**497.7**	**F**	**1,035.3**	**F**	**Yes**	16.7	B
	I-10 Eastbound Ramps		PM	13.7	B	**439.4**	**F**	**1,026.3**	**F**	**Yes**	24.4	C
39.	Dillon Road at	D	AM	9.8	A	15.4	C	16.4	C	No	--	--
	Vista Del Sur		PM	9.7	A	14.4	B	19.7	C	No	--	--
40.	Magnolia Street/Tyler Street at	D	AM	14.3	B	**465.2**	**F**	**530.8**	**F**	**Yes**	18.1	B
	Avenue 50		PM	29.3	D	**455.0**	**F**	**479.2**	**F**	**Yes**	20.8	C

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[14] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[15]

Key Intersection	Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
41. Sunset Drive at Avenue 52	D	AM	13.0	B	15.8	B	15.3	B	No	--	--
		PM	15.2	B	15.8	B	15.8	B	No	--	--
42. Grapefruit Boulevard at Sunset Drive	D	AM	10.2	B	13.4	B	13.3	B	No	--	--
		PM	12.2	B	15.7	B	15.5	B	No	--	--
43. Dillon Road at Fargo Canyon Road	D	AM	11.6	B	12.2	B	12.7	B	No	--	--
		PM	10.1	B	10.4	B	10.5	B	No	--	--
44. Dillon Road at Avenue 44	D	AM	12.7	B	15.2	C	18.9	C	No	--	--
		PM	11.1	B	12.5	B	14.0	B	No	--	--
45. Tyler Street at Vista Del Norte	D	AM	0.0	A	8.7	A	21.1	C	No	--	--
		PM	0.0	A	8.6	A	17.2	C	No	--	--
46. Tyler Street at 50th Avenue	D	AM	8.9	A	**2,838.5**	**F**	**2,171.6**	**F**	**Yes**	44.9	D
		PM	8.6	A	**241.5**	**F**	**353.2**	**F**	**Yes**	35.4	D
47. Tyler Street at SR-86	D	AM	25.6	C	**335.0**	**F**	**354.6**	**F**	**Yes**	49.6	D
		PM	17.4	B	**273.3**	**F**	**292.0**	**F**	**Yes**	51.0	D
48. Tyler Street/Industrial Way at Avenue 52	D	AM	17.2	B	30.8	C	29.7	C	No	--	--
		PM	24.0	C	29.2	C	27.7	C	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[15] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

TABLE 7-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[16]

Key Intersection		Maximum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2045 Without Project Traffic Conditions		(3) Year 2045 With Project Traffic Conditions		(4) Adverse	(5) Year 2045 With Project With Improvements	
				Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Yes/No	Delay (s/v)	LOS
49.	Polk Street at 50th Avenue	D	AM	8.9	A	**274.5**	**F**	**10,000.0**	**F**	**Yes**	53.5	D
			PM	9.0	A	24.5	C	**10,000.0**	**F**	**Yes**	43.2	D
50.	Polk Street at Avenue 52	D	AM	8.8	A	**159.1**	**F**	**987.9**	**F**	**Yes**	33.4	C
			PM	8.6	A	**98.0**	**F**	**1,845.8**	**F**	**Yes**	26.8	C
51.	SR-86 at Avenue 52	D	AM	22.8	C	**318.7**	**F**	**436.2**	**F**	**Yes**	48.5	D
			PM	18.9	B	**221.8**	**F**	**340.4**	**F**	**Yes**	37.0	D
52.	Fillmore Street at Avenue 50	D	AM	8.7	A	**1,192.7**	**F**	**10,000.0**	**F**	**Yes**	36.8	D
			PM	8.6	A	**95.8**	**F**	**10,000.0**	**F**	**Yes**	44.2	D
53.	Fillmore Street at Avenue 52	D	AM	8.9	A	**3,590.1**	**F**	**6,050.9**	**F**	**Yes**	34.5	C
			PM	8.7	A	**2,439.3**	**F**	**4,788.0**	**F**	**Yes**	48.5	D
54.	Avenue 50 at I-10 Westbound Ramps	D	AM	Avenue 50 Interchange Does Not Exist		35.7	D	14.3	B	No	--	--
			PM			43.3	D	8.4	A	No	--	--
55.	Avenue 50 at I-10 Eastbound Ramps	D	AM	Avenue 50 Interchange Does Not Exist		6.0	A	19.4	B	No	--	--
			PM			6.3	A	22.7	C	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 1-1 and 1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[16] *Appendices C* and *E* contain the Delay/LOS calculation worksheets for all study intersections.

8.0 INTERNAL NETWORK TRAFFIC IMPACT ANALYSIS

The relative impact of the Project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the key study intersections in the Internal Network with the proposed Project traffic conditions. The previously discussed capacity analysis procedures were utilized to investigate the future delay relationships and volume to capacity ratios and service level characteristics at each study intersection and roadway segment. The levels of service at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

8.1 Internal Network Project Intersection Capacity Analysis

Table 8-1 summarizes the AM and PM peak hour Level of Service and Delay results at the key study intersections of the Internal Network Project traffic conditions. Review of *Table 8-1* indicates that based on the HCM method of analysis and the LOS criteria mentioned in this report, all five (5) Project key study intersections are forecast to operate at acceptable level of service LOS D or better during the AM and PM peak hours under the Internal Network Project traffic conditions when compared to the LOS criteria defined in this report.

Appendix F presents the Internal Network Project Traffic Conditions Delay/LOS calculations worksheets for the internal network key study intersections.

TABLE 8-1

INTERNAL NETWORK PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE SUMMARY[17]

Key Intersection	Maximum Acceptable LOS	Time Period	(1) Project Traffic Conditions		
			Control Type	Delay (s/v)	LOS
1. Internal Intersection 1	D	AM	Roundabout	13.4	B
		PM		9.3	A
2. Internal Intersection 2	D	AM	8Ø Traffic	37.9	D
		PM	Signal	44.9	D
3. Internal Intersection 3	D	AM	Roundabout	9.1	A
		PM		6.5	A
4. Internal Intersection 4	D	AM	Roundabout	9.5	A
		PM		7.0	A
5. Internal Intersection 5	D	AM	Roundabout	3.9	A
		PM		3.8	A

Notes:

- s/v = seconds per vehicle, Ø = Phase
- LOS = Level of Service, please refer to *Tables 1-1* and *1-2* for the LOS definitions.
- **Bold LOS values** indicate adverse service levels based on the LOS standards outlined in this report.

[17] *Appendix F* contains the Delay/LOS calculation worksheets for all study intersections.

9.0 PLANNED AND RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in unacceptable operating conditions, this report recommends traffic improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve traffic signals, roadway widening, and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection. The constructability of the planned and recommended improvements is determined to be feasible based on our review of existing conditions. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-Project traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-Project conditions.

9.1 External Network Planned Improvements

The following planned improvements listed below have been included in the background of Year 2045 Without Project and Year 2045 With Project traffic conditions:

- 1. Monroe Street at I-10 Westbound Ramps: Reconstruct the south leg to provide with a second exclusive northbound left-turn lane, a second northbound through lane, and a second southbound departure lane. Reconstruct the north leg to provide a second southbound through lane. Reconstruct the east leg to provide an exclusive westbound left-turn lane, a shared westbound left-turn/through/right-turn lane, and an exclusive westbound right-turn lane. Reconstruct the west leg to provide a second westbound departure lane. Stripe a crosswalk on the east leg. Modify the existing traffic signal.
- 2. Monroe Street at I-10 Eastbound Ramps: Reconstruct the south leg to provide the northbound approach with a second northbound through lane, an exclusive northbound right-turn lane, and a second southbound departure lane. Reconstruct the north leg to provide a second exclusive southbound left-turn lane, a second southbound through lane, and a second northbound departure lane. Reconstruct the west leg to provide an exclusive eastbound left-turn lane, a shared eastbound left-turn/through/right-turn lane, and an exclusive eastbound right-turn lane. Reconstruct the east leg to provide a second eastbound departure lane. Stripe a crosswalk on the east leg. Modify the existing traffic signal.
- 54. Avenue 50 at I-10 Westbound Ramps: Construct a signalized ramp interchange and design for two-phase operation. Provide the south leg with three northbound through lanes, a free northbound right-turn lane onto a loop on-ramp, and three southbound departure lanes. Provide the north leg with two southbound through lanes, a shared southbound through/right-turn lane, and three northbound departure lanes. Provide east leg with an exclusive westbound left-turn lane and exclusive westbound right-turn lane. Provide west leg on-ramp with two westbound departure lanes to I-10 freeway. Stripe crosswalks across north, west, and east legs.
- 55. Avenue 50 at I-10 Eastbound Ramps: Construct a signalized ramp interchange and design for three-phase operation. Provide the south leg with two northbound through

lanes, one shared northbound through/right-turn lane, and three southbound departure lanes. Provide the north leg with one exclusive southbound left-turn lane, three southbound through lanes, and three northbound departure lanes. Provide west leg with an exclusive eastbound left-turn lane, a shared eastbound left-turn/right-turn lane, and an exclusive eastbound right-turn lane. Provide east leg on-ramp with two eastbound departure lanes to I-10 freeway. Stripe crosswalks across south, west, and east legs.

In addition, Avenue 50 will be extended northeastward from its current terminus just east of Fillmore Street to the planned Avenue 50/I-10 interchange. This planned improvement to the existing roadway network will be constructed in conjunction with the La Entrada Specific Plan.

9.2 External Network Year 2045 With Project Recommended Improvements

The following improvements listed below have been identified to offset the effect of Year 2045 traffic and Project traffic, and improve Levels of Service to an acceptable range and/or to pre-Project conditions for Year 2045 With Project traffic conditions:

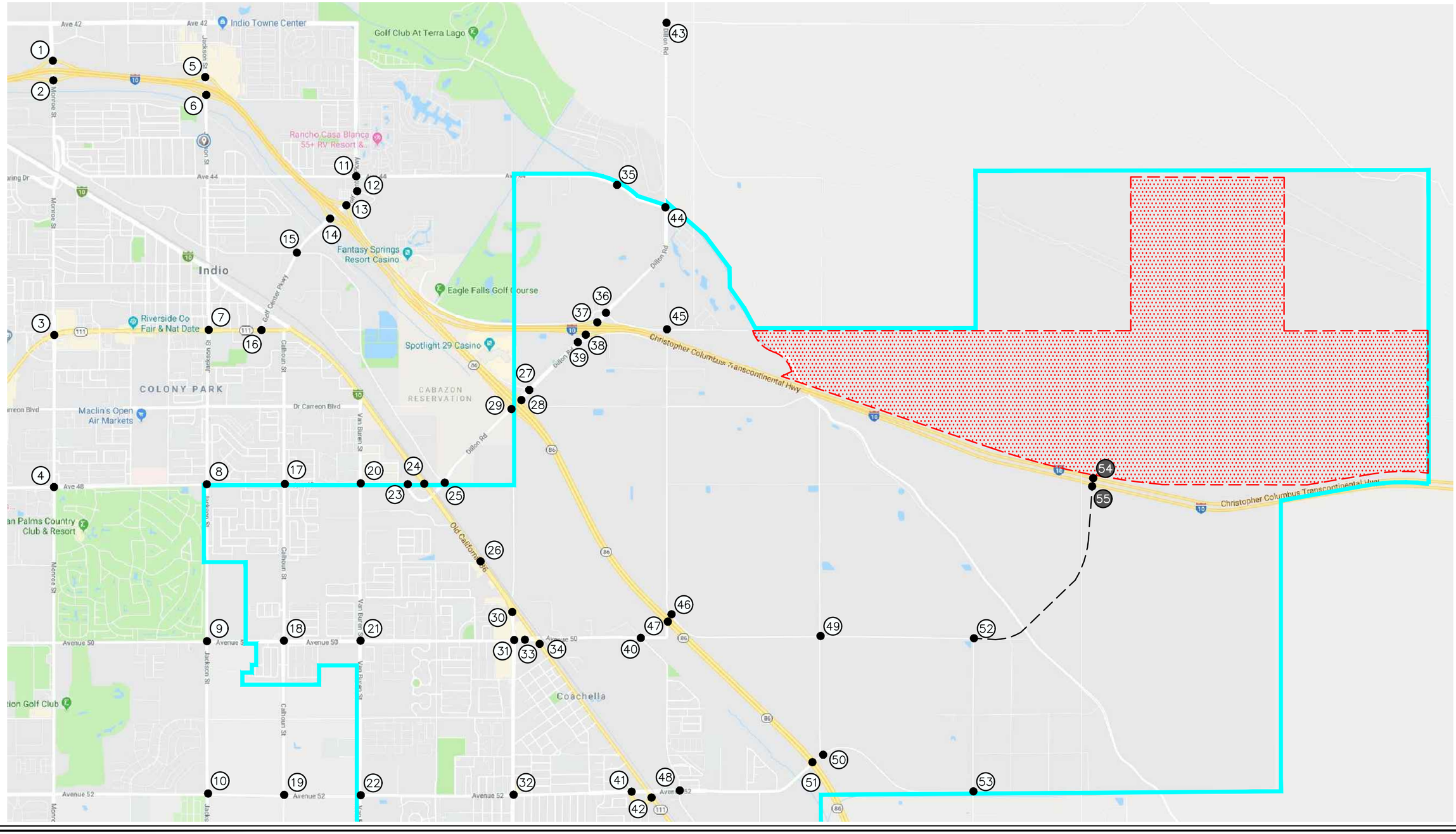
- 9. Jackson Street at Avenue 50: Install a traffic signal and design for eight-phase operation with protective left-turn phasing for all approaches. Stripe crosswalks across all four legs.
- 10. Jackson Street at Avenue 52: Install a traffic signal and design for five-phase operation with protective left-turn phasing for Avenue 52. Stripe crosswalks across all four legs.
- 13. Golf Center Parkway at I-10 Westbound Ramps: Widen and/or restripe the east leg to provide an exclusive westbound left-turn lane. Modify the existing traffic signal.
- 14. Golf Center Parkway at I-10 Eastbound Ramps: Widen and/or restripe the south leg to provide an exclusive northbound right-turn lane. Modify the existing traffic signal.
- 16. Golf Center Parkway/Lorraine Street at Highway 111: Widen and/or restripe the west leg to provide for a second exclusive eastbound left-turn lane. Widen and restripe the north leg to provide an exclusive southbound left-turn lane and a second northbound departure lane. Convert existing five-phase operation traffic signal to six-phase operation with protective left-turn phasing for eastbound and westbound traffic on Highway 111 and split-phasing on Golf Center/Lorraine Street.
- 19. Calhoun Street at Avenue 52: Install a traffic signal and design for two-phase operation. Stripe crosswalks across all four legs.
- 22. Van Buren Street at Avenue 52: Widen and restripe the east leg to provide a westbound through lane. Widen and restripe the west leg to provide a second westbound departure lane. Modify existing traffic signal.
- 32. Cesar Chavez Street at Avenue 52: Widen and restripe the west leg to provide an exclusive eastbound left-turn lane. Widen and restripe the east leg to provide an exclusive

westbound left-turn lane. Convert existing six-phase operation traffic signal to eight-phase operation with protective left-turn phasing for all approaches.

- 34. Grapefruit Boulevard at Leoco Lane: Widen and/or restripe the north leg to provide an exclusive southbound right-turn lane.
- 36. Dillon Road at Vista Del Norte: Widen and restripe the east leg to provide two exclusive westbound left-turn lanes. Install a traffic signal and design for eight-phase operation. Stripe crosswalks on all four legs.
- 37. Dillon Road at I-10 Westbound Ramps: Install a traffic signal and design for three-phase operation. Stripe crosswalks across west and east legs.
- 38. Dillon Road at I-10 Eastbound Ramps: Install a traffic signal and design for three-phase operation. Stripe crosswalks across west and east legs.
- 40. Magnolia Street/Tyler Street at Avenue 50: Widen and restripe the east leg to provide an exclusive eastbound left-turn lane. Install a traffic signal and design for three-phase operation with protected/permissive left-turn phasing for westbound Avenue 50. Stripe crosswalks across all four legs.
- 46. Tyler Street at 50th Avenue: Widen and restripe the south leg to provide a second exclusive northbound right-turn lane and a third southbound departure lane. Widen and restripe the west leg to provide an exclusive eastbound right-turn lane. Widen and restripe the east leg to provide two exclusive westbound left-turn lanes and a second eastbound departure lane. Install a traffic signal and design for three-phase operation with split phasing for all approaches. Stripe crosswalks across south and east legs.
- 47. Tyler Street at SR-86: Widen and restripe the south leg to provide two exclusive northbound left-turn lanes, a northbound through lane, and a second southbound departure lane. Widen and restripe the north leg to provide an exclusive southbound left-turn lane, a second southbound through lane, a second exclusive southbound right-turn lane, and a second northbound departure lane. Widen and restripe the west leg to provide a second exclusive eastbound left-turn lane and a third westbound departure lane. Widen and restripe the east leg to provide a third westbound through lane. Modify the existing traffic signal and provide southbound and eastbound right-turn overlap phasing.
- 49. Polk Street at 50th Avenue: Widen and restripe the east leg to provide an exclusive westbound left-turn lane. Install a traffic signal and design for three-phase operation with protected/permissive left-turn phasing for westbound 50th Avenue. Stripe crosswalks across all four legs.
- 50. Polk Street at Avenue 52: Widen and restripe the north leg to provide an exclusive southbound right-turn lane. Widen and restripe the west leg to provide an exclusive eastbound left-turn lane and a second westbound departure lane. Widen and restripe the east leg to provide a westbound through lane. Install a traffic signal and design for three-phase operation. Stripe crosswalks across the north and west legs.

- 51. SR-86 at Avenue 52: Widen and restripe the south leg to provide a third northbound through lane and a third southbound departure lane. Widen and restripe the north leg to provide a third southbound through lane and a third northbound departure lane. Widen and restripe the west leg to provide an exclusive eastbound left-turn lane, an eastbound through lane, and a second westbound departure lane. Widen and restripe to provide an exclusive westbound left-turn lane, a westbound through lane, an exclusive westbound right-turn lane, and a second eastbound departure lane. Modify the existing traffic signal to provide westbound right-turn overlap phasing.
- 52. Fillmore Street at Avenue 50: Widen and restripe the south leg to provide an exclusive northbound left-turn lane. Widen and restripe the west leg to provide a shared eastbound through/right-turn lane and a second westbound departure lane. Widen and restripe the east leg to provide an exclusive westbound left-turn lane, a westbound through lane, and a second eastbound departure lane. Install a traffic signal and design for five-phase operation with protected/permissive left-turn phasing for westbound Avenue 50. Stripe crosswalks across all four legs.
- 53. Fillmore Street at Avenue 52: Install a traffic signal and design for two-phase operation. Stripe crosswalks across all four legs.

Figure 9-1 presents the External Network Vicinity Map. ***Figure 9-2*** presents the planned and recommended traffic improvements for the key study intersections for the Year 2045 With Project traffic conditions.



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N NO SCALE

SOURCE: GOOGLE

KEY

(#) = EXISTING STUDY INTERSECTION

(#) = FUTURE STUDY INTERSECTION

= PROJECT SITE

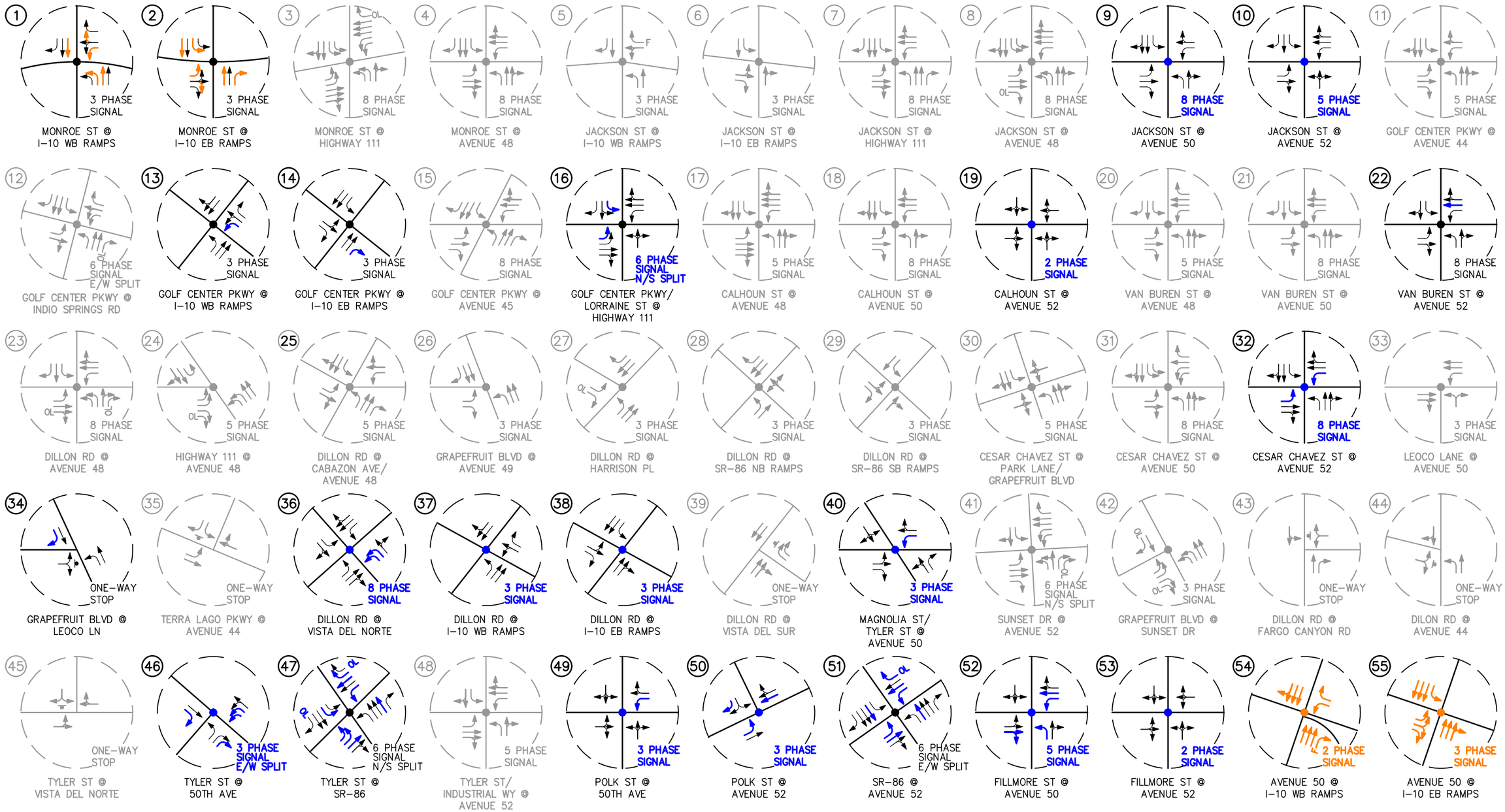
= FUTURE ROADWAY

= CITY OF COACHELLA

FIGURE 9–1

EXTERNAL NETWORK VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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NOTE: SEE FIGURE 9-1 FOR EXTERNAL NETWORK VICINITY MAP

KEY
- = APPROACH LANE ASSIGNMENT
- = PLANNED IMPROVEMENTS
- = RECOMMENDED IMPROVEMENTS
- ● = TRAFFIC SIGNAL, ▼ = STOP SIGN
- F = FREE-RIGHT
- OL = OVERLAP

FIGURE 9-2

EXTERNAL NETWORK YEAR 2045 WITH PROJECT PLANNED AND RECOMMENDED IMPROVEMENTS

KPC COACHELLA SPECIFIC PLAN, COACHELLA

10.0 TRAFFIC SIGNAL WARRANT ANALYSIS

The level of service analyses at the key unsignalized impacted study intersections that are recommended to be signalized are supplemented with an assessment of the need for signalization of those intersections. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the peak-hour traffic signal warrant. Warrant #3 described in the *California Manual on Uniform Traffic Control Devices (MUTCD).* Warrant #3 has two parts: 1) Part A evaluates peak hour vehicle delay for traffic on the minor street approach with the highest delay and 2) Part B evaluates peak-hour traffic volumes on the major and minor streets. This method provides an indication of whether peak-hour traffic conditions or peak-hour traffic volume levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available; however, they cannot be checked under future conditions (Without Project/Buildout Without and With Project) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are satisfied. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

10.1 External Network Year 2045 With Project Traffic Conditions

The results of the peak-hour traffic signal warrant analysis for the Year 2045 With Project traffic conditions are summarized in column (3) of *Table 10-1*. The results indicate that the following twelve (12) key unsignalized intersections have future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours:

- 9. Jackson Street at Avenue 50
- 10. Jackson Street at Avenue 52
- 19. Calhoun Street at Avenue 52
- 36. Dillon Road at Vista Del Norte
- 37. Dillon Road at I-10 Westbound Ramps
- 38. Dillon Road at I-10 Eastbound Ramps
- 40. Magnolia Street/Tyler Street at Avenue 50
- 46. Tyler Street at 50th Avenue
- 49. Polk Street at 50th Avenue
- 50. Polk Street at Avenue 52
- 52. Fillmore Street at Avenue 50
- 53. Fillmore Street at Avenue 52

The analysis and the recommended improvements show that the above-mentioned twelve (12) intersections under the Year 2045 With Project traffic conditions are recommended to be signalized. With signalization of these twelve (12) intersections, which are warranted, these intersections are forecast to operate at acceptable service levels during the AM and PM peak hours. Thus, it is concluded from *Table 10-1* that traffic signals are justified at the above mentioned unsignalized intersections.

The Year 2045 With Project Traffic Conditions Traffic Signal Warrant Analysis worksheets are contained in ***Appendix G***.

TABLE 10-1

EXTERNAL NETWORK INTERSECTION TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY[18]

Key Intersection		Time Period	(3) Year 2045 With Project Traffic Conditions	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
9.	Jackson Street at Avenue 50	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
10.	Jackson Street at Avenue 52	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
19.	Calhoun Street Avenue 52	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
36.	Dillon Road at Vista Del Norte	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
37.	Dillon Road at I-10 Westbound Ramps	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
38.	Dillon Road at I-10 Eastbound Ramps	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
40.	Magnolia Street/Tyler Street at Avenue 50	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
46.	Tyler Street at 50th Avenue	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
49.	Polk Street at 50th Avenue	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
50.	Polk Street at Avenue 52	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
52.	Fillmore Street at Avenue 50	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
53.	Fillmore Street at Avenue 52	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD.*

[18] *Appendix G* contains the Traffic Signal Warrant Analysis worksheets for the key unsignalized impacted study intersections.

11.0 PROJECT FAIR SHARE ANALYSIS

The transportation impacts associated with the development of the proposed Project were determined based on the future conditions analysis with the proposed Project. The key study locations forecast to operate at adverse levels of service are discussed below. As such, the proposed Project's "fair share" of the recommended improvements has been calculated for the key study locations that are forecast to operate at adverse levels of service.

It should be noted that a mechanism by which the Project, per each development phase, will pay its fair share is recommended to be developed in coordination with the City and affected jurisdictions and shall be included in the Project Specific Conditions of Approval. Each Focused Traffic Study prepared in conjunction with the various phases of development of the Project shall calculate the dollar figure specific to the recommended improvements utilizing the fair share percentages calculated as part of their respective Focused Traffic Study.

11.1 External Network Year 2045 With Project Fair Share

Table 11-1 presents the AM and PM peak hours Project fair share percentages at the key study intersections that are forecast to operate at adverse levels of service under Year 2045 With Project traffic conditions. As presented in *Table 11-1*, the first column (1) presents the existing traffic volume at the intersection. The second column (2) presents the Year 2045 Without Project traffic volume. The third column (3) presents the Year 2045 With Project traffic volume. The fourth column (4) represents the Project fair share based on the following formula:

- Project Fair Share (4) = [Column (3) – Column (2)] / [Column (3) – Column (1)] * 100

The AM and PM peak hours Project fair share percentages at the key study intersections that are forecast to operate at adverse levels of service under Year 2045 with Project traffic conditions range from **-7.13%** to **+50.35**% as shown in *Table 11-1*. It should be noted that the negative fair share values between the 2045 Without and 2045 With Project Traffic Conditions reflects the regional shift in traffic volume with the construction of the Project and the Avenue 50 interchange.

TABLE 11-1
EXTERNAL NETWORK YEAR 2045 WITH PROJECT TRAFFIC CONDITIONS
INTERSECTION FAIR SHARE CONTRIBUTION

Key Intersection		Jurisdiction	Impacted Time Period	(1) Existing Volume	(2) Year 2045 Without Project Volume	(3) Year 2045 With Project Volume	(4) Project Fair Share Responsibility
9.	Jackson Street at Avenue 50	Indio	AM	1,830	2,703	2,649	-6.59%[19]
			PM	1,613	2,364	2,314	-7.13%[19]
10.	Jackson Street at Avenue 52	Indio	AM	1,390	2,277	2,291	**1.55%**
			PM	1,145	1,969	1,973	0.48%
13.	Golf Center Parkway at I-10 Westbound Ramps	Indio/ Caltrans	AM	1,841	3,024	3,271	**17.27%**
			PM	--	--	--	--
14.	Golf Center Parkway at I-10 Eastbound Ramps	Indio/ Caltrans	AM	--	--	--	--
			PM	1,732	2,972	3,184	**14.60%**
16.	Golf Center Pkwy/Lorraine St at Highway 111	Indio	AM	1,416	2,134	2,329	**21.36%**
			PM	1,553	2,339	2,444	11.78%
19.	Calhoun Street at Avenue 52	Riverside County	AM	1,121	2,056	2,074	**1.89%**
			PM	906	1,731	1,731	0.00%
22.	Van Buren Street at Avenue 52	Coachella	AM	1,337	2,891	2,911	**1.27%**
			PM	--	--	--	--
32.	Cesar Chavez Boulevard at Avenue 52	Coachella	AM	2,009	3,832	3,939	5.54%
			PM	2,120	3,817	3,953	**7.42%**
34.	Leoco Lane at Avenue 50	Coachella	AM	--	--	--	--
			PM	1,161	1,903	1,888	-2.06%[19]
36.	Dillon Road at Vista Del Norte	Coachella	AM	978	2,381	2,699	18.48%
			PM	845	2,103	2,406	**19.41%**
37.	Dillon Road at I-10 Westbound Ramps	Coachella/ Caltrans	AM	1,061	2,668	2,963	15.51%
			PM	984	2,322	2,727	**23.24%**
38.	Dillon Road at I-10 Eastbound Ramps	Coachella/ Caltrans	AM	948	2,220	2,653	25.40%
			PM	1,055	2,374	2,862	**27.01%**
40.	Magnolia Street/Tyler Street at Avenue 50	Coachella	AM	962	1,979	2,107	**11.18%**
			PM	1,031	2,054	2,090	3.40%

Notes:

- Net Project Percent Increase (4) = [Column (3) – Column (2)] / [Column (3) – Column (1)]
- **Bold Project Fair Share Responsibility** is based on worse case

[19] The negative fair share value between the 2045 Without and 2045 With Project Traffic Conditions reflects the regional shift in traffic volume with the construction of the Project and the Avenue 50 interchange.

TABLE 11-1 (CONTINUED)
EXTERNAL NETWORK YEAR 2045 WITH PROJECT TRAFFIC CONDITIONS
INTERSECTION FAIR SHARE CONTRIBUTION

Key Intersection	Jurisdiction	Impacted Time Period	(1) Existing Volume	(2) Year 2045 Without Project Volume	(3) Year 2045 With Project Volume	(4) Project Fair Share Responsibility
46. Tyler Street at	Coachella	AM	67	2,407	2,626	**8.56%**
50th Avenue		PM	77	2,188	2,360	7.53%
47. Tyler Street at	Coachella/	AM	2,875	6,294	6,293	-0.03%[20]
SR-86 SB Ramps	Caltrans	PM	2,663	5,859	5,856	-0.09%[20]
49. Polk Street at	Coachella	AM	61	1,413	2,388	41.90%
50th Avenue		PM	57	1,183	2,097	**44.80%**
50. Polk Street at	Coachella	AM	124	1,589	2,204	29.57%
Avenue 52		PM	96	1,413	2,024	**31.69%**
51. SR-86 at	Coachella/	AM	2,455	4,801	5,232	15.52%
Avenue 52	Caltrans	PM	2,284	4,370	4,846	**18.58%**
52. Fillmore Street at	Coachella	AM	26	1,535	2,882	47.16%
Avenue 50		PM	18	1,300	2,600	**50.35%**
53. Fillmore Street at	Coachella	AM	90	1,712	1,909	10.83%
Avenue 52		PM	80	1,653	1,866	**11.93%**

Notes:

- Net Project Percent Increase (4) = [Column (3) – Column (2)] / [Column (3) – Column (1)]
- **Bold Project Fair Share Responsibility** is based on worse case

[20] The negative fair share value between the 2045 Without and 2045 With Project Traffic Conditions reflects the regional shift in traffic volume with the construction of the Project and the Avenue 50 interchange.

12.0 CALTRANS FACILITIES ANALYSIS

Caltrans requires the use of analysis methods provided in the Highway Capacity Manual 7 (*HCM 7)* for the analysis of ramp intersections. Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study intersections, consistent with City of Coachella and City of Indio requirements.

Ramp Intersection Capacity Analyses were conducted for the following fourteen (14) state-controlled key study intersections:

1. Monroe Street at I-10 WB Ramps
2. Monroe Street at I-10 EB Ramps
5. Jackson Street at I-10 WB Ramps
6. Jackson Street at I-10 EB Ramps
13. Golf Center Parkway at I-10 WB Ramps
14. Golf Center Parkway at I-10 EB Ramps
28. Dillon Road at SR-86 NB Ramps
29. Dillon Road at SR-86 SB Ramps
37. Dillon Road at I-10 WB Ramps
38. Dillon Road at I-10 EB Ramps
47. Tyler Street at SR-86
51. SR-86 at Avenue 52
54. Avenue 50 at I-10 WB Ramps
55. Avenue 50 at I-10 EB Ramps

12.1 Ramp Intersection Capacity Analysis

As shown in ***Table 7-1***, presented previously in *Section 7.0*, the intersections of Golf Center Parkway at I-10 WB Ramps, Golf Center Parkway at I-10 EB Ramps, Dillon Road at I-10 WB Ramps, Dillon Road at I-10 EB Ramps, Tyler Street at SR-86, and SR-86 at Avenue 52 are forecast to operate at unacceptable levels of service during the AM and/or PM peak hours under Year 2045 With Project traffic conditions. However, the implementation of recommended improvements at the deficient location improves these intersections to acceptable service levels.

12.2 Off-Ramp Vehicle Queuing Analysis

The *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020, provides direction on a simplified safety analysis approach that reduces the risk to all road users and that focuses on multi-modal conflict analysis as well as access management issues. District traffic safety staff are encouraged to consider the proposed Project's potential influence on safety on state roadways, including the following factors:

- Increased presence of pedestrians and bicyclists
- Degradation of the walking and bicycling environment and experience
- New pedestrian and bicyclist connection desires
- Multimodal conflict points, especially at intersections and project access locations
- Change in traffic mix such as an increase in bicyclists or pedestrians where features such as shoulders or sidewalks may not exist or are inconsistent with facility design (sidewalks, bike and multi-user paths, multimodal roadways, etc.)
- Increased vehicular speeds
- Transition between free flow and metered flow
- Increased traffic volumes
- Queuing at off-ramps resulting in slow or stopped traffic on the mainline or speed differentials between adjacent lanes
- Queuing exceeding turn pocket length that impedes through-traffic

The proposed Project does not take direct access from a State facility; therefore, the Project has not been reviewed for factors pertaining to site access or local roadways. However, the proposed Project is expected to generate new Project trips at the I-10 Freeway ramps at intersections #1, #5, #13, #38, #54, and #55. Therefore, an analysis of the Project's effect on off-ramp queuing was prepared in order to determine if the Project would cause, or contribute towards, slowing or stopped traffic on mainline travel lanes resulting in unsafe speed differentials between adjacent lanes.

Pursuant to prior direction from Caltrans staff, off-ramp queueing was analyzed using the Highway Capacity Manual (HCM) method for signalized intersections. As described in ***Section 1.0*** above, the off-ramp queuing calculations were prepared utilizing the HCM 7 operational methodology for signalized intersections. The corresponding weekday AM peak hour and PM peak hour HCM 7 worksheets for purposes of determining the 95th percentile vehicle queues are contained in *Appendix E*.

The queuing analysis was prepared for Year 2045 With Project traffic conditions. The freeway off-ramp intersection approaches were reviewed in terms of expected maximum vehicle queues (i.e. 95th percentile queues) which represent the maximum back of vehicle queues with 95th percentile traffic volumes. The corresponding maximum vehicle queue lengths were then compared to the total ramp

storage lengths (i.e. the available storage length as measured from the applicable off-ramp/frontage road lane striping to the respective off-ramp approach limit lines/merge points).

12.2.1 *Year 2045 With Project Traffic Conditions*

As shown in ***Table 12-1***, adequate storage is provided to accommodate the forecast 95th percentile queues under Year 2045 With Project traffic conditions at the six (6) off-ramp locations, which includes the planned construction of the Monroe Street Interchange Project and the Avenue 50 Interchange Project. The Project is expected to neither cause nor contribute towards vehicle queuing which extends back into the I-10 Freeway mainline travel lanes for Year 2045 With Project traffic conditions. Therefore, the proposed Project is not anticipated to negatively influence safety on the State Highway System.

TABLE 12-1

YEAR 2045 WITH PROJECT PEAK HOUR FREEWAY OFF-RAMP QUEUING ANALYSIS[21]

Key Ramp Intersection	Proposed/ Estimated Storage Provided (feet)	Year 2045 With Project Traffic Conditions				Year 2045 With Project With Improvements Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue (feet)	Adequate Storage (Yes / No)	Max Queue (feet)	Adequate Storage (Yes / No)	Max. Queue (feet)	Adequate Storage (Yes / No)	Max. Queue (feet)	Adequate Storage (Yes / No)
1. Monroe Street at I-10 WB Ramps									
Westbound Left-Turn	1,480’	265’	Yes	211’	Yes	--	--	--	--
Westbound Shared Left-Turn/Through	580'	266’	Yes	210’	Yes	--	--	--	--
Westbound Right-Turn	320’	269’	Yes	196’	Yes	--	--	--	--
5. Jackson Street at I-10 WB Ramps									
Westbound Shared Left-Turn/Through	1,170’	96’	Yes	51’	Yes	--	--	--	--
13. Golf Center Parkway at I-10 WB Ramps									
Westbound Left-Turn	400’	--	--	--	--	390’	Yes	93’	Yes
Westbound Shared Left-Turn/Through	1,060’	1,043’	Yes	200’	Yes	389’	Yes	93’	Yes
Westbound Right-Turn	315’	383’	Yes[22]	260’	Yes	537’	Yes	260’	Yes

[21] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

[22] Although the anticipated queue exceeds the striped storage, the spillover queue can be accommodated within the off-ramp.

TABLE 12-1 (CONTINUED)
YEAR 2045 WITH PROJECT PEAK HOUR FREEWAY OFF-RAMP QUEUING ANALYSIS[23]

Key Ramp Intersection	Proposed/ Estimated Storage Provided (feet)	Year 2045 With Project Traffic Conditions				Year 2045 With Project With Improvements Traffic Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Max. Queue (feet)	Adequate Storage (Yes / No)	Max Queue (feet)	Adequate Storage (Yes / No)	Max. Queue (feet)	Adequate Storage (Yes / No)	Max. Queue (feet)	Adequate Storage (Yes / No)
38. Dillon Road at I-10 EB Ramps									
Eastbound Shared Left-Turn Through	1,675’	877’	Yes	1,186’	Yes	286’	Yes	324’	Yes
Eastbound Right-Turn	1,340’	76’	Yes	168’	Yes	248’	Yes	405’	Yes
54. Avenue 50 at I-10 WB Ramps									
Westbound Left-Turn	2010’	262’	Yes	189’	Yes	--	--	--	--
Westbound Right-Turn	575’	294’	Yes	194’	Yes	--	--	--	--
55. Avenue 50 at I-10 EB Ramps									
Eastbound Left-Turn	2,140’	226’	Yes	301’	Yes	--	--	--	--
Eastbound Shared Left-Turn/Right Turn	685’	226’	Yes	301’	Yes	--	--	--	--
Eastbound Right-Turn	685’	159’	Yes	167’	Yes	--	--	--	--

[23] Queue is based on the *95th Percentile Queue* and is reported in total queue length (feet) per lane for signalized intersections.

13.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

LLG has prepared the approved *Vehicle Miles Traveled (VMT) Analysis for the Proposed KPC Coachella Specific Plan Technical Memorandum*, dated December 8, 2022, which summarizes the County of Riverside VMT screening criteria, analysis methodology, VMT impact thresholds, VMT analysis, and conclusion for the KPC Coachella Specific Plan. ***Appendix H*** includes the technical memorandum.

13.1 VMT Mitigation Measures

As noted within the technical memorandum, when project VMT exceeds the threshold(s) of significance, the project will need to mitigate its CEQA transportation impact. The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. The recommended mitigation measures for the proposed Project's office land use consists of:

- T-7. Implement Commute Trip Reduction Marketing
- T-8. Providing Ridesharing Program

It should be noted that the above recommended mitigations measures will completely offset the Project's baseline and cumulative VMT impacts for the office and retail land uses

Please see *Appendix H* for more details regarding the VMT analysis and the recommended mitigation measures.

APPENDIX A

APPROVED TRAFFIC STUDY SCOPE OF WORK

To:	Mr. Gabriel Perez Development Services Director City of Coachella	Date:	September 27, 2022
From:	Keil D. Maberry, P.E., Principal Zawwar Saiyed, P.E., Associate Principal Angela Besa, P.E., Transportation Engineer II Linscott, Law & Greenspan, Engineers	LLG Ref:	2.22.4560.1
Subject:	*Traffic Impact Analysis (TIA) Scope of Work for KPC Coachella Specific Plan – Coachella, California*		

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Impact Analysis (TIA) Scope of Work (SOW) for the KPC Coachella Specific Plan (herein referred to as the "Project") located in the City of Coachella, Riverside County, California.

The work program provided herein is based on our prior work experience within the City of Coachella, City's criteria, discussions with City Staff and our understanding of the Project. The TIA will satisfy the traffic impact requirements of the City of Coachella, the *Riverside County Transportation Analysis Guidelines Level of Service Vehicle Miles Traveled (December 2020)* and the *Riverside County Congestion Management Program (CMP).*

Traffic Impact Analysis (TIA) Scope of Work

1. **Project Description and Location**: The Project site is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California. The Project applicant is proposing a Specific Plan for the development of various mixed-uses on approximately 2,700 acres of land. The KPC Coachella Specific Plan area has been organized into Villages and Planning Areas. There are a total of five Villages. ***Tables 1*** through ***6*** presents the land use breakdown by Village. Primary access for the Project site will be provided via the proposed Avenue 50/I-10 Interchange as well as an extension of the Vista Del Norte road from the west. The Specific Plan is anticipated to be completed by Buildout Year 2045. ***Figure 1*** presents a Vicinity Map, which illustrates the general location of the Project and depicts the existing study locations and surrounding street system. ***Figure 2*** presents the existing aerial photograph of the Project site. ***Figure 3*** presents the proposed Project land use plan.

2. **Vehicle Miles Traveled (VMT)**: Prepare a Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed Project for CEQA purposes. This Technical Memorandum will present the VMT screening criteria, analysis

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Dave Roseman, PE

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methodology, impact thresholds, analysis, findings, and conclusions based on City/County and/or OPR criteria.

3. **Project Trip Generation**: The trip generation potential of the proposed Project has been estimated using trip rates contained in the *11th Edition of Trip Generation, published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2021]*, operational characteristics of the theater, and *County of San Diego's Traffic Needs Assessment of Tribal Development Projects in the San Diego Region*, published by the San Diego Association of Governments [March 2003]. ***Table 7*** shows the Project trip generation rates. ***Tables 8*** through ***14*** show the Project trip generation forecast by Village.

   The total proposed Project Buildout is forecast to generate approximately 132,683 daily gross trips, with 8,240 gross trips (3,742 inbound, 4,498 outbound) produced in the AM peak hour and 11,631 gross trips (6,085 inbound, 5,546 outbound) produced in the PM peak hour on a "typical" weekday.

   The total proposed Project Buildout is forecast to generate approximately 84,917 daily net external trips, with 5,686 net external trips (2,465 inbound, 3,221 outbound) produced in the AM peak hour and 7,909 net external trips (4,224 inbound, 3,685 outbound) produced in the PM peak hour on a "typical" weekday.

4. **Long-Term Buildout Traffic:** Prepare RIVCOM traffic model runs for baseline conditions and buildout conditions for the AM and PM peak periods and daily traffic conditions and develop future volumes using the following methodology:

   - Peak period traffic volumes will be converted to peak hour (i.e., one-hour) traffic volumes using a conversion factor of 0.38 for the AM peak hour and 0.28 for the PM peak hour;
   - Calculate the difference between the baseline and buildout peak period traffic volumes and convert to AM and PM peak hour (i.e., one-hour) link traffic volumes;
   - Link traffic volumes (i.e., two-way directional traffic volumes on each roadway segment) will be post-processed using the "b-turns" program and the relationship of the base year validation model run output to the base year "ground" traffic counts to develop buildout AM and PM peak hour traffic volumes.

5. **Traffic Impact Analysis Scenarios:** The following scenarios are those for which Delay and corresponding LOS calculations will be performed at the key study

intersections for weekday AM and PM peak hours (for existing and long-term) traffic conditions:

1. Existing Traffic Conditions,
2. Year 2045 Without Project Traffic Conditions,
3. Year 2045 With Project Buildout Traffic Conditions, and
4. Scenario (3) With Mitigation, if any.

The Level of Service (LOS) calculations will be based on the *Highway Capacity Manual 7 (HCM 7)* method of analysis for signalized and unsignalized intersections. See ***Attachment A*** for the parameters to be used in this analysis. It should be noted that Project Buildout (Year 2045) will be analyzed on a Programmatic-level, such that Project phases (Villages) will be required to perform site specific traffic studies to determine Project phase impacts.

6. **Study Area Intersections:** Fifty-three (53) existing and two (2) future key study intersections were selected for evaluation of the external network. The total fifty-five (55) key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic analysis:

    1. Monroe Street at I-10 WB Ramps (Indio/Caltrans)
    2. Monroe Street at I-10 EB Ramps (Indio/Caltrans)
    3. Monroe Street at Highway 111 (Indio)
    4. Monroe Street at Avenue 48 (Indio)
    5. Jackson Street at I-10 WB Ramps (Indio/Caltrans)
    6. Jackson Street at I-10 EB Ramps (Indio/Caltrans)
    7. Jackson Street at Highway 111 (Indio)
    8. Jackson Street at Avenue 48 (Indio/Coachella)
    9. Jackson Street at Avenue 50 (Indio)
    10. Jackson Street at Avenue 52 (Indio)
    11. Golf Center Parkway at Avenue 44 (Indio)
    12. Golf Center Parkway at Indio Springs Drive (Indio)
    13. Golf Center Parkway at I-10 WB Ramps (Indio/Caltrans)
    14. Golf Center Parkway at I-10 EB Ramps (Indio/Caltrans)
    15. Golf Center Parkway at Avenue 45 (Indio)
    16. Golf Center Parkway/Lorraine Street at Highway 111 (Indio)

17. Calhoun Street at Avenue 48 (Indio/Coachella)
18. Calhoun Street at Avenue 50 (Coachella)
19. Calhoun Street at Avenue 52 (Riverside County)
20. Van Buren Street at Avenue 48 (Indio/Coachella)
21. Van Buren Street at Avenue 50 (Coachella)
22. Van Buren Street at Avenue 52 (Coachella)
23. Dillon Road at Avenue 48 (Indio/Coachella)
24. Highway 111 at Avenue 48 (Indio)
25. Dillon Road at Cabazon Road/Avenue 48 (Indio)
26. Highway 111 at Avenue 49 (Coachella)
27. Dillon Road at Harrison Street (Coachella)
28. Dillon Road at SR-86 NB Ramps (Coachella/Caltrans)
29. Dillon Road at SR-86 SB Ramps (Coachella/Caltrans)
30. Cesar Chavez Street at Grapefruit Boulevard (Coachella)
31. Cesar Chavez Street at Avenue 50 (Coachella)
32. Cesar Chavez Street at Avenue 52 (Coachella)
33. Leoco Lane at Avenue 50 (Coachella)
34. Grapefruit Boulevard at Leoco Lane (Coachella)
35. Terra Lago Parkway at Avenue 44 (Indio/Coachella)
36. Dillon Road at Vista Del Norte (Coachella)
37. Dillon Road at I-10 WB Ramps (Coachella/Caltrans)
38. Dillon Road at I-10 EB Ramps (Coachella/Caltrans)
39. Dillon Road at Vista Del Sur (Coachella)
40. Magnolia Street/Tyler Street at Avenue 50 (Coachella)
41. Sunset Drive at Avenue 52 (Coachella)
42. Grapefruit Boulevard at Sunset Drive (Coachella)
43. Dillon Road at Fargo Canyon Road (Riverside County)
44. Dillon Road at Avenue 44 (Indio/Coachella)
45. Tyler Street at Vista Del Norte (Coachella)
46. Tyler Street at 50th Avenue (Coachella)
47. Tyler Street at SR-86 (Coachella)
48. Tyler Street at Avenue 52 (Coachella)
49. Polk Street at 50th Avenue (Coachella)

50. Polk Street at Avenue 52 (Coachella)
51. SR-86 at Avenue 52 (Coachella/Caltrans)
52. Fillmore Street at Avenue 50 (Coachella)
53. Fillmore Street at Avenue 52 (Coachella)
54. Avenue 50 at I-10 WB Ramps *[Future Intersection]* (Coachella/Caltrans)
55. Avenue 50 at I-10 EB Ramps *[Future Intersection]* (Coachella/Caltrans)

It should be noted that five (5) key study intersections within the internal network of the Specific Plan will also be evaluated. These five (5) key internal study intersections are shown on *Figure 3* and are listed below:

1. Internal Study Intersection 1
2. Internal Study Intersection 2
3. Internal Study Intersection 3
4. Internal Study Intersection 4
5. Internal Study Intersection 5

8. <u>Off-Ramp Queuing Analysis:</u> In accordance with Caltrans guidelines, conduct Off-Ramp Queuing Analysis for Caltrans ramp locations.

9. <u>Impact Criteria and Thresholds:</u> The following details the impact criteria and minimum acceptable LOS to be considered in this traffic analysis:

<u>City of Coachella</u>
According to the City of Coachella General Plan, LOS D is the maximum acceptable level of service and should be maintained.

<u>City of Indio</u>
According to the City of Indio General Plan, LOS D is the maximum acceptable level of service and should be maintained.

<u>County of Riverside</u>
According to the County of Riverside General Plan, the following countywide target Levels of Service shall be maintained:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

10. **Mitigation and Fair-Share Contribution Percentage**: Conduct mitigation(s) and calculate fair-share contribution percentage(s) at the significantly impacted location(s), if any, for the scenarios listed in *Task 4* above.

11. **Multimodal Analysis:** Evaluate opportunities to implement an active transportation network for the project, including pedestrian, bicycle, NEV, and transit connections and provide as-needed recommendations.

12. **Traffic Signal Warrant Analysis**: Conduct traffic signal warrant analysis at the significantly impacted location(s) where a traffic signal is recommended as a mitigation measure, if any, for the scenarios listed in *Task 4* above.

* * * * * * * * * * *

We appreciate the opportunity to provide this Traffic Impact Analysis Scope of Work. Should you have any questions, please call us at (949) 825-6175. Thank you.

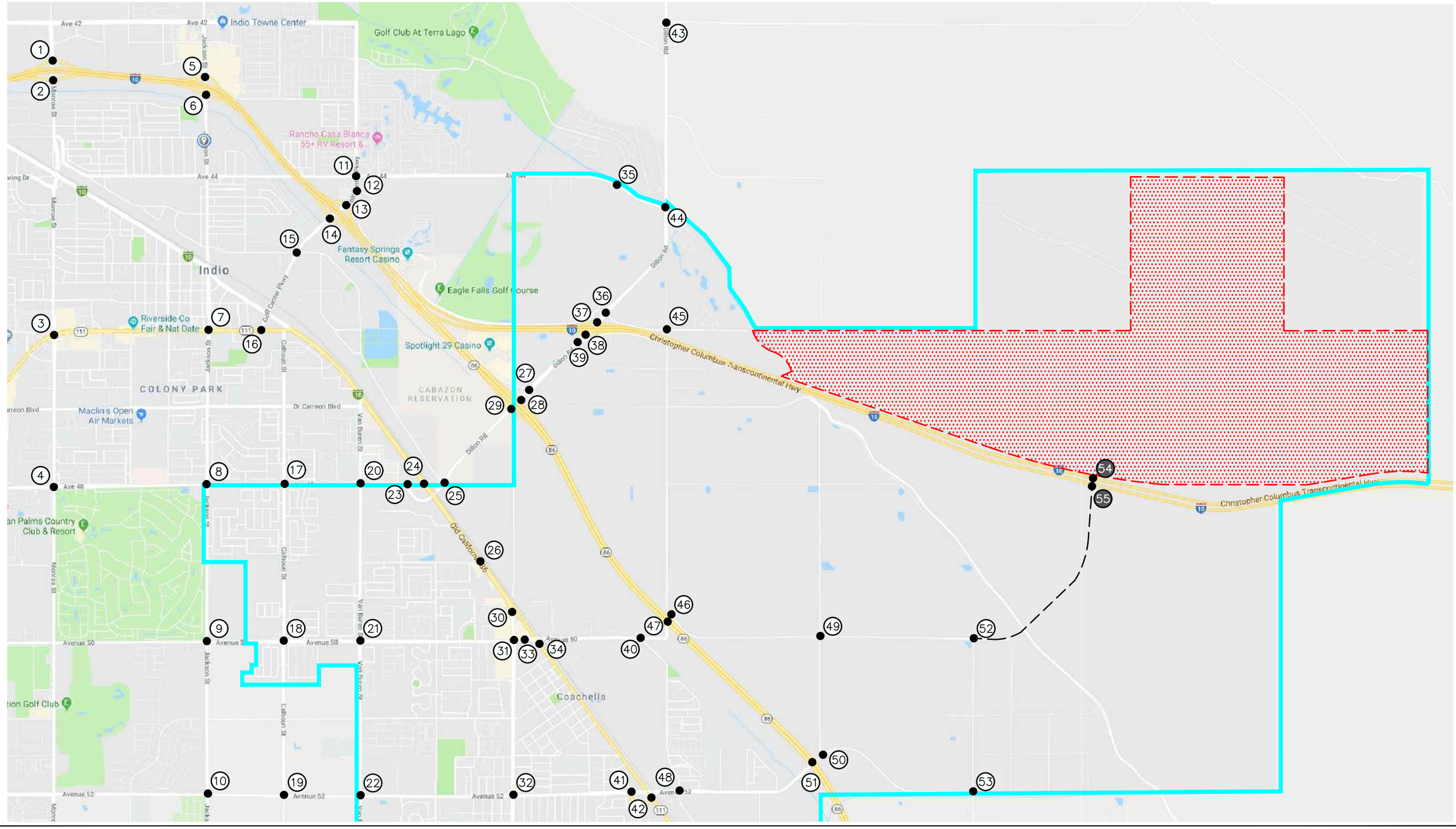
Approved by:

10/18/2022

City of Coachella Planning/Engineering Department — Date

cc: File

Attachment



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

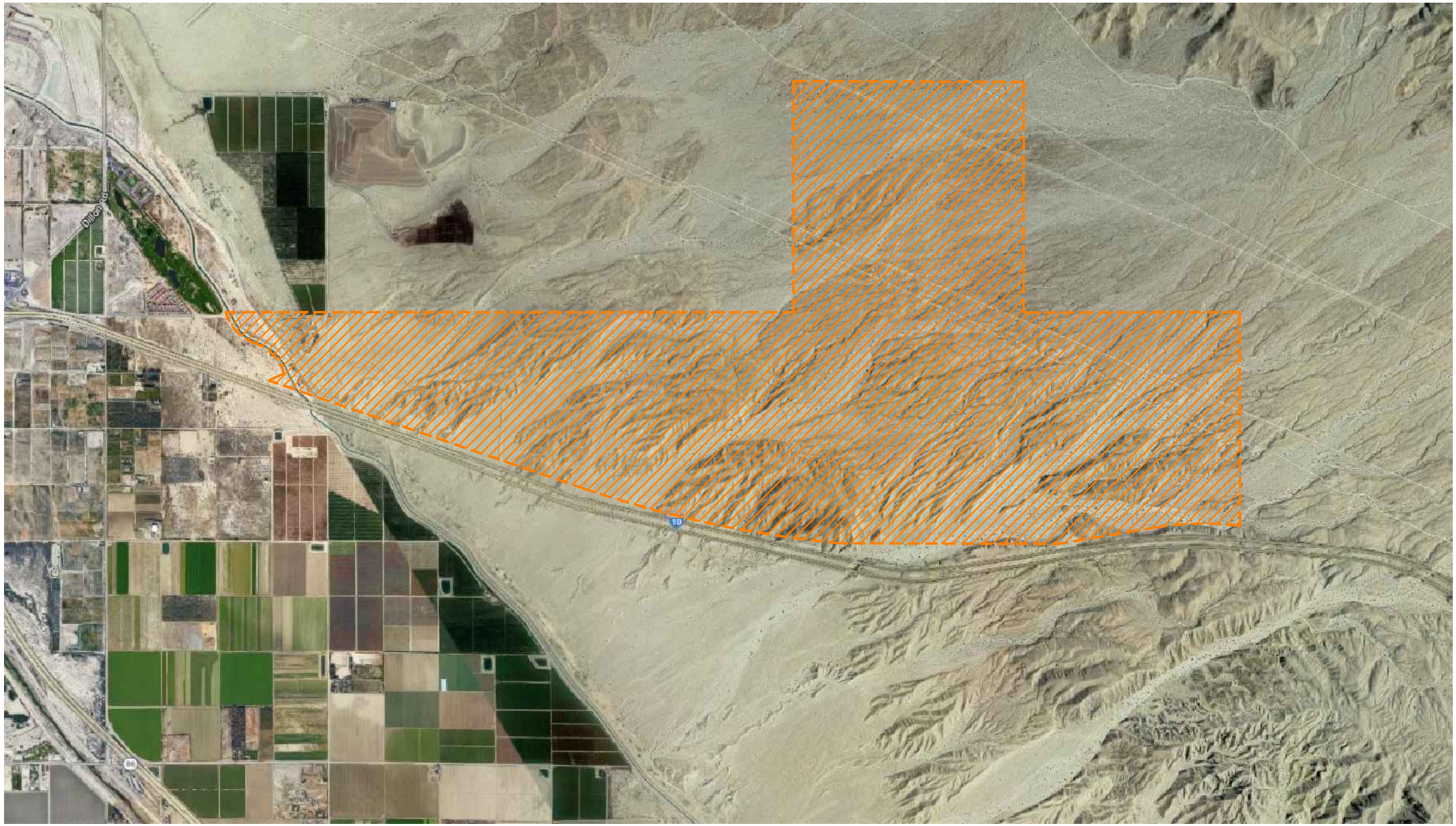
KEY

(#) = EXISTING STUDY INTERSECTION
(#) = FUTURE STUDY INTERSECTION
= PROJECT SITE
= FUTURE ROADWAY
= CITY OF COACHELLA

FIGURE 1

VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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LINSCOTT LAW & GREENSPAN engineers

SOURCE: KPC

KEY

(#) = INTERNAL STUDY INTERSECTION

FIGURE 3

PROPOSED PROJECT SITE PLAN

KPC COACHELLA SPECIFIC PLAN, COACHELLA

TABLE 1
PROJECT DEVELOPMENT SUMMARY – VILLAGE A

Planning Area	Project Description / Land Use	Project Development Totals
A-1	❑ Single Family Detached Housing	160 DU
A-2	❑ Single Family Detached Housing	49 DU
A-3	❑ Elementary School	141 Students
A-4	❑ Single Family Detached Housing	122 DU
A-5	❑ Multifamily Housing (Low-Rise)	510 DU
A-6	❑ Single Family Detached Housing	29 DU
A-7	❑ Single Family Detached Housing	500 DU
A-8	❑ Multifamily Housing (Low-Rise)	230 DU
A-9	❑ Elementary School	275 Students
A-10	❑ Multifamily Housing (Low-Rise)	242 DU
A-11	❑ Multifamily Housing (Mid-Rise)	419 DU
A-12	❑ Single Family Detached Housing	18 DU
OS-1	❑ Public Park	33.5 Acres
OS-2	❑ Public Park	25.8 Acres
OS-3	❑ Public Park	14.6 Acres
OS-4	❑ Public Park	13.5 Acres
OS-5	❑ Public Park	8.9 Acres
	Total Single Family Detached Housing	***878 DU***
	Total Multifamily Housing (Low-Rise)	***982 DU***
	Total Multifamily Housing (Mid-Rise)	***419 DU***
	Total Students	***416 Students***
	Total Public Park	***96.3 Acres***

Notes:

- DU = Dwelling Units

TABLE 2
PROJECT DEVELOPMENT SUMMARY – VILLAGE B

Planning Area	Project Description / Land Use	Project Development Totals
B-1	❑ Multifamily Housing (Mid-Rise)	106 DU
	❑ Shopping Center (>150k)	175,439 SF
	❑ General Office Building	58,480 SF
B-2	❑ Hotel	375 Rooms
	❑ Casino	100,000 SF
B-3	❑ Multifamily Housing (Mid-Rise)	96 DU
	❑ Shopping Center (>150k)	159,570 SF
	❑ General Office Building	53,190 SF
B-4	❑ Multifamily Housing (Mid-Rise)	102 DU
	❑ Shopping Center (>150k)	168,380 SF
	❑ General Office Building	56,127 SF
B-5	❑ Multifamily Housing (Mid-Rise)	236 DU
	❑ Shopping Center (>150k)	391,045 SF
	❑ General Office Building	130,349 SF
B-6	❑ Multifamily Housing (Mid-Rise)	222 DU
	❑ Shopping Plaza (>150k)	367,732 SF
	❑ General Office Building	122,579 SF
B-7	❑ Multifamily Housing (Mid-Rise)	45 DU
	❑ Shopping Plaza (40-150k)	74,039 SF
	❑ General Office Building	24,680 SF
B-8	❑ Multifamily Housing (Mid-Rise)	1,265 DU
B-9	❑ Multifamily Housing (Mid-Rise)	309 DU
OS-6	❑ Public Park	52.1 Acres
OS-7	❑ Public Park	37.8 Acres
OS-8	❑ Public Park	19.2 Acres
OS-9	❑ Public Park	4.0 Acres
OS-10	❑ Public Park	4.9 Acres

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 2 (CONTINUED)

PROJECT DEVELOPMENT SUMMARY – VILLAGE B

Planning Area	Project Description / Land Use	Project Development Totals
	Total Multifamily Housing (Mid-Rise)	***2,381 DU***
	Total Shopping Center	***1,336,205 SF***
	Total Office	***445,405 SF***
	Total Hotel	***375 Rooms***
	Total Casino	***100,000 SF***
	Total Public Park	***114.0 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 3
PROJECT DEVELOPMENT SUMMARY – VILLAGE C

Planning Area	Project Description / Land Use	Project Development Totals
C-1	❑ Live Theater	10,000 Seats
C-2	❑ Multifamily Housing (Low-Rise)	321 DU
C-3	❑ Single Family Detached Housing	112 DU
C-4	❑ Single Family Detached Housing	120 DU
	❑ Strip Retail Plaza (<40k)	27,580 SF
	❑ General Office Building	9,193 SF
C-5	❑ Multifamily Housing (Low-Rise)	78 DU
C-6	❑ Elementary School	626 Students
	❑ Middle School/Junior High School	918 Students
C-7	❑ Multifamily Housing (Low-Rise)	500 DU
OS-11	❑ Public Park	52.0 Acres
OS-12	❑ Public Park	10.5 Acres
OS-13	❑ Public Park	34.7 Acres
	Total Single Family Detached Housing	***112 DU***
	Total Multifamily Housing (Low-Rise)	***899 DU***
	Total Multifamily Housing (Mid-Rise)	***17 DU***
	Total Students	***1,544 Students***
	Total Shopping Center	***27,580 SF***
	Total Office	***9,193 SF***
	Total Live Theater	***10,000 Seats***
	Total Public Park	***97.2 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 4
PROJECT DEVELOPMENT SUMMARY – VILLAGE D

Planning Area	Project Description / Land Use	Project Development Totals
D-1	❑ Senior Adult Housing – Single Family	285 DU
D-2	❑ Senior Adult Housing – Multifamily	544 DU
D-3	❑ Senior Adult Housing – Multifamily	362 DU
D-4	❑ Multifamily Housing (Low-Rise)	432 DU
D-5	❑ Senior Adult Housing – Multifamily	550 DU
D-6	❑ Senior Adult Housing – Single Family	253 DU
D-7	❑ Single Family Detached Housing	247 DU
D-8	❑ Multifamily Housing (Mid-Rise)	21 DU
	❑ Shopping Center	35,350 SF
	❑ General Office Building	11,784 SF
OS-14	❑ Public Park	42.1 Acres
OS-15	❑ Public Park	14.7 Acres
Total Single Family Detached Housing		***247 DU***
Total Multifamily Housing (Low-Rise)		***432 DU***
Total Multifamily Housing (Mid-Rise)		***21 DU***
Total Senior Adult Housing – Single Family		***538 DU***
Total Senior Adult Housing – Multifamily		***1,456 DU***
Total Shopping Center		***35,350 SF***
Total Office		***11,784 SF***
Total Public Park		***56.8 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 5
PROJECT DEVELOPMENT SUMMARY – VILLAGE E

Planning Area	Project Description / Land Use	Project Development Totals
E-1	❑ Multifamily Housing (Low-Rise)	312 DU
E-2	❑ Single Family Detached Housing	195 DU
E-3	❑ Elementary School	871 Students
E-4	❑ Single Family Detached Housing	35 DU
E-5	❑ Single Family Detached Housing	22 DU
E-6	❑ Multifamily Housing (Low-Rise)	402 DU
E-7	❑ Single Family Detached Housing	190 DU
OS-16	❑ Public Park (New Agricultural Production)	42.6 Acres
OS-17	❑ Public Park (New Agricultural Production)	25.8 Acres
OS-18	❑ Public Park	17.0 Acres
	Total Single Family Detached Housing	***442 DU***
	Total Multifamily Housing (Low-Rise)	***714 DU***
	Total Students	***871 Students***
	Total Public Park	***85.4 Acres***

Notes:

- DU = Dwelling Units

TABLE 6

PROJECT DEVELOPMENT SUMMARY – BUILDOUT KPC COACHELLA SPECIFIC PLAN

Project Description / Land Use	Project Development Totals
Total Single Family Detached Housing	***1,679 DU***
Total Multifamily Housing (Low-Rise)	***3,027 DU***
Total Multifamily Housing (Mid-Rise)	***2,838 DU***
Total Senior Adult Housing – Single Family	***538 DU***
Total Senior Adult Housing – Multifamily	***1,456 DU***
Total Students	***2,831 Students***
Total Shopping Center	***1,399,135 SF***
Total Office	***466,382 SF***
Total Hotel	***375 Rooms***
Total Casino	***100,000 SF***
Total Live Theater	***10,000 Seats***
Total Public Park	***449.7 Acres***

Notes:

- DU = Dwelling Units
- SF = Square-Feet

TABLE 7
PROJECT TRIP GENERATION RATES

			Trip Generation Rates [1]						
				AM Peak Hour			PM Peak Hour		
ITE	Land Use	TE/Unit	Daily	Enter	Exit	Total	Enter	Exit	Total
210	Single Family Detached Housing	DU	9.43	26%	74%	0.70	63%	37%	0.94
220	Multifamily Housing (Low-Rise)	DU	6.74	24%	76%	0.40	63%	37%	0.51
221	Multifamily Housing (Mid-Rise)	DU	4.54	23%	77%	0.37	61%	39%	0.39
251	Senior Adult Housing - Single Family	DU	4.31	33%	67%	0.24	61%	39%	0.30
252	Senior Adult Housing - Multifamily	DU	3.24	34%	66%	0.20	56%	44%	0.25
310	Hotel	Room	7.99	56%	44%	0.46	51%	49%	0.59
411	Public Park	Acre	0.78	59%	41%	0.02	55%	45%	0.11
441	Live Theater [2]	Seat	0.20	50%	50%	0.01	50%	50%	0.02
520	Elementary School	Student	2.27	54%	46%	0.74	46%	54%	0.16
522	Middle School/Junior High School	Student	2.10	54%	46%	0.67	48%	52%	0.15
710	General Office Building	TSF	10.84	88%	12%	1.52	17%	83%	1.44
820	Shopping Center (>150k)	TSF	37.01	62%	38%	0.84	48%	52%	3.40
821	Shopping Plaza (40-150k)	TSF	94.49	62%	38%	3.53	48%	52%	9.03
822	Strip Retail Plaza (<40k)	TSF	54.45	60%	40%	2.36	50%	50%	6.59
	Casino [3]	TSF	100.00	3.16	1.97	5.13	3.47	2.83	6.30

Notes:

[1] Source: *ITE Trip Generation, 11th Edition [2021].*

[2] As there is no Live Theater land use available in *ITE 11th Edition,* the average rates from *ITE 9th Edition [2012]* have been utilized. AM Peak Hour was assumed to be half of the Weekday PM Peak Hour rates. PM Peak Hour was assumed to be 10% of the Daily rates.

[3] Source: *County of San Diego's Traffic Needs Assessment of Tribal Development Projects in the San Diego Region March 2003.*

- Weekday AM Peak Hours are 5.13% of Weekday Daily and the Weekday Enter/Exit Splits are 62/38 based on the *San Manuel Bingo & Casino Expansion TIA, prepared by LLG, dated February 2008.*
- Weekday PM Peak Hours are 6.3% of Weekday Daily and the Weekday Enter/Exit Splits are 55/45 based on the *Sycuan Hotel & Casino Expansion TIA, prepared by LLG, dated February 2016.*

TABLE 8

PROJECT TRIP GENERATION FORECAST – VILLAGE A

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
A-1	210	Single Family Detached Housing	160 DU	1,509	29	83	112	95	55	150
A-2	210	Single Family Detached Housing	49 DU	462	9	25	34	29	17	46
A-3	520	Elementary School	141 Students	320	56	48	104	10	13	23
		Faculty and Staff Trips (18%)		58	10	9	19	2	2	4
		Student Trips (82%)		262	46	39	85	8	11	19
		Mode Shift Reduction (33%)		-86	-15	-13	-28	-3	-3	-6
		Elementary School Student Trip Total		*176*	*31*	*26*	*57*	*5*	*8*	*13*
A-4	210	Single Family Detached Housing	122 DU	1,150	22	63	85	72	43	115
A-5	220	Multifamily Housing (Low-Rise)	510 DU	3,437	49	155	204	164	96	260
A-6	210	Single Family Detached Housing	29 DU	273	5	15	20	17	10	27
A-7	210	Single Family Detached Housing	500 DU	4,715	91	259	350	296	174	470
A-8	220	Multifamily Housing (Low-Rise)	230 DU	1,550	22	70	92	74	43	117
A-9	520	Elementary School	275 Students	624	110	94	204	20	24	44
		Faculty and Staff Trips (18%)		112	20	17	37	4	4	8
		Student Trips (82%)		512	90	77	167	16	20	36
		Mode Shift Reduction (33%)		-169	-30	-25	-55	-5	-7	-12
		Elementary School Student Trip Total		*343*	*60*	*52*	*112*	*11*	*13*	*24*
A-10	220	Multifamily Housing (Low-Rise)	242 DU	1,631	23	74	97	78	45	123
A-11	221	Multifamily Housing (Mid-Rise)	419 DU	1,902	36	119	155	100	63	163
A-12	210	Single Family Detached Housing	18 DU	170	3	10	13	11	6	17
OS-1	411	Public Park	33.5 Acres	26	0	1	1	2	2	4
OS-2	411	Public Park	25.8 Acres	20	0	1	1	2	1	3
OS-3	411	Public Park	14.6 Acres	11	0	0	0	1	1	2
OS-4	411	Public Park	13.5 Acres	11	0	0	0	1	0	1
OS-5	411	Public Park	8.9 Acres	7	0	0	0	1	0	1
		Residential Total Trip Generation		**16,799**	**289**	**873**	**1,162**	**936**	**552**	**1,488**
		School Total Trip Generation		**689**	**121**	**104**	**225**	**22**	**27**	**49**
		Public Park Total Trip Generation		**75**	**0**	**2**	**2**	**7**	**4**	**11**
		Village A Total Trip Generation		**17,563**	**410**	**979**	**1,389**	**965**	**583**	**1,548**

TABLE 9

PROJECT TRIP GENERATION FORECAST – VILLAGE B

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
B-1	221	Multifamily Housing (Mid-Rise)	106 DU	481	9	30	39	25	16	41
			Internal Capture	-227	0	-1	-1	-12	-7	-19
			Planning Area B-1A Subtotal	254	9	29	38	13	9	22
	820	Shopping Center (>150k)	175.439 TSF	6,493	91	56	147	286	310	596
			Internal Capture	-340	-3	-3	-6	-21	-16	-37
			Planning Area B-1B Subtotal	6,153	88	53	141	265	294	559
	710	General Office Building	58.480 TSF	634	78	11	89	14	70	84
			Internal Capture	-144	-4	-3	-7	-5	-15	-20
			Planning Area B-1C Subtotal	490	74	8	82	9	55	64
			Planning Area B-1 Total	*6,897*	*171*	*90*	*261*	*287*	*358*	*645*
B-2	310	Hotel	375 Rooms	2,996	97	76	173	113	108	221
		Casino	100.000 TSF	10,000	316	197	513	347	283	630
			Planning Area B-2 Total	*12,996*	*413*	*273*	*686*	*460*	*391*	*851*
B-3	221	Multifamily Housing (Mid-Rise)	96 DU	436	8	28	36	23	14	37
			Internal Capture	-206	0	-1	-1	-11	-7	-18
			Planning Area B-3A Subtotal	230	8	27	35	12	7	19
	820	Shopping Center (>150k)	159.570 TSF	5,906	83	51	134	260	283	543
			Internal Capture	-308	-2	-2	-4	-19	-14	-33
			Planning Area B-3B Subtotal	5,598	81	49	130	241	269	510
	710	General Office Building	53.190 TSF	577	71	10	81	13	64	77
			Internal Capture	-132	-3	-3	-6	-4	-13	-17
			Planning Area B-3C Subtotal	445	68	7	75	9	51	60
			Planning Area B-3 Total	*6,273*	*157*	*83*	*240*	*262*	*327*	*589*
B-4	221	Multifamily Housing (Mid-Rise)	102 DU	463	9	29	38	24	16	40
			Internal Capture	-219	0	0	0	-12	-7	-19
			Planning Area B-4A Subtotal	244	9	29	38	12	9	21
	820	Shopping Center (>150k)	168.380 TSF	6,232	88	53	141	275	297	572
			Internal Capture	-327	-3	-3	-6	-20	-16	-36
			Planning Area B-4B Subtotal	5,905	85	50	135	255	281	536
	710	General Office Building	56.127 TSF	608	75	10	85	14	67	81
			Internal Capture	-138	-4	-3	-7	-5	-14	-19
			Planning Area B-4C Subtotal	470	71	7	78	9	53	62
			Planning Area B-4 Total	*6,619*	*165*	*86*	*251*	*276*	*343*	*619*
B-5	221	Multifamily Housing (Mid-Rise)	236 DU	1,071	20	67	87	56	36	92
			Internal Capture	-507	-1	-2	-3	-28	-17	-45
			Planning Area B-5A Subtotal	564	19	65	84	28	19	47
	820	Shopping Center (>150k)	391.045 TSF	14,473	204	124	328	638	692	1,330
			Internal Capture	-757	-7	-7	-14	-47	-36	-83
			Planning Area B-5B Subtotal	13,716	197	117	314	591	656	1,247
	710	General Office Building	130.349 TSF	1,413	174	24	198	32	156	188
			Internal Capture	-321	-8	-7	-15	-11	-33	-44
			Planning Area B-5C Subtotal	1,092	166	17	183	21	123	144
			Planning Area B-5 Total	*15,372*	*382*	*199*	*581*	*640*	*798*	*1,438*

TABLE 9 (CONTINUED)

PROJECT TRIP GENERATION FORECAST – VILLAGE B

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
B-6	221	Multifamily Housing (Mid-Rise)	222 DU	1,008	19	63	82	53	34	87
			Internal Capture	-477	0	-2	-2	-26	-15	-41
			Planning Area B-6A Subtotal	531	19	61	80	27	19	46
	820	Shopping Center (>150k)	367.732 TSF	13,610	192	117	309	600	650	1,250
			Internal Capture	-713	-7	-7	-14	-43	-34	-77
			Planning Area B-6B Subtotal	12,897	185	110	295	557	616	1,173
	710	General Office Building	122.579 TSF	1,329	164	22	186	30	147	177
			Internal Capture	-302	-8	-6	-14	-11	-31	-42
			Planning Area B-6C Subtotal	1,027	156	16	172	19	116	135
			Planning Area B-6 Total	*14,455*	*360*	*187*	*547*	*603*	*751*	*1,354*
B-7	221	Multifamily Housing (Mid-Rise)	45 DU	204	4	13	17	11	7	18
			Internal Capture	-96	0	0	0	-6	-3	-9
			Planning Area B-7A Subtotal	108	4	13	17	5	4	9
	821	Shopping Plaza (40-150k)	74.039 TSF	6,996	162	99	261	321	348	669
			Internal Capture	-157	-1	-1	-2	-9	-7	-16
			Planning Area B-7B Subtotal	6,839	161	98	259	312	341	653
	710	General Office Building	24.680 TSF	268	33	5	38	6	30	36
			Internal Capture	-74	-1	-1	-2	-2	-7	-9
			Planning Area B-7C Subtotal	194	32	4	36	4	23	27
			Planning Area B-7 Total	*7,141*	*197*	*115*	*312*	*321*	*368*	*689*
B-8	221	Multifamily Housing (Mid-Rise)	1,265 DU	5,743	108	360	468	301	192	493
B-9	221	Multifamily Housing (Mid-Rise)	309 DU	1,403	26	88	114	74	47	121
OS-6	411	Public Park	52.1 Acres	41	1	0	1	3	3	6
OS-7	411	Public Park	37.8 Acres	29	0	1	1	2	2	4
OS-8	411	Public Park	19.2 Acres	15	0	0	0	1	1	2
OS-9	411	Public Park	14.0 Acres	11	0	0	0	1	1	2
OS-10	411	Public Park	4.9 Acres	4	0	0	0	0	1	1
Residential Total Trip Generation				**9,077**	**202**	**672**	**874**	**472**	**306**	**778**
Hotel Trip Generation				**2,996**	**97**	**76**	**173**	**113**	**108**	**221**
Casino Trip Generation				**10,000**	**316**	**197**	**513**	**347**	**283**	**630**
Shopping Center Total Trip Generation				**51,108**	**797**	**477**	**1,274**	**2,221**	**2,457**	**4,678**
Office Total Trip Generation				**3,718**	**567**	**59**	**626**	**71**	**421**	**492**
Public Park Total Trip Generation				**100**	**1**	**1**	**2**	**7**	**8**	**15**
Village B Total Trip Generation				**76,999**	**1,980**	**1,482**	**3,462**	**3,231**	**3,583**	**6,814**

TABLE 10

PROJECT TRIP GENERATION FORECAST – VILLAGE C

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
C-1	441	Live Theater	10,000 Seats	2,000	50	50	100	100	100	200
C-2	220	Multifamily Housing (Low-Rise)	321 DU	2,164	31	97	128	103	61	164
C-3	210	Single Family Detached Housing	112 DU	1,056	20	58	78	66	39	105
C-4	221	Multifamily Housing (Mid-Rise)	17 DU	77	1	5	6	4	3	7
			Internal Capture	-37	0	0	0	-2	-1	-3
			Planning Area C-4A Subtotal	40	1	5	6	2	2	4
	822	Strip Retail Plaza (<40k)	27.580 TSF	1,502	39	26	65	91	91	182
			Internal Capture	-58	0	-1	-1	-3	-2	-5
			Planning Area C-4B Subtotal	1,444	39	25	64	88	89	177
	710	General Office Building	9.193 TSF	100	12	2	14	2	11	13
			Internal Capture	-28	-1	-1	-2	-1	-2	-3
			Planning Area C-4C Subtotal	72	11	1	12	1	9	10
			Planning Area C-4 Total	*1,556*	*51*	*31*	*82*	*91*	*100*	*191*
C-5	220	Multifamily Housing (Low-Rise)	78 DU	526	7	24	31	25	15	40
C-6	520	Elementary School	626 Students	1,421	250	213	463	46	54	100
			Faculty and Staff Trips (18%)	256	45	38	83	8	10	18
			Student Trips (82%)	1,165	205	175	380	38	44	82
			Mode Shift Reduction (33%)	-384	-68	-57	-125	-13	-14	-27
			Elementary School Student Trip Total	*781*	*137*	*118*	*255*	*25*	*30*	*55*
	522	Middle School/Junior High School	918 Students	1,928	332	283	615	66	72	138
			Faculty and Staff Trips (18%)	347	60	51	111	12	13	25
			Student Trips (82%)	1,581	272	232	504	54	59	113
			Mode Shift Reduction (25%)	-395	-68	-58	-126	-14	-14	-28
			Middle School Student Trip Total	*1,186*	*204*	*174*	*378*	*40*	*45*	*85*
			Planning Area C-6 Total	*2,570*	*446*	*381*	*827*	*85*	*98*	*183*
C-7	220	Multifamily Housing (Low-Rise)	500 DU	3,370	48	152	200	161	94	255
OS-11	411	Public Park	52.0 Acres	41	1	0	1	3	3	6
OS-12	411	Public Park	10.5 Acres	8	0	0	0	1	0	1
OS-13	411	Public Park	34.7 Acres	27	0	1	1	2	2	4
			Theater Trip Generation	**2,000**	**50**	**50**	**100**	**100**	**100**	**200**
			Residential Total Trip Generation	**7,156**	**107**	**336**	**443**	**357**	**211**	**568**
			School Total Trip Generation	**2,570**	**446**	**381**	**827**	**85**	**98**	**183**
			Shopping Center Total Trip Generation	**1,444**	**39**	**25**	**64**	**88**	**89**	**177**
			Office Total Trip Generation	**72**	**11**	**1**	**12**	**1**	**9**	**10**
			Public Park Total Trip Generation	**76**	**1**	**1**	**2**	**6**	**5**	**11**
			Village C Total Trip Generation	**13,318**	**654**	**794**	**1,448**	**637**	**512**	**1,149**

TABLE 11

PROJECT TRIP GENERATION FORECAST – VILLAGE D

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
D-1	251	Senior Adult Housing - Single Fami	285 DU	1,228	23	45	68	52	34	86
D-2	252	Senior Adult Housing - Multifamily	544 DU	1,763	37	72	109	76	60	136
D-3	252	Senior Adult Housing - Multifamily	362 DU	1,173	25	47	72	51	40	91
D-4	220	Multifamily Housing (Low-Rise)	432 DU	2,912	41	132	173	139	81	220
D-5	252	Senior Adult Housing - Multifamily	550 DU	1,782	37	73	110	77	61	138
D-6	251	Senior Adult Housing - Single Fami	253 DU	1,090	20	41	61	46	30	76
D-7	210	Single Family Detached Housing	247 DU	2,329	45	128	173	146	86	232
D-8	221	Multifamily Housing (Mid-Rise)	21 DU	95	2	6	8	5	3	8
			Internal Capture	-45	0	0	0	-2	-1	-3
			Planning Area C-4A Subtotal	50	2	6	8	3	2	5
	822	Strip Retail Plaza (<40k)	35.350 TSF	1,925	50	33	83	116	117	233
			Internal Capture	-74	-1	0	-1	-4	-4	-8
			Planning Area C-4B Subtotal	1,851	49	33	82	112	113	225
	710	General Office Building	11.784 TSF	128	16	2	18	3	14	17
			Internal Capture	-35	-1	-1	-2	-1	-3	-4
			Planning Area C-4C Subtotal	93	15	1	16	2	11	13
			Planning Area D-8 Total	*1,994*	*66*	*40*	*106*	*117*	*126*	*243*
OS-14	411	Public Park	42.1 Acres	33	0	1	1	3	2	5
OS-15	411	Public Park	14.7 Acres	11	0	0	0	1	1	2
Residential Total Trip Generation				**5,291**	**88**	**266**	**354**	**288**	**169**	**457**
Senior Residential Total Trip Generation				**7,036**	**142**	**278**	**420**	**302**	**225**	**527**
Shopping Center Total Trip Generation				**1,851**	**49**	**33**	**82**	**112**	**113**	**225**
Office Total Trip Generation				**93**	**15**	**1**	**16**	**2**	**11**	**13**
Public Park Total Trip Generation				**44**	**0**	**1**	**1**	**4**	**3**	**7**
Village D Total Trip Generation				**14,315**	**294**	**579**	**873**	**708**	**521**	**1,229**

TABLE 12

PROJECT TRIP GENERATION FORECAST – VILLAGE E

Planning Area	ITE	Land Use	Size Unit	Project Trip Generation Forecast						
					AM Peak Hour			PM Peak Hour		
				Daily	Enter	Exit	Total	Enter	Exit	Total
E-1	220	Multifamily Housing (Low-Rise)	312 DU	2,103	30	95	125	100	59	159
E-2	210	Single Family Detached Housing	195 DU	1,839	35	102	137	115	68	183
E-3	520	Elementary School	871 Students	1,977	348	297	645	64	75	139
		Faculty and Staff Trips (18%)		356	63	53	116	12	13	25
		Student Trips (82%)		1,621	285	244	529	52	62	114
		Mode Shift Reduction (33%)		-535	-94	-81	-175	-17	-21	-38
		Elementary School Student Trip Total		*1,086*	*191*	*163*	*354*	*35*	*41*	*76*
E-4	210	Single Family Detached Housing	35 DU	330	6	19	25	21	12	33
E-5	210	Single Family Detached Housing	22 DU	207	4	11	15	13	8	21
E-6	220	Multifamily Housing (Low-Rise)	402 DU	2,709	39	122	161	129	76	205
E-7	210	Single Family Detached Housing	190 DU	1,792	35	98	133	113	66	179
OS-16	411	Public Park	42.6 Acres	33	1	0	1	3	2	5
OS-17	411	Public Park	25.8 Acres	20	0	1	1	2	1	3
OS-18	411	Public Park	17.0 Acres	13	0	0	0	1	1	2
Residential Total Trip Generation				**8,980**	**149**	**447**	**596**	**491**	**289**	**780**
School Total Trip Generation				**1,442**	**254**	**216**	**470**	**47**	**54**	**101**
Public Park Total Trip Generation				**66**	**1**	**1**	**2**	**6**	**4**	**10**
Village E Total Trip Generation				**10,488**	**404**	**664**	**1,068**	**544**	**347**	**891**

TABLE 13

PROJECT TRIP GENERATION FORECAST – BUILDOUT KPC COACHELLA SPECIFIC PLAN

Project Description/Land Use	Project Trip Generation Forecast						
		AM Peak Hour			PM Peak Hour		
	Daily	Enter	Exit	Total	Enter	Exit	Total
Residential Total Trip Generation	**47,303**	**835**	**2,594**	**3,429**	**2,544**	**1,527**	**4,071**
Internal Network Trips	-12,374	-183	-208	-391	-489	-482	-971
Residential Total External Trip Generation	*34,929*	*652*	*2,386*	*3,038*	*2,055*	*1,045*	*3,100*
Senior Residential Total Trip Generation	**7,036**	**142**	**278**	**420**	**302**	**225**	**527**
Internal Network Trips	-2,652	-39	-45	-84	-105	-103	-208
Senior Residential Total External Trip Generation	*4,384*	*103*	*233*	*336*	*197*	*122*	*319*
School Total Trip Generation	**4,701**	**821**	**701**	**1,522**	**154**	**179**	**333**
Internal Network Trips	-3,572	-623	-533	-1,156	-116	-137	-253
School Total External Trip Generation	*1,129*	*198*	*168*	*366*	*38*	*42*	*80*
Hotel Trip Generation	**2,996**	**97**	**76**	**173**	**113**	**108**	**221**
Internal Network Trips	-884	-13	-15	-28	-35	-34	-69
Hotel Total External Trip Generation	*2,112*	*84*	*61*	*145*	*78*	*74*	*152*
Casino Resort Trip Generation	**12,000**	**366**	**247**	**613**	**447**	**383**	**830**
Internal Network Trips	-3,094	-46	-52	-98	-122	-121	-243
Casino Resort Total External Trip Generation	*8,906*	*320*	*195*	*515*	*325*	*262*	*587*
Shopping Center Total Trip Generation	**54,403**	**885**	**535**	**1,420**	**2,421**	**2,659**	**5,080**
Internal Network Trips	-22,981	-340	-387	-727	-907	-897	-1,804
Shopping Center Total External Trip Generation	*31,422*	*545*	*148*	*693*	*1,514*	*1,762*	*3,276*
Office Total Trip Generation	**3,883**	**593**	**61**	**654**	**74**	**441**	**515**
Internal Network Trips	-1,848	-30	-31	-61	-57	-63	-120
Office Total External Trip Generation	*2,035*	*563*	*30*	*593*	*17*	*378*	*395*
Public Park Total Trip Generation	**361**	**3**	**6**	**9**	**30**	**24**	**54**
Internal Network Trips	-361	-3	-6	-9	-30	-24	-54
Public Park Total External Trip Generation	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Gross Trip Generation [A]	**132,683**	**3,742**	**4,498**	**8,240**	**6,085**	**5,546**	**11,631**
KPC Coachella Specifc Plan Total Internal Trip Ends [B]	**47,766**	**1,277**	**1,277**	**2,554**	**1,861**	**1,861**	**3,722**
KPC Coachella Specifc Plan Total External Trip Ends [A - B]	**84,917**	**2,465**	**3,221**	**5,686**	**4,224**	**3,685**	**7,909**

ATTACHMENT A
ANALYSIS PARAMETERS

TRAFFIC IMPACT ANALYSIS PARAMETERS

Intersection Analysis (HCM Methodology) – Signalized Intersections			
Methodology	• Highway Capacity Manual (HCM) 7th Edition o *Chapter 19: Signalized Intersections*		
Analysis Software	Vistro		
PHF	Existing Existing PHF	Near-Term N/A	Long-Term 1.00
Saturation	HCM 7 Edition Default Calculations		
Coordinate Type/Actuation Type	Time of Day Pattern Coordinated/Fully Actuated		
Cycle Length	90-120 seconds		
Minimum Green	7 seconds		
Lost Time	2 second lost time/phase		
Pedestrian Clearance	[(# lanes x 12) / 3.5] + 7 seconds		
Intersection Analysis (HCM Methodology) – Unsignalized Intersections			
Methodology	• Highway Capacity Manual (HCM) 7th Edition o *Chapter 20: Two-Way Stop-Controlled Intersections* o *Chapter 21: All-Way Stop-Controlled Intersections*		
Analysis Software	Vistro		
PHF	Existing Existing PHF	Near-Term N/A	Long-Term 1.00
Saturation	HCM 7th Edition Default Calculations		

APPENDIX B

EXISTING TRAFFIC COUNT DATA

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

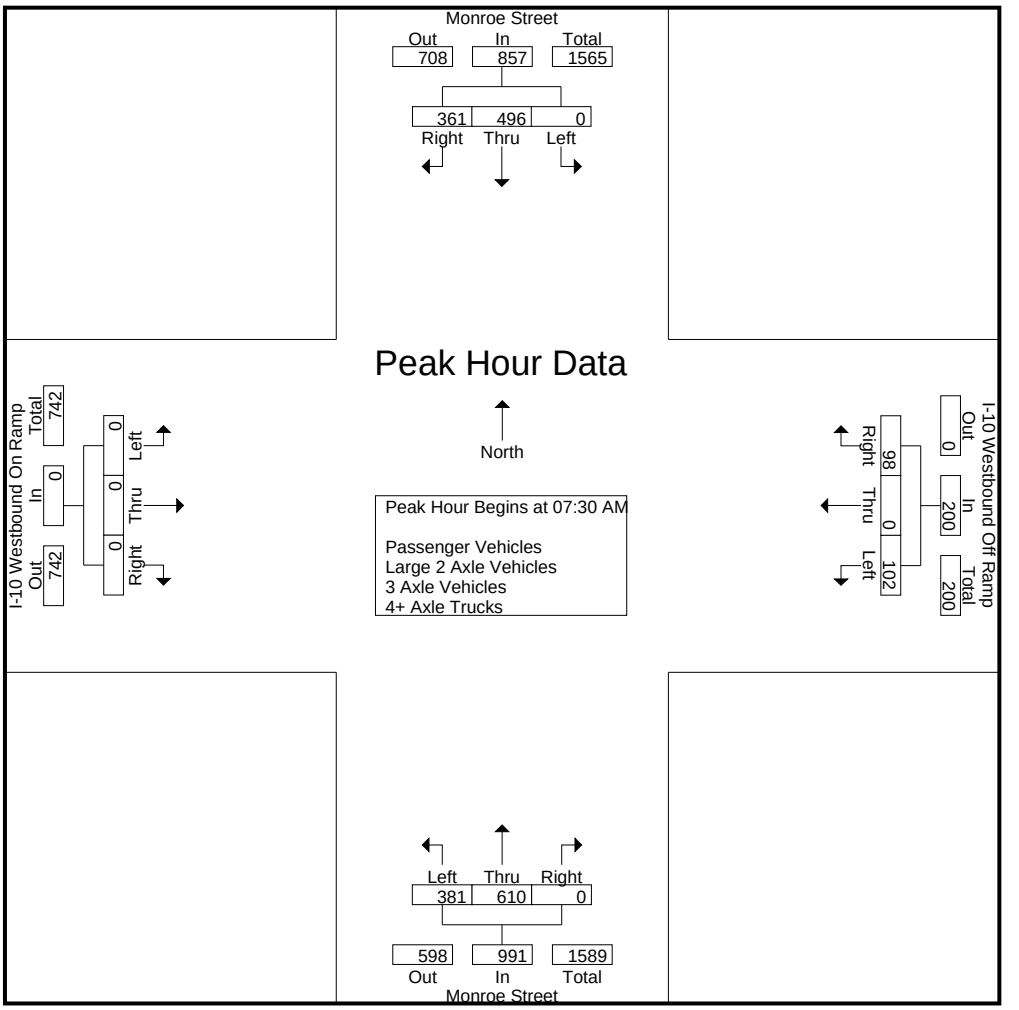
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	81	67	148	11	0	20	31	91	92	0	183	0	0	0	0	362
07:15 AM	0	124	110	234	35	0	21	56	88	82	0	170	0	0	0	0	460
07:30 AM	0	132	123	255	23	0	19	42	108	120	0	228	0	0	0	0	525
07:45 AM	0	133	80	213	25	0	25	50	107	151	0	258	0	0	0	0	521
Total	0	470	380	850	94	0	85	179	394	445	0	839	0	0	0	0	1868
08:00 AM	0	117	80	197	32	0	31	63	82	173	0	255	0	0	0	0	515
08:15 AM	0	114	78	192	22	0	23	45	84	166	0	250	0	0	0	0	487
08:30 AM	0	138	77	215	20	0	17	37	70	151	0	221	0	0	0	0	473
08:45 AM	0	118	63	181	18	0	17	35	57	143	0	200	0	0	0	0	416
Total	0	487	298	785	92	0	88	180	293	633	0	926	0	0	0	0	1891
Grand Total	0	957	678	1635	186	0	173	359	687	1078	0	1765	0	0	0	0	3759
Apprch %	0	58.5	41.5		51.8	0	48.2		38.9	61.1	0		0	0	0		
Total %	0	25.5	18	43.5	4.9	0	4.6	9.6	18.3	28.7	0	47	0	0	0	0	
Passenger Vehicles	0	924	649	1573	182	0	158	340	655	1028	0	1683	0	0	0	0	3596
% Passenger Vehicles	0	96.6	95.7	96.2	97.8	0	91.3	94.7	95.3	95.4	0	95.4	0	0	0	0	95.7
Large 2 Axle Vehicles	0	18	5	23	1	0	5	6	23	19	0	42	0	0	0	0	71
% Large 2 Axle Vehicles	0	1.9	0.7	1.4	0.5	0	2.9	1.7	3.3	1.8	0	2.4	0	0	0	0	1.9
3 Axle Vehicles	0	7	15	22	3	0	6	9	2	20	0	22	0	0	0	0	53
% 3 Axle Vehicles	0	0.7	2.2	1.3	1.6	0	3.5	2.5	0.3	1.9	0	1.2	0	0	0	0	1.4
4+ Axle Trucks	0	8	9	17	0	0	4	4	7	11	0	18	0	0	0	0	39
% 4+ Axle Trucks	0	0.8	1.3	1	0	0	2.3	1.1	1	1	0	1	0	0	0	0	1

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	132	**123**	**255**	23	0	19	42	**108**	120	0	228	0	0	0	0	**525**
07:45 AM	0	**133**	80	213	25	0	25	50	107	151	0	**258**	0	0	0	0	521
08:00 AM	0	117	80	197	**32**	0	**31**	**63**	82	**173**	0	255	0	0	0	0	515
08:15 AM	0	114	78	192	22	0	23	45	84	166	0	250	0	0	0	0	487
Total Volume	0	496	361	857	102	0	98	200	381	610	0	991	0	0	0	0	2048
% App. Total	0	57.9	42.1		51	0	49		38.4	61.6	0		0	0	0		
PHF	.000	.932	.734	.840	.797	.000	.790	.794	.882	.882	.000	.960	.000	.000	.000	.000	.975

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	124	110	234	**35**	0	21	56	**108**	120	0	228	0	0	0	0
+15 mins.	0	132	**123**	**255**	23	0	19	42	107	151	0	**258**	0	0	0	0
+30 mins.	0	**133**	80	213	25	0	25	50	82	**173**	0	255	0	0	0	0
+45 mins.	0	117	80	197	32	0	**31**	**63**	84	166	0	250	0	0	0	0
Total Volume	0	506	393	899	115	0	96	211	381	610	0	991	0	0	0	0
% App. Total	0	56.3	43.7		54.5	0	45.5		38.4	61.6	0		0	0	0	
PHF	.000	.951	.799	.881	.821	.000	.774	.837	.882	.882	.000	.960	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	76	65	141	11	0	20	31	83	85	0	168	0	0	0	0	340
07:15 AM	0	120	108	228	34	0	19	53	86	76	0	162	0	0	0	0	443
07:30 AM	0	129	119	248	23	0	17	40	106	114	0	220	0	0	0	0	508
07:45 AM	0	131	77	208	24	0	25	49	102	145	0	247	0	0	0	0	504
Total	0	456	369	825	92	0	81	173	377	420	0	797	0	0	0	0	1795
08:00 AM	0	110	78	188	32	0	25	57	79	168	0	247	0	0	0	0	492
08:15 AM	0	111	71	182	22	0	21	43	80	159	0	239	0	0	0	0	464
08:30 AM	0	133	72	205	19	0	15	34	64	143	0	207	0	0	0	0	446
08:45 AM	0	114	59	173	17	0	16	33	55	138	0	193	0	0	0	0	399
Total	0	468	280	748	90	0	77	167	278	608	0	886	0	0	0	0	1801
Grand Total	0	924	649	1573	182	0	158	340	655	1028	0	1683	0	0	0	0	3596
Apprch %	0	58.7	41.3		53.5	0	46.5		38.9	61.1	0		0	0	0		
Total %	0	25.7	18	43.7	5.1	0	4.4	9.5	18.2	28.6	0	46.8	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	129	**119**	**248**	23	0	17	40	**106**	114	0	220	0	0	0	0	**508**
07:45 AM	0	**131**	77	208	24	0	**25**	49	102	145	0	**247**	0	0	0	0	504
08:00 AM	0	110	78	188	**32**	0	25	**57**	79	**168**	0	247	0	0	0	0	492
08:15 AM	0	111	71	182	22	0	21	43	80	159	0	239	0	0	0	0	464
Total Volume	0	481	345	826	101	0	88	189	367	586	0	953	0	0	0	0	1968
% App. Total	0	58.2	41.8		53.4	0	46.6		38.5	61.5	0		0	0	0		
PHF	.000	.918	.725	.833	.789	.000	.880	.829	.866	.872	.000	.965	.000	.000	.000	.000	.969

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
Site Code : 05722739
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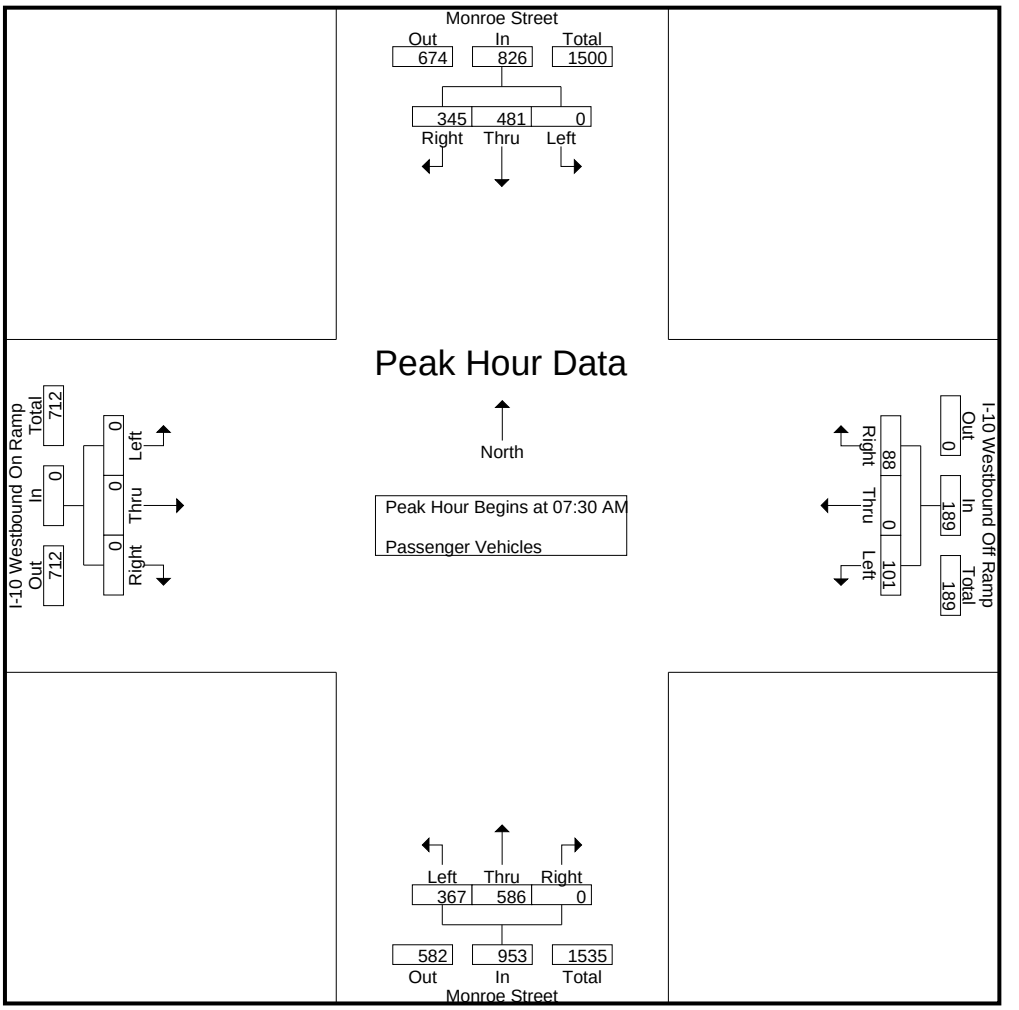

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	129	**119**	**248**	23	0	17	40	**106**	114	0	220	0	0	0	0
+15 mins.	0	**131**	77	208	24	0	**25**	49	102	145	0	**247**	0	0	0	0
+30 mins.	0	110	78	188	**32**	0	25	**57**	79	**168**	0	247	0	0	0	0
+45 mins.	0	111	71	182	22	0	21	43	80	159	0	239	0	0	0	0
Total Volume	0	481	345	826	101	0	88	189	367	586	0	953	0	0	0	0
% App. Total	0	58.2	41.8		53.4	0	46.6		38.5	61.5	0		0	0	0	
PHF	.000	.918	.725	.833	.789	.000	.880	.829	.866	.872	.000	.965	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	7	2	0	9	0	0	0	0	14
07:15 AM	0	2	0	2	0	0	0	0	2	4	0	6	0	0	0	0	8
07:30 AM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
07:45 AM	0	1	0	1	1	0	0	1	3	1	0	4	0	0	0	0	6
Total	0	10	2	12	1	0	0	1	12	9	0	21	0	0	0	0	34
08:00 AM	0	3	0	3	0	0	3	3	2	0	0	2	0	0	0	0	8
08:15 AM	0	2	1	3	0	0	1	1	2	2	0	4	0	0	0	0	8
08:30 AM	0	1	1	2	0	0	1	1	5	8	0	13	0	0	0	0	16
08:45 AM	0	2	1	3	0	0	0	0	2	0	0	2	0	0	0	0	5
Total	0	8	3	11	0	0	5	5	11	10	0	21	0	0	0	0	37
Grand Total	0	18	5	23	1	0	5	6	23	19	0	42	0	0	0	0	71
Apprch %	0	78.3	21.7		16.7	0	83.3		54.8	45.2	0		0	0	0		
Total %	0	25.4	7	32.4	1.4	0	7	8.5	32.4	26.8	0	59.2	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	**1**	**4**	0	0	0	0	0	**2**	0	2	0	0	0	0	6
07:45 AM	0	1	0	1	**1**	0	0	1	**3**	1	0	**4**	0	0	0	0	6
08:00 AM	0	3	0	3	0	0	**3**	**3**	2	0	0	2	0	0	0	0	**8**
08:15 AM	0	2	1	3	0	0	1	1	2	2	0	4	0	0	0	0	8
Total Volume	0	9	2	11	1	0	4	5	7	5	0	12	0	0	0	0	28
% App. Total	0	81.8	18.2		20	0	80		58.3	41.7	0		0	0	0		
PHF	.000	.750	.500	.688	.250	.000	.333	.417	.583	.625	.000	.750	.000	.000	.000	.000	.875

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
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File Name : 01_IND_Monroe_10W AM
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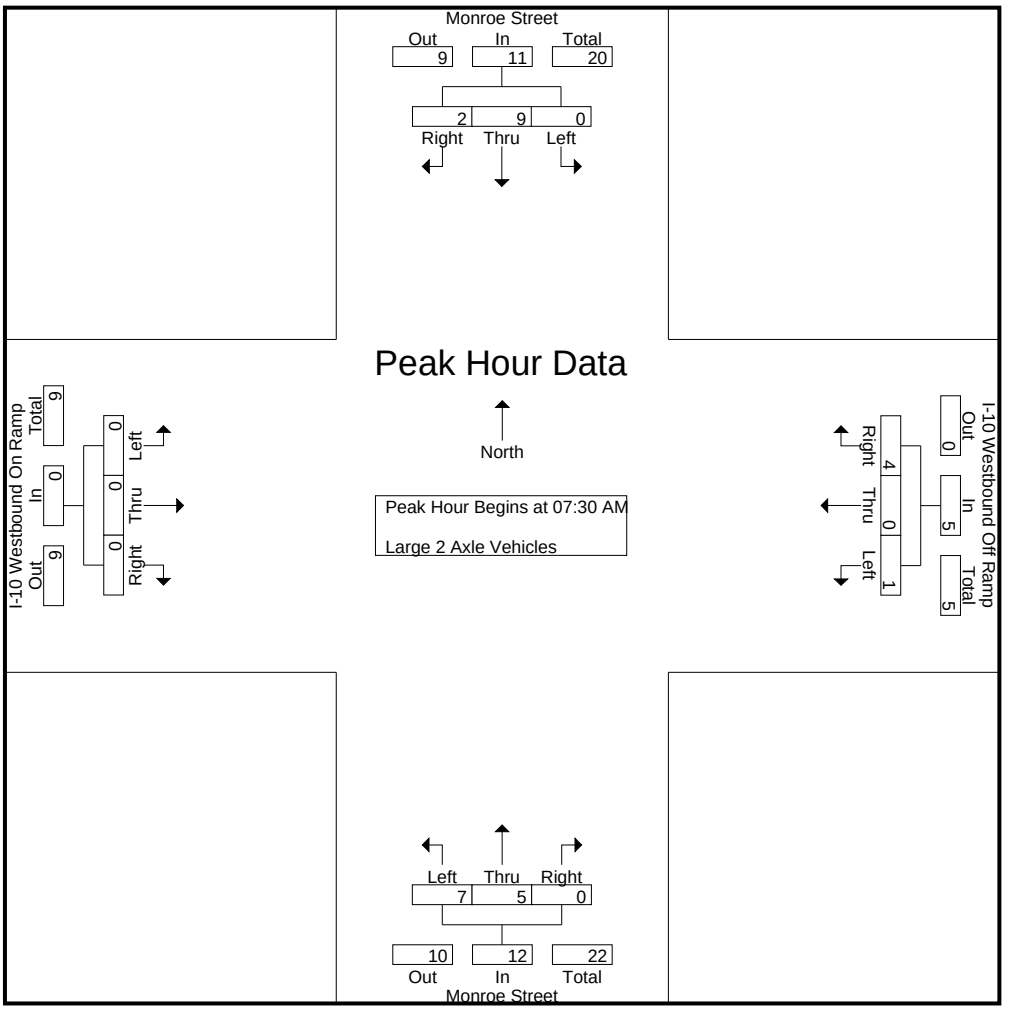

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**3**	**1**	**4**	0	0	0	0	0	**2**	0	2	0	0	0	0
+15 mins.	0	1	0	1	**1**	0	0	1	**3**	1	0	**4**	0	0	0	0
+30 mins.	0	3	0	3	0	0	**3**	**3**	2	0	0	2	0	0	0	0
+45 mins.	0	2	1	3	0	0	1	1	2	2	0	4	0	0	0	0
Total Volume	0	9	2	11	1	0	4	5	7	5	0	12	0	0	0	0
% App. Total	0	81.8	18.2		20	0	80		58.3	41.7	0		0	0	0	
PHF	.000	.750	.500	.688	.250	.000	.333	.417	.583	.625	.000	.750	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
07:15 AM	0	0	1	1	1	0	2	3	0	1	0	1	0	0	0	0	5
07:30 AM	0	0	1	1	0	0	1	1	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	3	3	0	0	0	0	1	3	0	4	0	0	0	0	7
Total	0	1	5	6	1	0	3	4	1	10	0	11	0	0	0	0	21
08:00 AM	0	3	2	5	0	0	1	1	0	3	0	3	0	0	0	0	9
08:15 AM	0	0	3	3	0	0	1	1	0	5	0	5	0	0	0	0	9
08:30 AM	0	2	3	5	1	0	1	2	1	0	0	1	0	0	0	0	8
08:45 AM	0	1	2	3	1	0	0	1	0	2	0	2	0	0	0	0	6
Total	0	6	10	16	2	0	3	5	1	10	0	11	0	0	0	0	32
Grand Total	0	7	15	22	3	0	6	9	2	20	0	22	0	0	0	0	53
Apprch %	0	31.8	68.2		33.3	0	66.7		9.1	90.9	0		0	0	0		
Total %	0	13.2	28.3	41.5	5.7	0	11.3	17	3.8	37.7	0	41.5	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	0	0	**1**	**1**	0	2	0	2	0	0	0	0	4
07:45 AM	0	0	**3**	3	0	0	0	0	**1**	3	0	4	0	0	0	0	7
08:00 AM	0	**3**	2	**5**	0	0	1	1	0	3	0	3	0	0	0	0	**9**
08:15 AM	0	0	3	3	0	0	1	1	0	**5**	0	**5**	0	0	0	0	9
Total Volume	0	3	9	12	0	0	3	3	1	13	0	14	0	0	0	0	29
% App. Total	0	25	75		0	0	100		7.1	92.9	0		0	0	0		
PHF	.000	.250	.750	.600	.000	.000	.750	.750	.250	.650	.000	.700	.000	.000	.000	.000	.806

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
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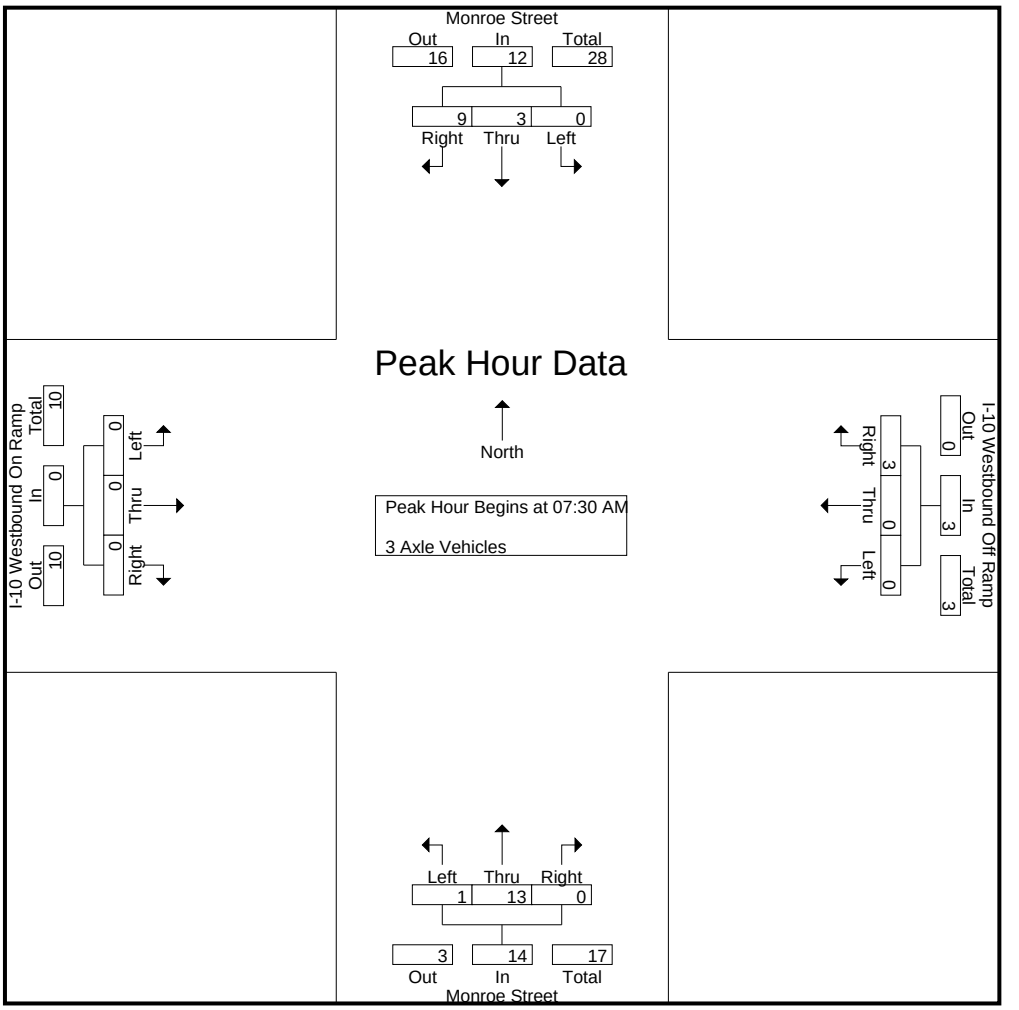

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	0	0	**1**	**1**	0	2	0	2	0	0	0	0
+15 mins.	0	0	**3**	3	0	0	0	0	**1**	3	0	4	0	0	0	0
+30 mins.	0	**3**	2	**5**	0	0	1	1	0	3	0	3	0	0	0	0
+45 mins.	0	0	3	3	0	0	1	1	0	**5**	0	**5**	0	0	0	0
Total Volume	0	3	9	12	0	0	3	3	1	13	0	14	0	0	0	0
% App. Total	0	25	75		0	0	100		7.1	92.9	0		0	0	0	
PHF	.000	.250	.750	.600	.000	.000	.750	.750	.250	.650	.000	.700	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W AM
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:15 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	2	2	0	0	1	1	2	2	0	4	0	0	0	0	7
07:45 AM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
Total	0	3	4	7	0	0	1	1	4	6	0	10	0	0	0	0	18
08:00 AM	0	1	0	1	0	0	2	2	1	2	0	3	0	0	0	0	6
08:15 AM	0	1	3	4	0	0	0	0	2	0	0	2	0	0	0	0	6
08:30 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	1	1	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Total	0	5	5	10	0	0	3	3	3	5	0	8	0	0	0	0	21
Grand Total	0	8	9	17	0	0	4	4	7	11	0	18	0	0	0	0	39
Apprch %	0	47.1	52.9		0	0	100		38.9	61.1	0		0	0	0		
Total %	0	20.5	23.1	43.6	0	0	10.3	10.3	17.9	28.2	0	46.2	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	0	1	1	**2**	**2**	0	**4**	0	0	0	0	**7**
07:45 AM	0	**1**	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	**2**	**2**	1	2	0	3	0	0	0	0	6
08:15 AM	0	1	**3**	**4**	0	0	0	0	2	0	0	2	0	0	0	0	6
Total Volume	0	3	5	8	0	0	3	3	6	6	0	12	0	0	0	0	23
% App. Total	0	37.5	62.5		0	0	100		50	50	0		0	0	0		
PHF	.000	.750	.417	.500	.000	.000	.375	.375	.750	.750	.000	.750	.000	.000	.000	.000	.821

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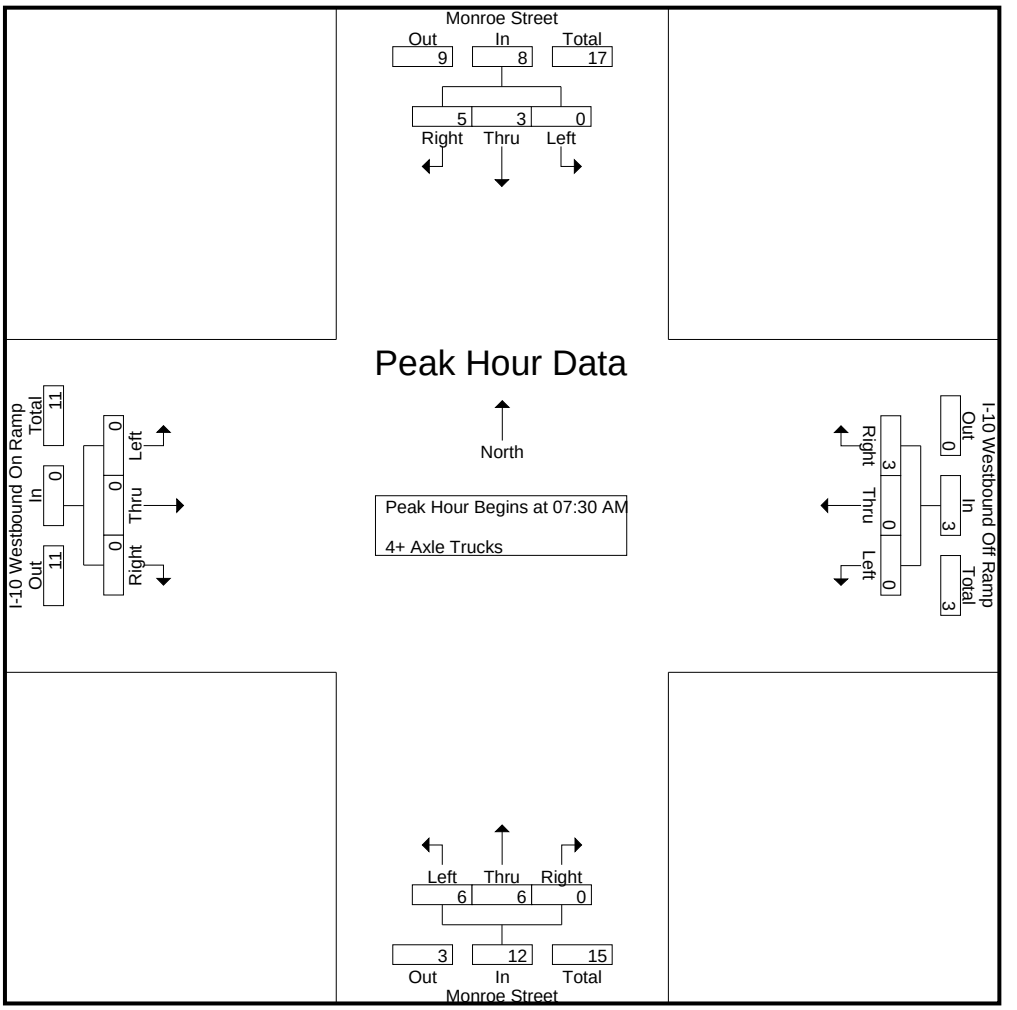

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	2	2	0	0	1	1	**2**	**2**	0	**4**	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	1	2	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	**2**	**2**	1	2	0	3	0	0	0	0
+45 mins.	0	1	**3**	**4**	0	0	0	0	2	0	0	2	0	0	0	0
Total Volume	0	3	5	8	0	0	3	3	6	6	0	12	0	0	0	0
% App. Total	0	37.5	62.5		0	0	100		50	50	0		0	0	0	
PHF	.000	.750	.417	.500	.000	.000	.375	.375	.750	.750	.000	.750	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	156	56	212	30	1	17	48	71	162	0	233	0	0	0	0	493
04:15 PM	0	117	43	160	23	0	25	48	53	155	0	208	0	0	0	0	416
04:30 PM	0	94	43	137	33	0	29	62	56	153	0	209	0	0	0	0	408
04:45 PM	0	94	51	145	22	0	27	49	65	149	0	214	0	0	0	0	408
Total	0	461	193	654	108	1	98	207	245	619	0	864	0	0	0	0	1725
05:00 PM	0	104	38	142	30	0	26	56	57	169	0	226	0	0	0	0	424
05:15 PM	0	107	60	167	25	0	21	46	54	187	0	241	0	0	0	0	454
05:30 PM	0	115	44	159	24	0	16	40	54	183	0	237	0	0	0	0	436
05:45 PM	0	98	38	136	18	0	12	30	60	193	0	253	0	0	0	0	419
Total	0	424	180	604	97	0	75	172	225	732	0	957	0	0	0	0	1733
Grand Total	0	885	373	1258	205	1	173	379	470	1351	0	1821	0	0	0	0	3458
Apprch %	0	70.3	29.7		54.1	0.3	45.6		25.8	74.2	0		0	0	0		
Total %	0	25.6	10.8	36.4	5.9	0	5	11	13.6	39.1	0	52.7	0	0	0	0	
Passenger Vehicles	0	874	350	1224	200	1	159	360	455	1337	0	1792	0	0	0	0	3376
% Passenger Vehicles	0	98.8	93.8	97.3	97.6	100	91.9	95	96.8	99	0	98.4	0	0	0	0	97.6
Large 2 Axle Vehicles	0	5	3	8	1	0	1	2	10	8	0	18	0	0	0	0	28
% Large 2 Axle Vehicles	0	0.6	0.8	0.6	0.5	0	0.6	0.5	2.1	0.6	0	1	0	0	0	0	0.8
3 Axle Vehicles	0	2	2	4	2	0	1	3	2	0	0	2	0	0	0	0	9
% 3 Axle Vehicles	0	0.2	0.5	0.3	1	0	0.6	0.8	0.4	0	0	0.1	0	0	0	0	0.3
4+ Axle Trucks	0	4	18	22	2	0	12	14	3	6	0	9	0	0	0	0	45
% 4+ Axle Trucks	0	0.5	4.8	1.7	1	0	6.9	3.7	0.6	0.4	0	0.5	0	0	0	0	1.3

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	104	38	142	**30**	0	**26**	**56**	57	169	0	226	0	0	0	0	424
05:15 PM	0	107	**60**	**167**	25	0	21	46	54	187	0	241	0	0	0	0	**454**
05:30 PM	0	**115**	44	159	24	0	16	40	54	183	0	237	0	0	0	0	436
05:45 PM	0	98	38	136	18	0	12	30	**60**	**193**	0	**253**	0	0	0	0	419
Total Volume	0	424	180	604	97	0	75	172	225	732	0	957	0	0	0	0	1733
% App. Total	0	70.2	29.8		56.4	0	43.6		23.5	76.5	0		0	0	0		
PHF	.000	.922	.750	.904	.808	.000	.721	.768	.938	.948	.000	.946	.000	.000	.000	.000	.954

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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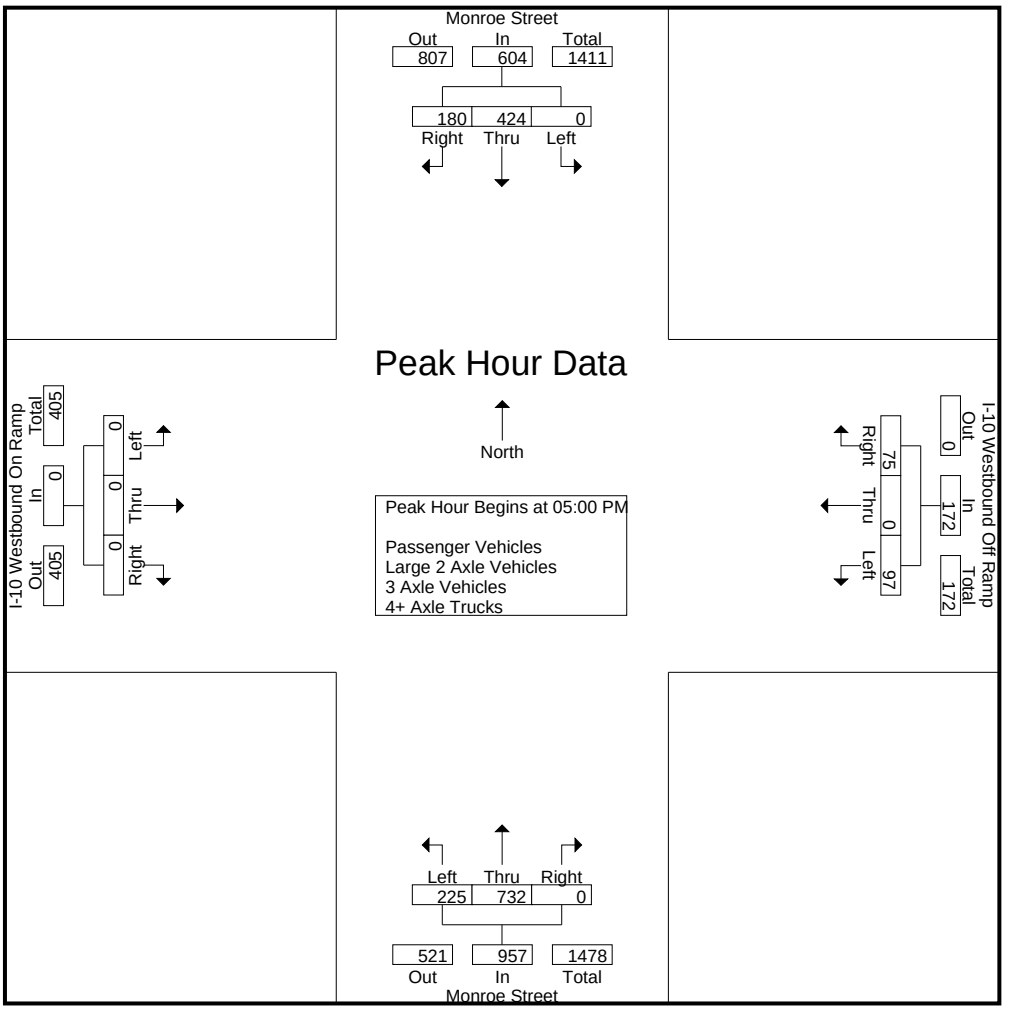

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	**156**	**56**	**212**	23	0	25	48	57	169	0	226	0	0	0	0
+15 mins.	0	117	43	160	**33**	0	**29**	**62**	54	187	0	241	0	0	0	0
+30 mins.	0	94	43	137	22	0	27	49	54	183	0	237	0	0	0	0
+45 mins.	0	94	51	145	30	0	26	56	**60**	**193**	0	**253**	0	0	0	0
Total Volume	0	461	193	654	108	0	107	215	225	732	0	957	0	0	0	0
% App. Total	0	70.5	29.5		50.2	0	49.8		23.5	76.5	0		0	0	0	
PHF	.000	.739	.862	.771	.818	.000	.922	.867	.938	.948	.000	.946	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	154	52	206	29	1	17	47	69	160	0	229	0	0	0	0	482
04:15 PM	0	116	34	150	21	0	23	44	52	155	0	207	0	0	0	0	401
04:30 PM	0	94	43	137	33	0	26	59	50	151	0	201	0	0	0	0	397
04:45 PM	0	93	48	141	21	0	23	44	64	145	0	209	0	0	0	0	394
Total	0	457	177	634	104	1	89	194	235	611	0	846	0	0	0	0	1674
05:00 PM	0	102	36	138	30	0	25	55	56	168	0	224	0	0	0	0	417
05:15 PM	0	106	56	162	25	0	20	45	53	184	0	237	0	0	0	0	444
05:30 PM	0	113	44	157	24	0	14	38	52	182	0	234	0	0	0	0	429
05:45 PM	0	96	37	133	17	0	11	28	59	192	0	251	0	0	0	0	412
Total	0	417	173	590	96	0	70	166	220	726	0	946	0	0	0	0	1702
Grand Total	0	874	350	1224	200	1	159	360	455	1337	0	1792	0	0	0	0	3376
Apprch %	0	71.4	28.6		55.6	0.3	44.2		25.4	74.6	0		0	0	0		
Total %	0	25.9	10.4	36.3	5.9	0	4.7	10.7	13.5	39.6	0	53.1	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	102	36	138	**30**	0	**25**	**55**	56	168	0	224	0	0	0	0	417
05:15 PM	0	106	**56**	**162**	25	0	20	45	53	184	0	237	0	0	0	0	**444**
05:30 PM	0	**113**	44	157	24	0	14	38	52	182	0	234	0	0	0	0	429
05:45 PM	0	96	37	133	17	0	11	28	**59**	**192**	0	**251**	0	0	0	0	412
Total Volume	0	417	173	590	96	0	70	166	220	726	0	946	0	0	0	0	1702
% App. Total	0	70.7	29.3		57.8	0	42.2		23.3	76.7	0		0	0	0		
PHF	.000	.923	.772	.910	.800	.000	.700	.755	.932	.945	.000	.942	.000	.000	.000	.000	.958

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
Site Code : 05722739
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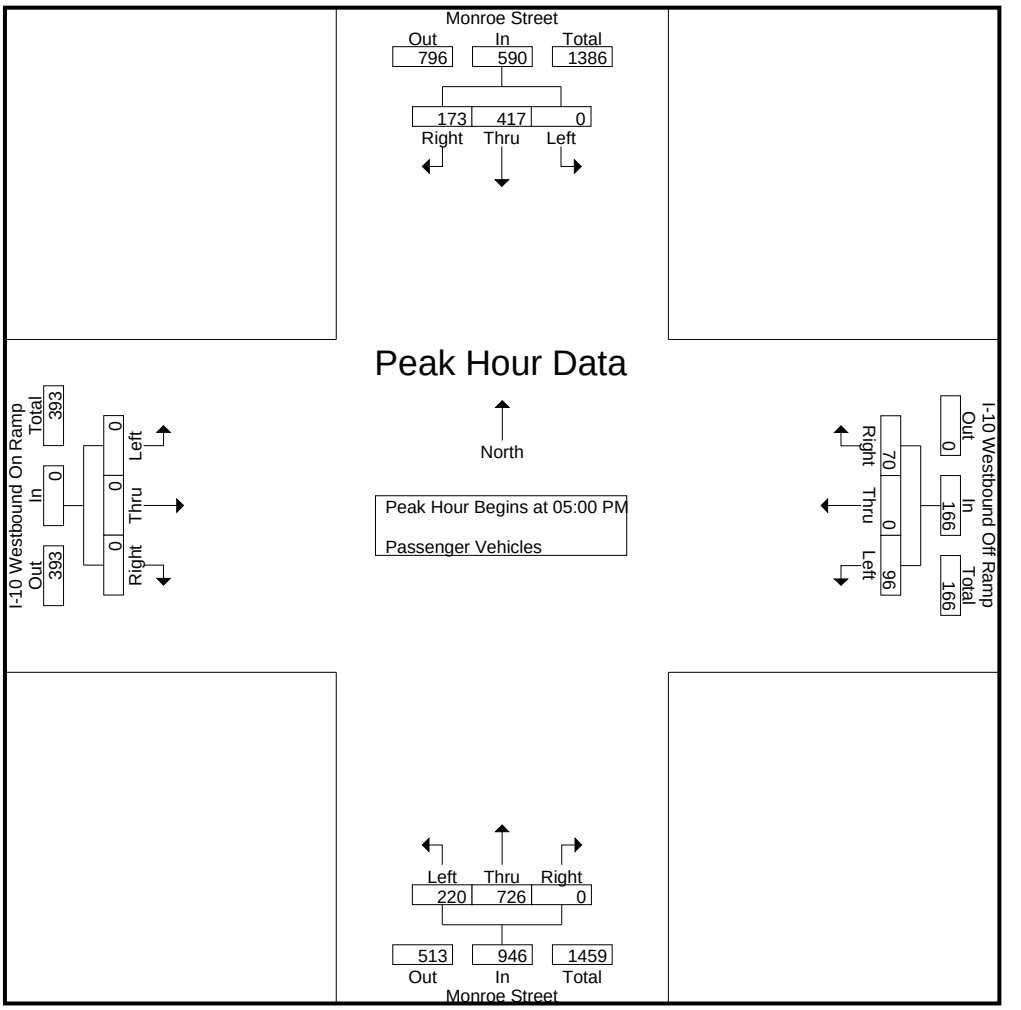

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	102	36	138	**30**	0	**25**	**55**	56	168	0	224	0	0	0	0
+15 mins.	0	106	**56**	**162**	25	0	20	45	53	184	0	237	0	0	0	0
+30 mins.	0	**113**	44	157	24	0	14	38	52	182	0	234	0	0	0	0
+45 mins.	0	96	37	133	17	0	11	28	**59**	**192**	0	**251**	0	0	0	0
Total Volume	0	417	173	590	96	0	70	166	220	726	0	946	0	0	0	0
% App. Total	0	70.7	29.3		57.8	0	42.2		23.3	76.7	0		0	0	0	
PHF	.000	.923	.772	.910	.800	.000	.700	.755	.932	.945	.000	.942	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	5
04:45 PM	0	1	2	3	0	0	0	0	1	2	0	3	0	0	0	0	6
Total	0	3	3	6	0	0	0	0	6	4	0	10	0	0	0	0	16
05:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	1	0	0	1	1	1	0	2	0	0	0	0	4
Total	0	2	0	2	1	0	1	2	4	4	0	8	0	0	0	0	12
Grand Total	0	5	3	8	1	0	1	2	10	8	0	18	0	0	0	0	28
Apprch %	0	62.5	37.5		50	0	50		55.6	44.4	0		0	0	0		
Total %	0	17.9	10.7	28.6	3.6	0	3.6	7.1	35.7	28.6	0	64.3	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	**3**	0	**4**	0	0	0	0	**4**
05:30 PM	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	1	**1**	0	0	1	1	1	0	2	0	0	0	0	4
Total Volume	0	2	0	2	1	0	1	2	4	4	0	8	0	0	0	0	12
% App. Total	0	100	0		50	0	50		50	50	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.250	.500	.500	.333	.000	.500	.000	.000	.000	.000	.750

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City of Indio
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E/W: I-10 Westbound Ramps
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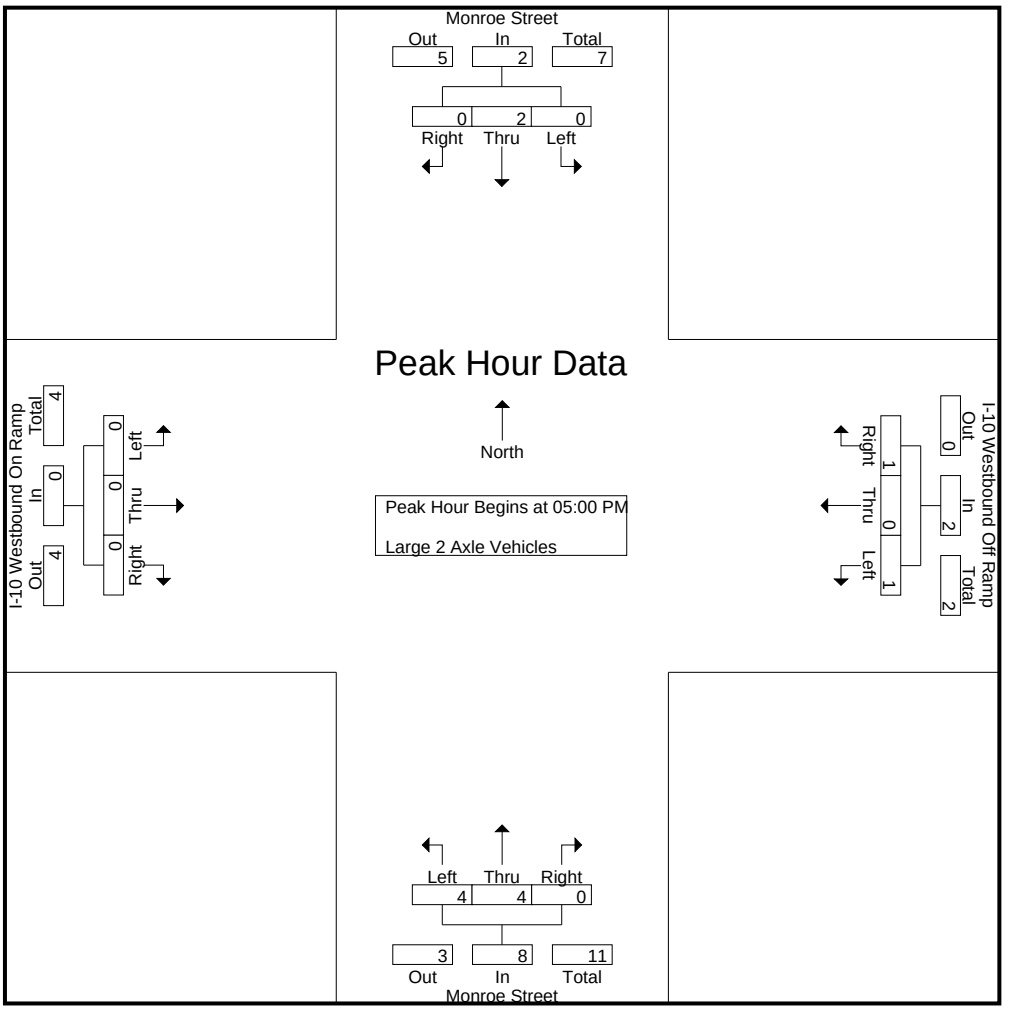

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	**3**	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0
+45 mins.	0	1	0	1	**1**	0	0	1	1	1	0	2	0	0	0	0
Total Volume	0	2	0	2	1	0	1	2	4	4	0	8	0	0	0	0
% App. Total	0	100	0		50	0	50		50	50	0		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.250	.500	.500	.333	.000	.500	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	2	0	1	3	1	0	0	1	0	0	0	0	5
05:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:15 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Grand Total	0	2	2	4	2	0	1	3	2	0	0	2	0	0	0	0	9
Apprch %	0	50	50		66.7	0	33.3		100	0	0		0	0	0		
Total %	0	22.2	22.2	44.4	22.2	0	11.1	33.3	22.2	0	0	22.2	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**2**
05:15 PM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	1	0	0	1	0	0	0	0	4
% App. Total	0	66.7	33.3		0	0	0		100	0	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500

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City of Indio
N/S: Monroe Street
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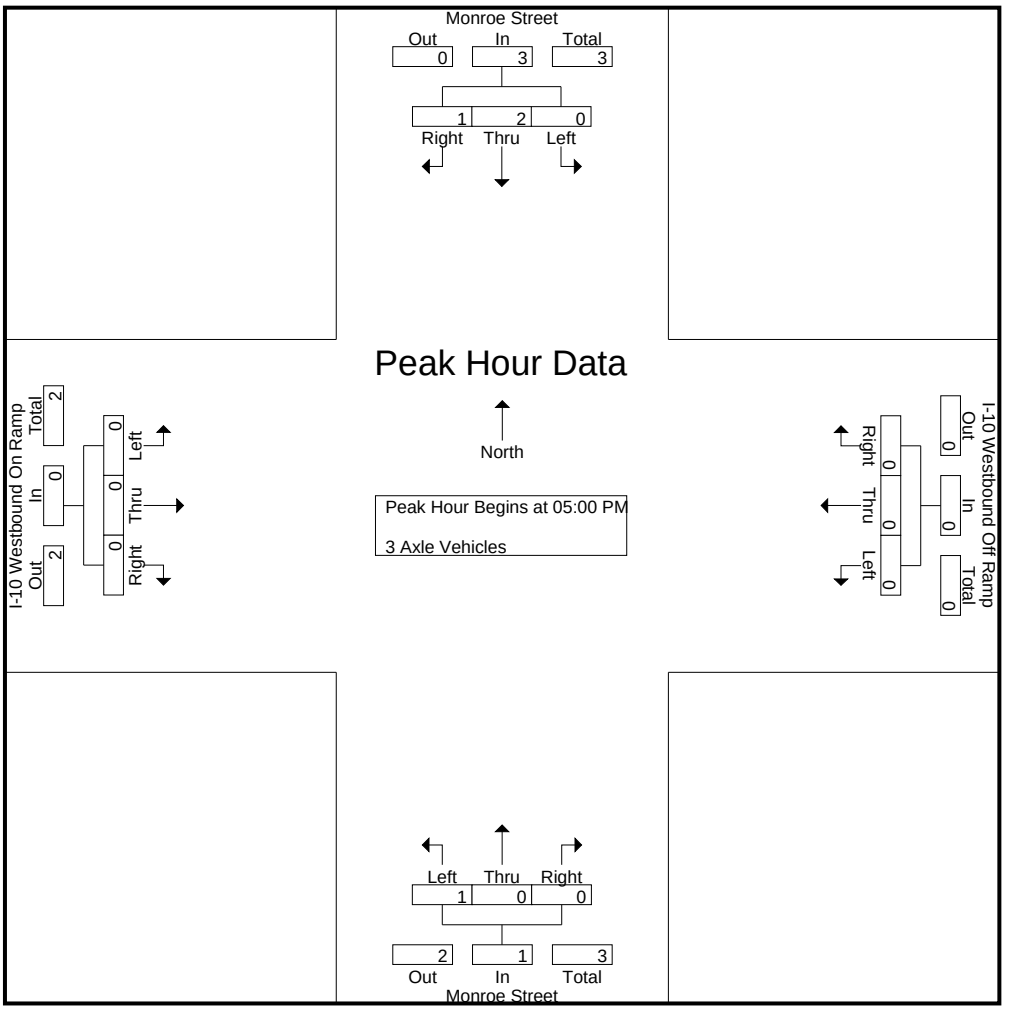

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		100	0	0		0	0	0	
PHF	.000	.500	.250	.375	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	1	0	0	1	1	1	0	2	0	0	0	0	5
04:15 PM	0	1	9	10	1	0	2	3	1	0	0	1	0	0	0	0	14
04:30 PM	0	0	0	0	0	0	3	3	1	1	0	2	0	0	0	0	5
04:45 PM	0	0	1	1	0	0	3	3	0	2	0	2	0	0	0	0	6
Total	0	1	12	13	2	0	8	10	3	4	0	7	0	0	0	0	30
05:00 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	3	3	0	0	1	1	0	0	0	0	0	0	0	0	4
05:30 PM	0	2	0	2	0	0	2	2	0	1	0	1	0	0	0	0	5
05:45 PM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total	0	3	6	9	0	0	4	4	0	2	0	2	0	0	0	0	15
Grand Total	0	4	18	22	2	0	12	14	3	6	0	9	0	0	0	0	45
Apprch %	0	18.2	81.8		14.3	0	85.7		33.3	66.7	0		0	0	0		
Total %	0	8.9	40	48.9	4.4	0	26.7	31.1	6.7	13.3	0	20	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	2	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
05:15 PM	0	0	**3**	**3**	0	0	1	1	0	0	0	0	0	0	0	0	4
05:30 PM	0	**2**	0	2	0	0	**2**	**2**	0	1	0	1	0	0	0	0	**5**
05:45 PM	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Total Volume	0	3	6	9	0	0	4	4	0	2	0	2	0	0	0	0	15
% App. Total	0	33.3	66.7		0	0	100		0	100	0		0	0	0		
PHF	.000	.375	.500	.750	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.000	.000	.750

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City of Indio
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 01_IND_Monroe_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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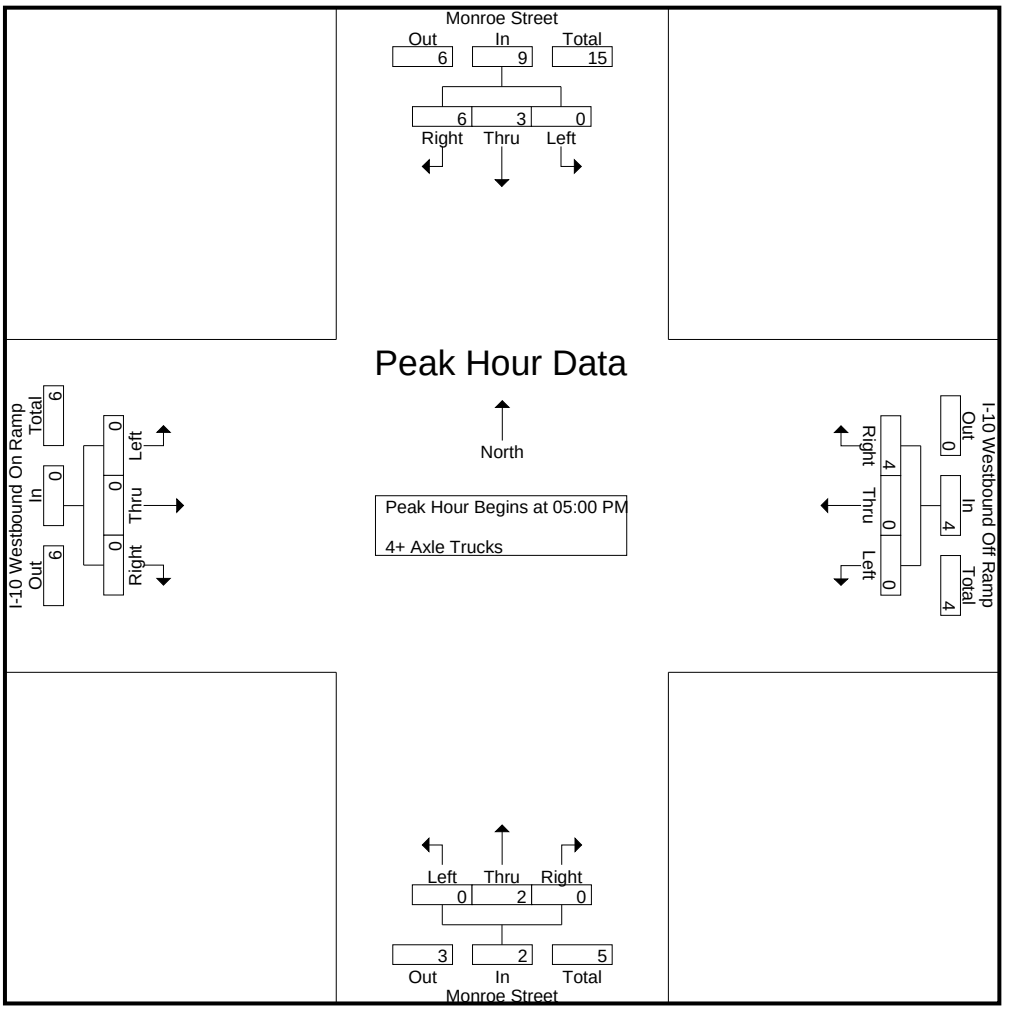

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	**3**	**3**	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	2	0	0	**2**	**2**	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	3	6	9	0	0	4	4	0	2	0	2	0	0	0	0
% App. Total	0	33.3	66.7		0	0	100		0	100	0		0	0	0	
PHF	.000	.375	.500	.750	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_IND_Monroe_10E AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	77	0	90	0	0	0	0	0	156	20	176	27	0	59	86	352
07:15 AM	26	129	0	155	0	0	0	0	0	159	17	176	20	0	61	81	412
07:30 AM	16	139	0	155	0	0	0	0	0	179	21	200	47	1	73	121	476
07:45 AM	12	142	0	154	0	0	0	0	0	204	18	222	48	0	85	133	509
Total	67	487	0	554	0	0	0	0	0	698	76	774	142	1	278	421	1749
08:00 AM	9	135	0	144	0	0	0	0	0	225	18	243	33	2	73	108	495
08:15 AM	12	131	0	143	0	0	0	0	0	218	25	243	32	0	66	98	484
08:30 AM	16	137	0	153	0	0	0	0	0	188	24	212	35	0	60	95	460
08:45 AM	7	129	0	136	0	0	0	0	0	167	22	189	34	0	56	90	415
Total	44	532	0	576	0	0	0	0	0	798	89	887	134	2	255	391	1854
Grand Total	111	1019	0	1130	0	0	0	0	0	1496	165	1661	276	3	533	812	3603
Apprch %	9.8	90.2	0		0	0	0		0	90.1	9.9		34	0.4	65.6		
Total %	3.1	28.3	0	31.4	0	0	0	0	0	41.5	4.6	46.1	7.7	0.1	14.8	22.5	
Passenger Vehicles	97	991	0	1088	0	0	0	0	0	1427	160	1587	243	3	496	742	3417
% Passenger Vehicles	87.4	97.3	0	96.3	0	0	0	0	0	95.4	97	95.5	88	100	93.1	91.4	94.8
Large 2 Axle Vehicles	2	22	0	24	0	0	0	0	0	51	4	55	9	0	25	34	113
% Large 2 Axle Vehicles	1.8	2.2	0	2.1	0	0	0	0	0	3.4	2.4	3.3	3.3	0	4.7	4.2	3.1
3 Axle Vehicles	6	5	0	11	0	0	0	0	0	13	0	13	11	0	3	14	38
% 3 Axle Vehicles	5.4	0.5	0	1	0	0	0	0	0	0.9	0	0.8	4	0	0.6	1.7	1.1
4+ Axle Trucks	6	1	0	7	0	0	0	0	0	5	1	6	13	0	9	22	35
% 4+ Axle Trucks	5.4	0.1	0	0.6	0	0	0	0	0	0.3	0.6	0.4	4.7	0	1.7	2.7	1

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	139	0	**155**	0	0	0	0	0	179	21	200	47	1	73	121	476
07:45 AM	12	**142**	0	154	0	0	0	0	0	204	18	222	**48**	0	**85**	**133**	**509**
08:00 AM	9	135	0	144	0	0	0	0	0	**225**	18	**243**	33	**2**	73	108	495
08:15 AM	12	131	0	143	0	0	0	0	0	218	**25**	243	32	0	66	98	484
Total Volume	49	547	0	596	0	0	0	0	0	826	82	908	160	3	297	460	1964
% App. Total	8.2	91.8	0		0	0	0		0	91	9		34.8	0.7	64.6		
PHF	.766	.963	.000	.961	.000	.000	.000	.000	.000	.918	.820	.934	.833	.375	.874	.865	.965

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_IND_Monroe_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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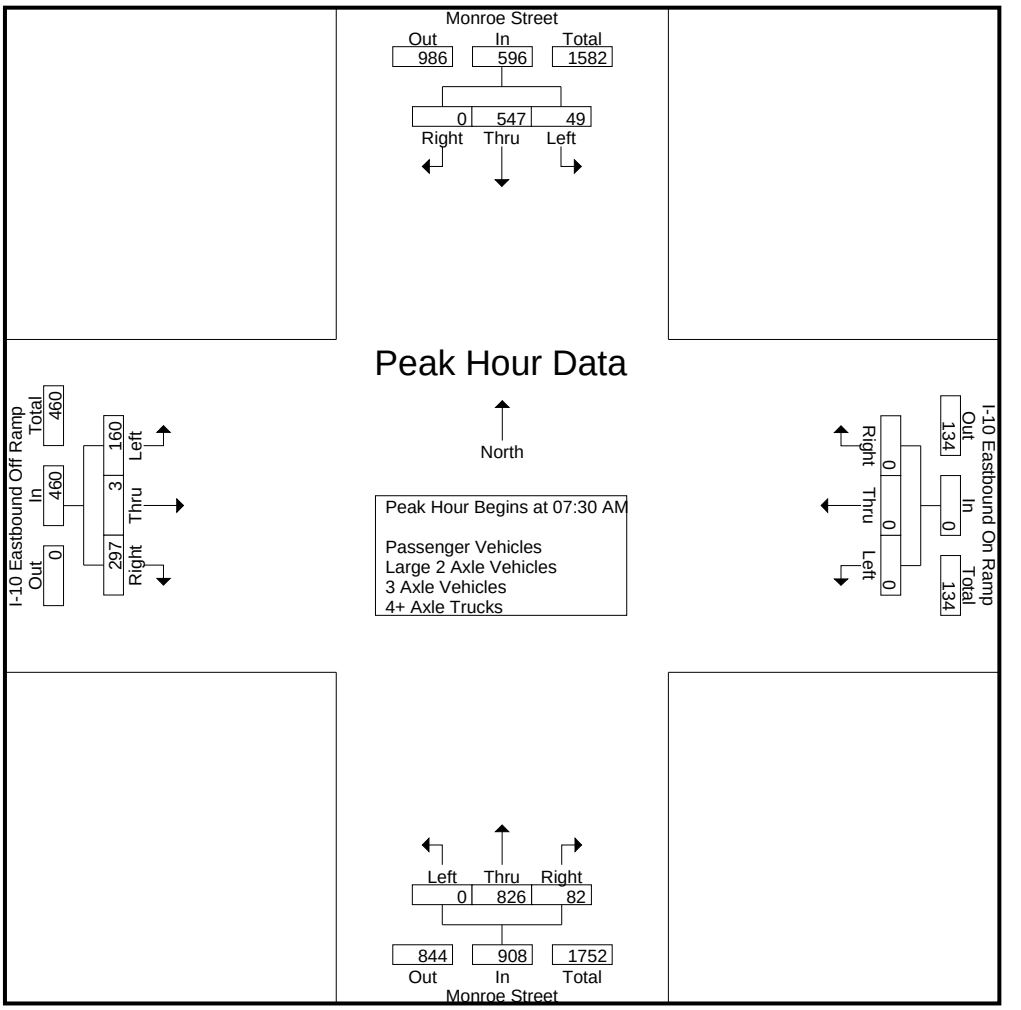

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	**26**	129	0	**155**	0	0	0	0	0	204	18	222	47	1	73	121
+15 mins.	16	139	0	155	0	0	0	0	0	**225**	18	**243**	**48**	0	**85**	**133**
+30 mins.	12	**142**	0	154	0	0	0	0	0	218	**25**	243	33	**2**	73	108
+45 mins.	9	135	0	144	0	0	0	0	0	188	24	212	32	0	66	98
Total Volume	63	545	0	608	0	0	0	0	0	835	85	920	160	3	297	460
% App. Total	10.4	89.6	0		0	0	0		0	90.8	9.2		34.8	0.7	64.6	
PHF	.606	.960	.000	.981	.000	.000	.000	.000	.000	.928	.850	.947	.833	.375	.874	.865

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Weather: Clear

File Name : 02_IND_Monroe_10E AM
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	73	0	85	0	0	0	0	0	143	18	161	22	0	54	76	322
07:15 AM	23	127	0	150	0	0	0	0	0	150	16	166	17	0	58	75	391
07:30 AM	16	136	0	152	0	0	0	0	0	173	21	194	42	1	68	111	457
07:45 AM	9	138	0	147	0	0	0	0	0	195	18	213	45	0	82	127	487
Total	60	474	0	534	0	0	0	0	0	661	73	734	126	1	262	389	1657
08:00 AM	7	130	0	137	0	0	0	0	0	218	18	236	29	2	67	98	471
08:15 AM	11	128	0	139	0	0	0	0	0	209	24	233	28	0	59	87	459
08:30 AM	12	136	0	148	0	0	0	0	0	174	24	198	31	0	58	89	435
08:45 AM	7	123	0	130	0	0	0	0	0	165	21	186	29	0	50	79	395
Total	37	517	0	554	0	0	0	0	0	766	87	853	117	2	234	353	1760
Grand Total	97	991	0	1088	0	0	0	0	0	1427	160	1587	243	3	496	742	3417
Apprch %	8.9	91.1	0		0	0	0		0	89.9	10.1		32.7	0.4	66.8		
Total %	2.8	29	0	31.8	0	0	0	0	0	41.8	4.7	46.4	7.1	0.1	14.5	21.7	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	136	0	**152**	0	0	0	0	0	173	21	194	42	1	68	111	457
07:45 AM	9	**138**	0	147	0	0	0	0	0	195	18	213	**45**	0	**82**	**127**	**487**
08:00 AM	7	130	0	137	0	0	0	0	0	**218**	18	**236**	29	**2**	67	98	471
08:15 AM	11	128	0	139	0	0	0	0	0	209	**24**	233	28	0	59	87	459
Total Volume	43	532	0	575	0	0	0	0	0	795	81	876	144	3	276	423	1874
% App. Total	7.5	92.5	0		0	0	0		0	90.8	9.2		34	0.7	65.2		
PHF	.672	.964	.000	.946	.000	.000	.000	.000	.000	.912	.844	.928	.800	.375	.841	.833	.962

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File Name : 02_IND_Monroe_10E AM
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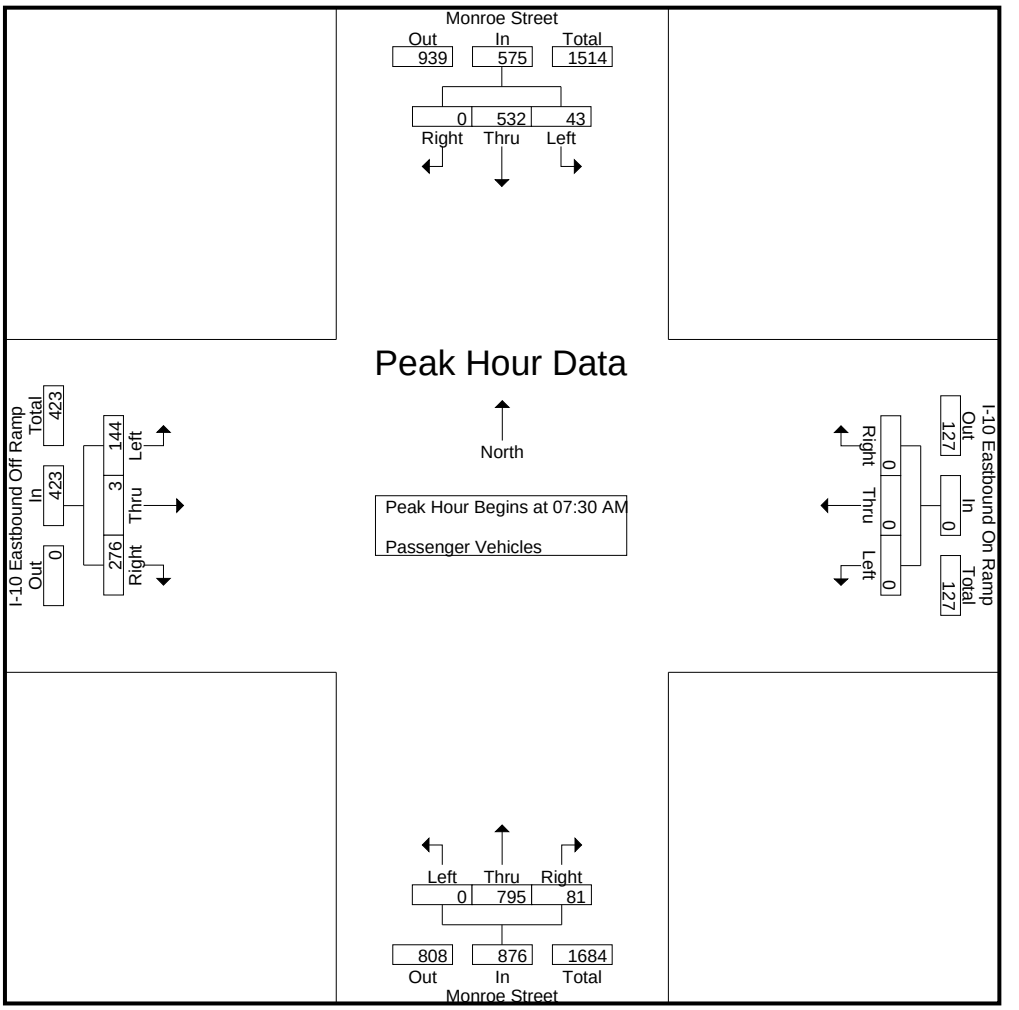

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**16**	136	0	**152**	0	0	0	0	0	173	21	194	42	1	68	111
+15 mins.	9	**138**	0	147	0	0	0	0	0	195	18	213	**45**	0	**82**	**127**
+30 mins.	7	130	0	137	0	0	0	0	0	**218**	18	**236**	29	**2**	67	98
+45 mins.	11	128	0	139	0	0	0	0	0	209	**24**	233	28	0	59	87
Total Volume	43	532	0	575	0	0	0	0	0	795	81	876	144	3	276	423
% App. Total	7.5	92.5	0		0	0	0		0	90.8	9.2		34	0.7	65.2	
PHF	.672	.964	.000	.946	.000	.000	.000	.000	.000	.912	.844	.928	.800	.375	.841	.833

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City of Indio
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File Name : 02_IND_Monroe_10E AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	0	5	0	0	0	0	0	11	1	12	1	0	3	4	21
07:15 AM	0	2	0	2	0	0	0	0	0	9	1	10	1	0	2	3	15
07:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	2	0	2	4	9
07:45 AM	1	4	0	5	0	0	0	0	0	7	0	7	0	0	2	2	14
Total	2	13	0	15	0	0	0	0	0	29	2	31	4	0	9	13	59
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	4	4	11
08:15 AM	0	3	0	3	0	0	0	0	0	6	1	7	0	0	6	6	16
08:30 AM	0	0	0	0	0	0	0	0	0	11	0	11	4	0	2	6	17
08:45 AM	0	3	0	3	0	0	0	0	0	1	1	2	1	0	4	5	10
Total	0	9	0	9	0	0	0	0	0	22	2	24	5	0	16	21	54
Grand Total	2	22	0	24	0	0	0	0	0	51	4	55	9	0	25	34	113
Apprch %	8.3	91.7	0		0	0	0		0	92.7	7.3		26.5	0	73.5		
Total %	1.8	19.5	0	21.2	0	0	0	0	0	45.1	3.5	48.7	8	0	22.1	30.1	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	**2**	0	2	4	9
07:45 AM	**1**	**4**	0	**5**	0	0	0	0	0	**7**	0	**7**	0	0	2	2	14
08:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	4	4	11
08:15 AM	0	3	0	3	0	0	0	0	0	6	**1**	7	0	0	**6**	**6**	**16**
Total Volume	1	13	0	14	0	0	0	0	0	19	1	20	2	0	14	16	50
% App. Total	7.1	92.9	0		0	0	0		0	95	5		12.5	0	87.5		
PHF	.250	.813	.000	.700	.000	.000	.000	.000	.000	.679	.250	.714	.250	.000	.583	.667	.781

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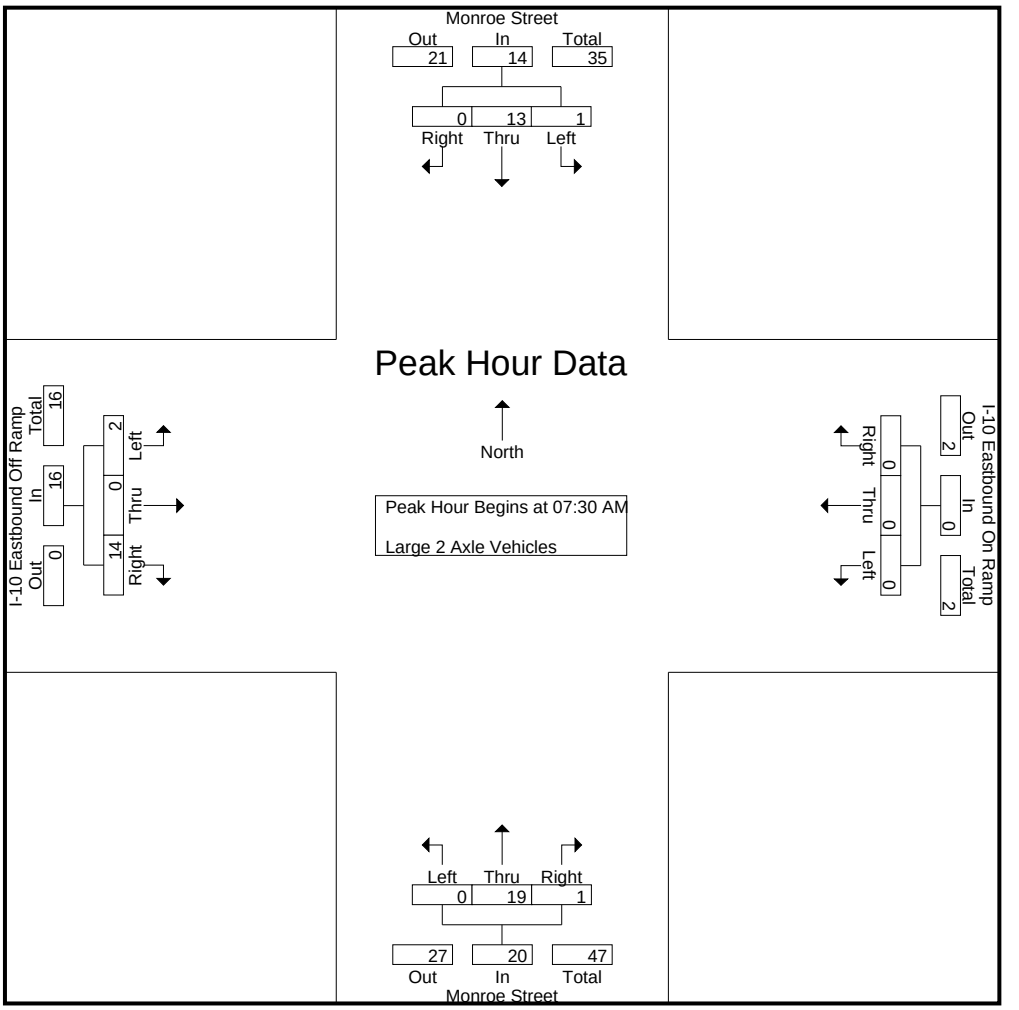

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	0	0	0	0	0	2	0	2	**2**	0	2	4
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	**7**	0	**7**	0	0	2	2
+30 mins.	0	3	0	3	0	0	0	0	0	4	0	4	0	0	4	4
+45 mins.	0	3	0	3	0	0	0	0	0	6	**1**	7	0	0	**6**	**6**
Total Volume	1	13	0	14	0	0	0	0	0	19	1	20	2	0	14	16
% App. Total	7.1	92.9	0		0	0	0		0	95	5		12.5	0	87.5	
PHF	.250	.813	.000	.700	.000	.000	.000	.000	.000	.679	.250	.714	.250	.000	.583	.667

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City of Indio
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	1	0	1	2	5
07:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
Total	3	0	0	3	0	0	0	0	0	6	0	6	4	0	2	6	15
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	0	2	6
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	4	0	1	5	7
08:30 AM	2	0	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	3	5	0	8	0	0	0	0	0	7	0	7	7	0	1	8	23
Grand Total	6	5	0	11	0	0	0	0	0	13	0	13	11	0	3	14	38
Apprch %	54.5	45.5	0		0	0	0		0	100	0		78.6	0	21.4		
Total %	15.8	13.2	0	28.9	0	0	0	0	0	34.2	0	34.2	28.9	0	7.9	36.8	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	1	0	**1**	2	5
07:45 AM	**1**	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
08:00 AM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	2	0	0	2	6
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	**4**	0	1	**5**	**7**
Total Volume	2	2	0	4	0	0	0	0	0	8	0	8	8	0	3	11	23
% App. Total	50	50	0		0	0	0		0	100	0		72.7	0	27.3		
PHF	.500	.250	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.500	.000	.750	.550	.821

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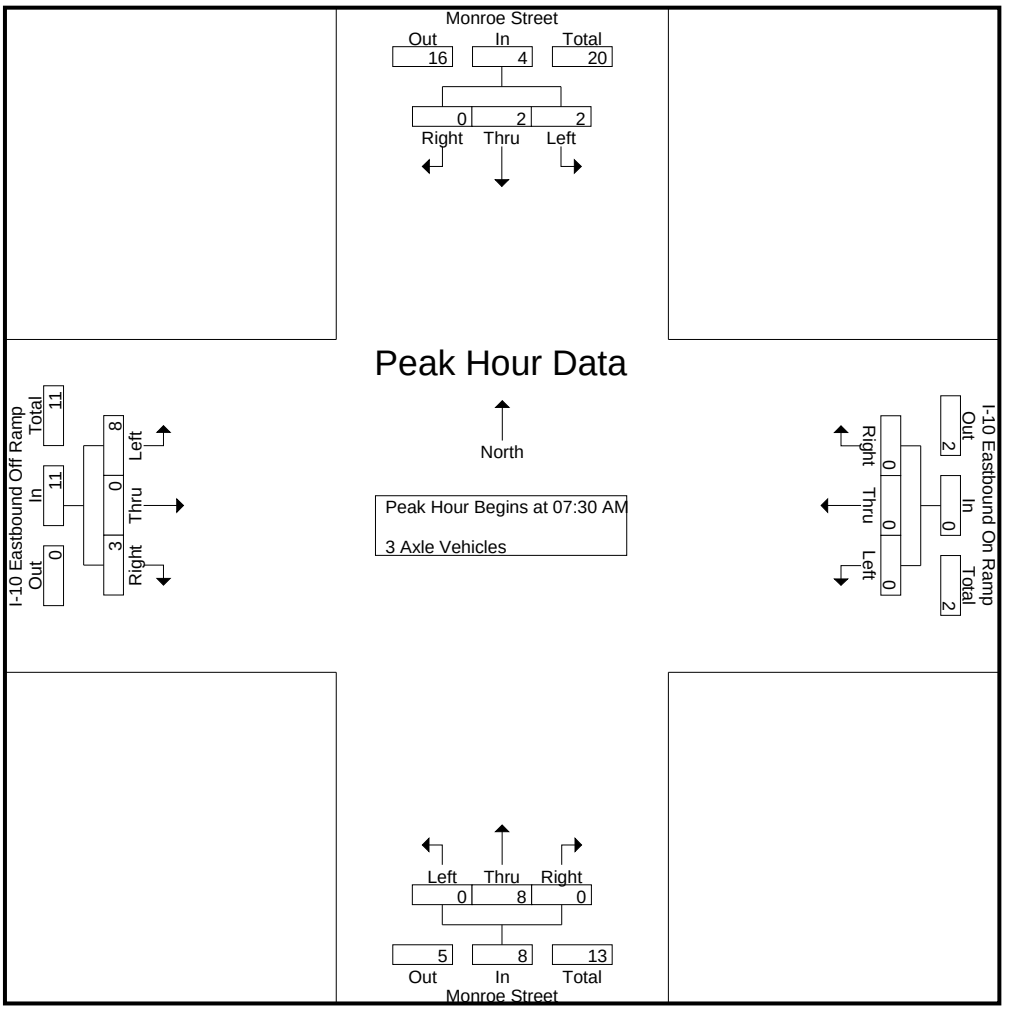

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	1	0	**1**	2
+15 mins.	**1**	0	0	1	0	0	0	0	0	2	0	2	1	0	1	2
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	2	0	2	2	0	0	2
+45 mins.	1	0	0	1	0	0	0	0	0	1	0	1	**4**	0	1	**5**
Total Volume	2	2	0	4	0	0	0	0	0	8	0	8	8	0	3	11
% App. Total	50	50	0		0	0	0		0	100	0		72.7	0	27.3	
PHF	.500	.250	.000	.500	.000	.000	.000	.000	.000	.667	.000	.667	.500	.000	.750	.550

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_IND_Monroe_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	3	0	2	5	7
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	4	5
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	2	0	0	2	0	0	0	0	0	2	1	3	8	0	5	13	18
08:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	2	0	2	4	7
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	5
Total	4	1	0	5	0	0	0	0	0	3	0	3	5	0	4	9	17
Grand Total	6	1	0	7	0	0	0	0	0	5	1	6	13	0	9	22	35
Apprch %	85.7	14.3	0		0	0	0		0	83.3	16.7		59.1	0	40.9		
Total %	17.1	2.9	0	20	0	0	0	0	0	14.3	2.9	17.1	37.1	0	25.7	62.9	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	**2**	0	**2**	**4**	5
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:00 AM	**2**	0	0	**2**	0	0	0	0	0	1	0	1	2	0	2	4	**7**
08:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	3	0	0	3	0	0	0	0	0	4	0	4	6	0	4	10	17
% App. Total	100	0	0		0	0	0		0	100	0		60	0	40		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.500	.625	.607

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File Name : 02_IND_Monroe_10E AM
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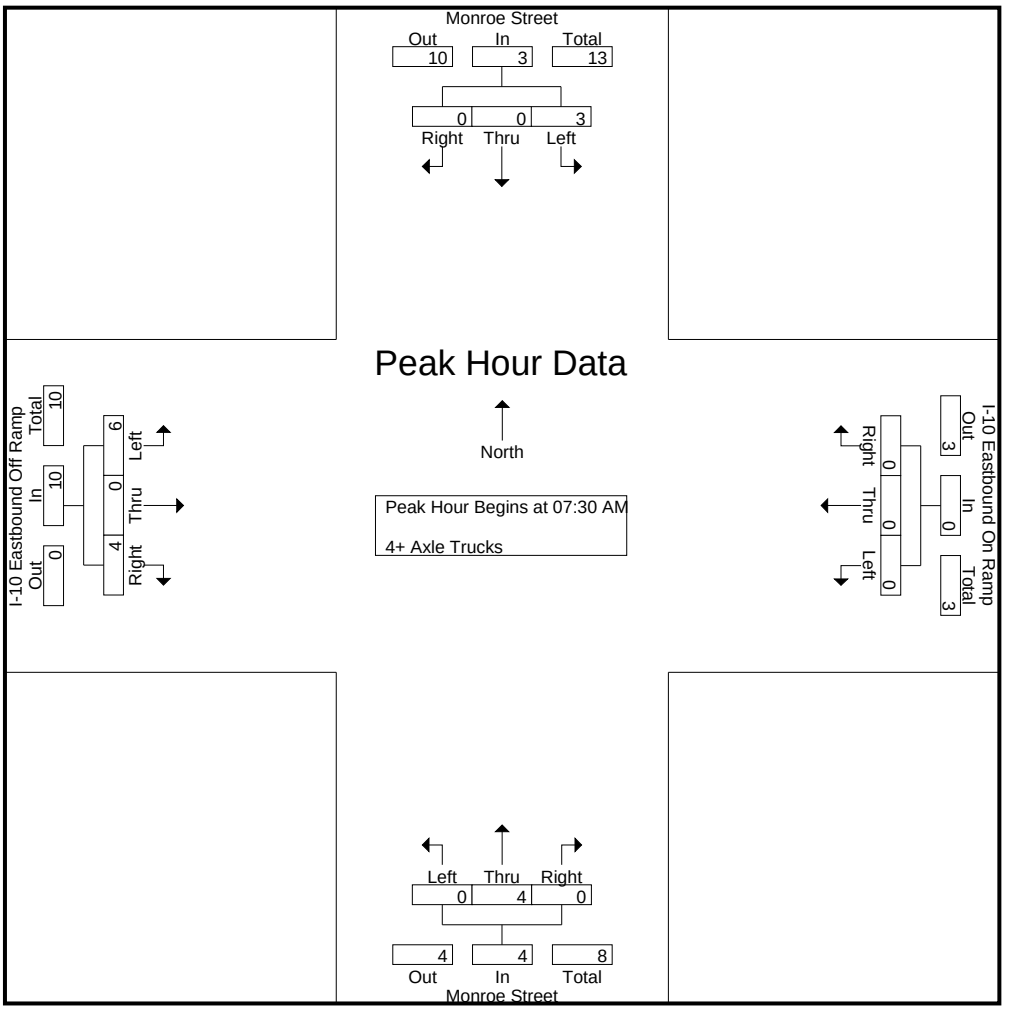

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	**2**	0	**2**	**4**
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	1	0	1	2	0	2	4
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	4	0	4	6	0	4	10
% App. Total	100	0	0		0	0	0		0	100	0		60	0	40	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.500	.625

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City of Indio
N/S: Monroe Street
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File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	160	0	181	0	0	0	0	0	158	26	184	63	0	83	146	511
04:15 PM	22	126	0	148	0	0	0	0	0	166	30	196	57	2	97	156	500
04:30 PM	14	107	0	121	0	0	0	0	0	156	23	179	55	0	81	136	436
04:45 PM	13	101	0	114	0	0	0	0	0	164	29	193	54	0	86	140	447
Total	70	494	0	564	0	0	0	0	0	644	108	752	229	2	347	578	1894
05:00 PM	19	119	0	138	0	0	0	0	0	176	32	208	54	1	86	141	487
05:15 PM	19	111	0	130	0	0	0	0	0	171	40	211	75	1	107	183	524
05:30 PM	21	121	0	142	0	0	0	0	0	158	33	191	81	0	76	157	490
05:45 PM	10	106	0	116	0	0	0	0	0	182	21	203	77	0	62	139	458
Total	69	457	0	526	0	0	0	0	0	687	126	813	287	2	331	620	1959
Grand Total	139	951	0	1090	0	0	0	0	0	1331	234	1565	516	4	678	1198	3853
Apprch %	12.8	87.2	0		0	0	0		0	85	15		43.1	0.3	56.6		
Total %	3.6	24.7	0	28.3	0	0	0	0	0	34.5	6.1	40.6	13.4	0.1	17.6	31.1	
Passenger Vehicles	134	939	0	1073	0	0	0	0	0	1306	230	1536	506	4	657	1167	3776
% Passenger Vehicles	96.4	98.7	0	98.4	0	0	0	0	0	98.1	98.3	98.1	98.1	100	96.9	97.4	98
Large 2 Axle Vehicles	0	7	0	7	0	0	0	0	0	20	3	23	4	0	16	20	50
% Large 2 Axle Vehicles	0	0.7	0	0.6	0	0	0	0	0	1.5	1.3	1.5	0.8	0	2.4	1.7	1.3
3 Axle Vehicles	2	3	0	5	0	0	0	0	0	2	1	3	0	0	2	2	10
% 3 Axle Vehicles	1.4	0.3	0	0.5	0	0	0	0	0	0.2	0.4	0.2	0	0	0.3	0.2	0.3
4+ Axle Trucks	3	2	0	5	0	0	0	0	0	3	0	3	6	0	3	9	17
% 4+ Axle Trucks	2.2	0.2	0	0.5	0	0	0	0	0	0.2	0	0.2	1.2	0	0.4	0.8	0.4

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	119	0	138	0	0	0	0	0	176	32	208	54	**1**	86	141	487
05:15 PM	19	111	0	130	0	0	0	0	0	171	**40**	**211**	75	1	**107**	**183**	**524**
05:30 PM	**21**	**121**	0	**142**	0	0	0	0	0	158	33	191	**81**	0	76	157	490
05:45 PM	10	106	0	116	0	0	0	0	0	**182**	21	203	77	0	62	139	458
Total Volume	69	457	0	526	0	0	0	0	0	687	126	813	287	2	331	620	1959
% App. Total	13.1	86.9	0		0	0	0		0	84.5	15.5		46.3	0.3	53.4		
PHF	.821	.944	.000	.926	.000	.000	.000	.000	.000	.944	.788	.963	.886	.500	.773	.847	.935

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_IND_Monroe_10E PM
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Start Date : 8/24/2022
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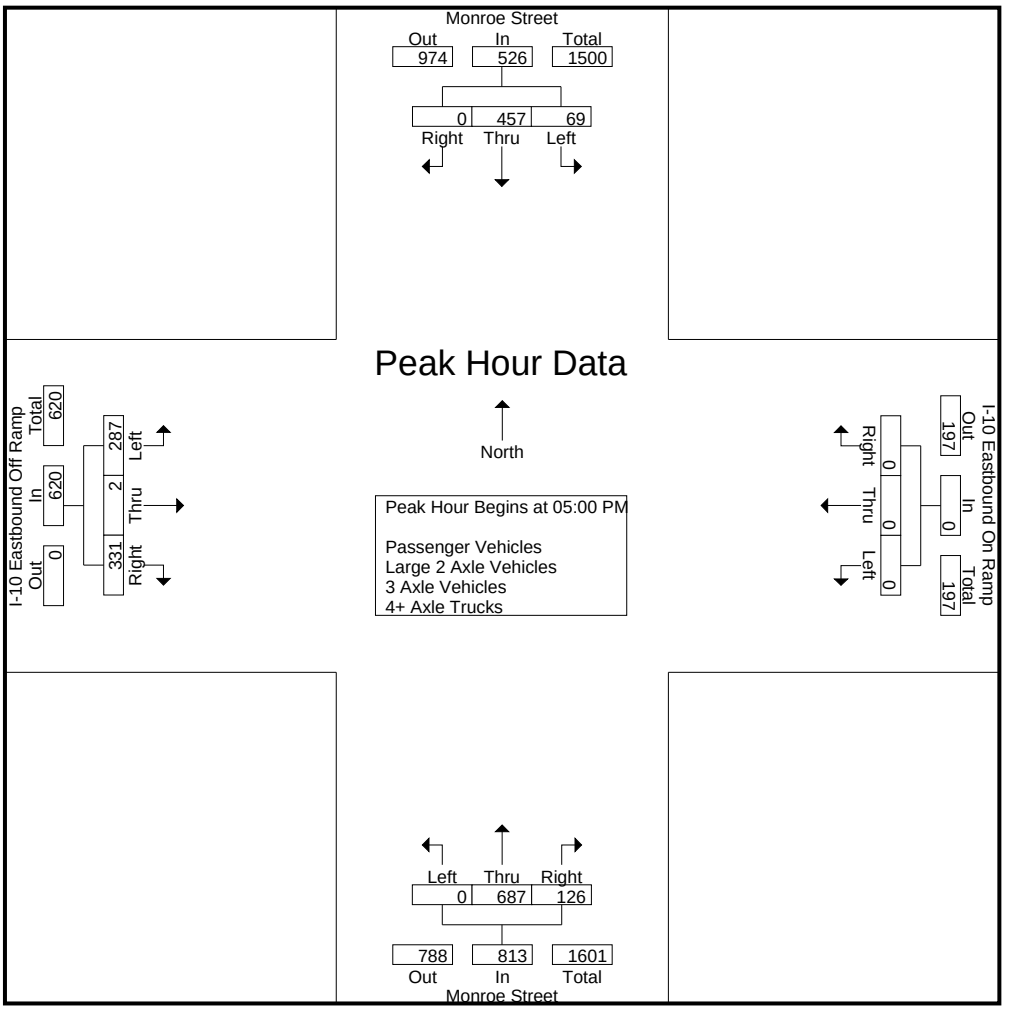

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:45 PM			
+0 mins.	21	**160**	0	**181**	0	0	0	0	0	176	32	208	54	0	86	140
+15 mins.	**22**	126	0	148	0	0	0	0	0	171	**40**	**211**	54	**1**	86	141
+30 mins.	14	107	0	121	0	0	0	0	0	158	33	191	75	1	**107**	**183**
+45 mins.	13	101	0	114	0	0	0	0	0	**182**	21	203	**81**	0	76	157
Total Volume	70	494	0	564	0	0	0	0	0	687	126	813	264	2	355	621
% App. Total	12.4	87.6	0		0	0	0		0	84.5	15.5		42.5	0.3	57.2	
PHF	.795	.772	.000	.779	.000	.000	.000	.000	.000	.944	.788	.963	.815	.500	.829	.848

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File Name : 02_IND_Monroe_10E PM
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	157	0	178	0	0	0	0	0	154	26	180	62	0	79	141	499
04:15 PM	21	124	0	145	0	0	0	0	0	165	30	195	57	2	95	154	494
04:30 PM	14	107	0	121	0	0	0	0	0	147	22	169	53	0	76	129	419
04:45 PM	13	99	0	112	0	0	0	0	0	162	28	190	51	0	83	134	436
Total	69	487	0	556	0	0	0	0	0	628	106	734	223	2	333	558	1848
05:00 PM	19	117	0	136	0	0	0	0	0	174	32	206	53	1	84	138	480
05:15 PM	18	111	0	129	0	0	0	0	0	169	39	208	73	1	105	179	516
05:30 PM	19	121	0	140	0	0	0	0	0	156	32	188	80	0	73	153	481
05:45 PM	9	103	0	112	0	0	0	0	0	179	21	200	77	0	62	139	451
Total	65	452	0	517	0	0	0	0	0	678	124	802	283	2	324	609	1928
Grand Total	134	939	0	1073	0	0	0	0	0	1306	230	1536	506	4	657	1167	3776
Apprch %	12.5	87.5	0		0	0	0		0	85	15		43.4	0.3	56.3		
Total %	3.5	24.9	0	28.4	0	0	0	0	0	34.6	6.1	40.7	13.4	0.1	17.4	30.9	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**19**	117	0	136	0	0	0	0	0	174	32	206	53	**1**	84	138	480
05:15 PM	18	111	0	129	0	0	0	0	0	169	**39**	**208**	73	1	**105**	**179**	**516**
05:30 PM	19	**121**	0	**140**	0	0	0	0	0	156	32	188	**80**	0	73	153	481
05:45 PM	9	103	0	112	0	0	0	0	0	**179**	21	200	77	0	62	139	451
Total Volume	65	452	0	517	0	0	0	0	0	678	124	802	283	2	324	609	1928
% App. Total	12.6	87.4	0		0	0	0		0	84.5	15.5		46.5	0.3	53.2		
PHF	.855	.934	.000	.923	.000	.000	.000	.000	.000	.947	.795	.964	.884	.500	.771	.851	.934

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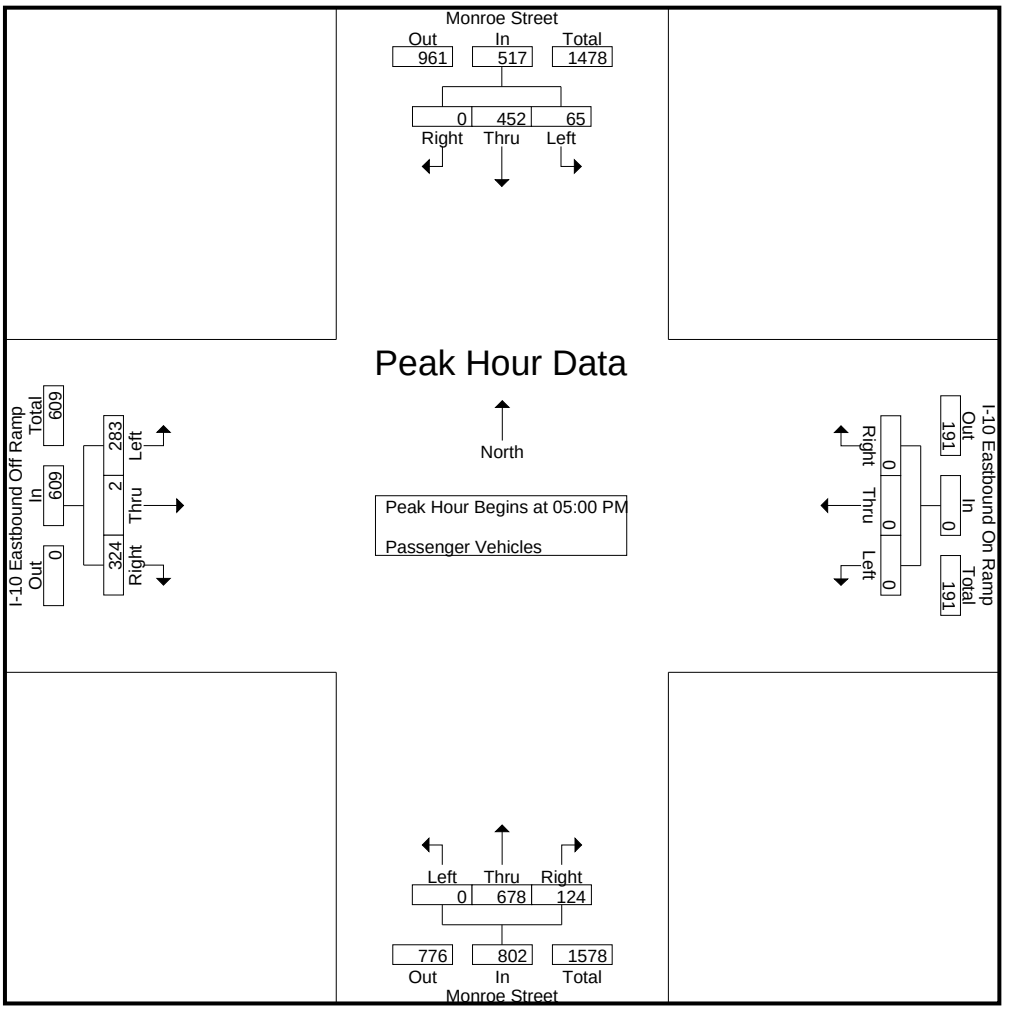

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**19**	117	0	136	0	0	0	0	0	174	32	206	53	**1**	84	138
+15 mins.	18	111	0	129	0	0	0	0	0	169	**39**	**208**	73	1	**105**	**179**
+30 mins.	19	**121**	0	**140**	0	0	0	0	0	156	32	188	**80**	0	73	153
+45 mins.	9	103	0	112	0	0	0	0	0	**179**	21	200	77	0	62	139
Total Volume	65	452	0	517	0	0	0	0	0	678	124	802	283	2	324	609
% App. Total	12.6	87.4	0		0	0	0		0	84.5	15.5		46.5	0.3	53.2	
PHF	.855	.934	.000	.923	.000	.000	.000	.000	.000	.947	.795	.964	.884	.500	.771	.851

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City of Indio
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File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	4	4	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	7	1	8	0	0	3	3	11
04:45 PM	0	1	0	1	0	0	0	0	0	2	1	3	2	0	3	5	9
Total	0	3	0	3	0	0	0	0	0	12	2	14	2	0	12	14	31
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	2	0	1	3	6
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
05:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Total	0	4	0	4	0	0	0	0	0	8	1	9	2	0	4	6	19
Grand Total	0	7	0	7	0	0	0	0	0	20	3	23	4	0	16	20	50
Apprch %	0	100	0		0	0	0		0	87	13		20	0	80		
Total %	0	14	0	14	0	0	0	0	0	40	6	46	8	0	32	40	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**2**	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	**1**	**3**	**2**	0	1	**3**	**6**
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
05:45 PM	0	**3**	0	**3**	0	0	0	0	0	**3**	0	3	0	0	0	0	6
Total Volume	0	4	0	4	0	0	0	0	0	8	1	9	2	0	4	6	19
% App. Total	0	100	0		0	0	0		0	88.9	11.1		33.3	0	66.7		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.667	.250	.750	.250	.000	.500	.500	.792

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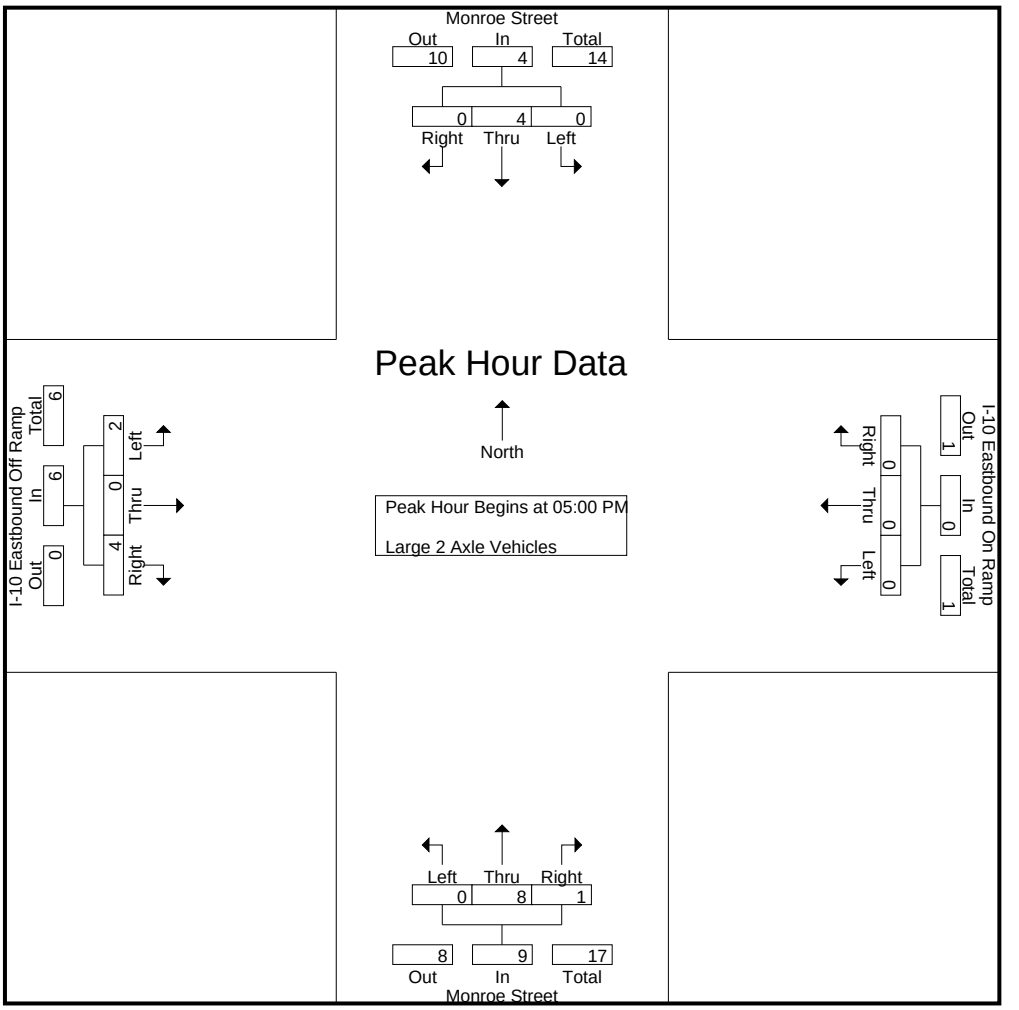

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	**2**	2
+15 mins.	0	0	0	0	0	0	0	0	0	2	**1**	**3**	**2**	0	1	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	**3**	0	3	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	8	1	9	2	0	4	6
% App. Total	0	100	0		0	0	0		0	88.9	11.1		33.3	0	66.7	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.667	.250	.750	.250	.000	.500	.500

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City of Indio
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Weather: Clear

File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	1	1	2	0	0	1	1	5
Grand Total	2	3	0	5	0	0	0	0	0	2	1	3	0	0	2	2	10
Apprch %	40	60	0		0	0	0		0	66.7	33.3		0	0	100		
Total %	20	30	0	50	0	0	0	0	0	20	10	30	0	0	20	20	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
05:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	1	1	2	0	0	1	1	5
% App. Total	50	50	0		0	0	0		0	50	50		0	0	100		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250	.625

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
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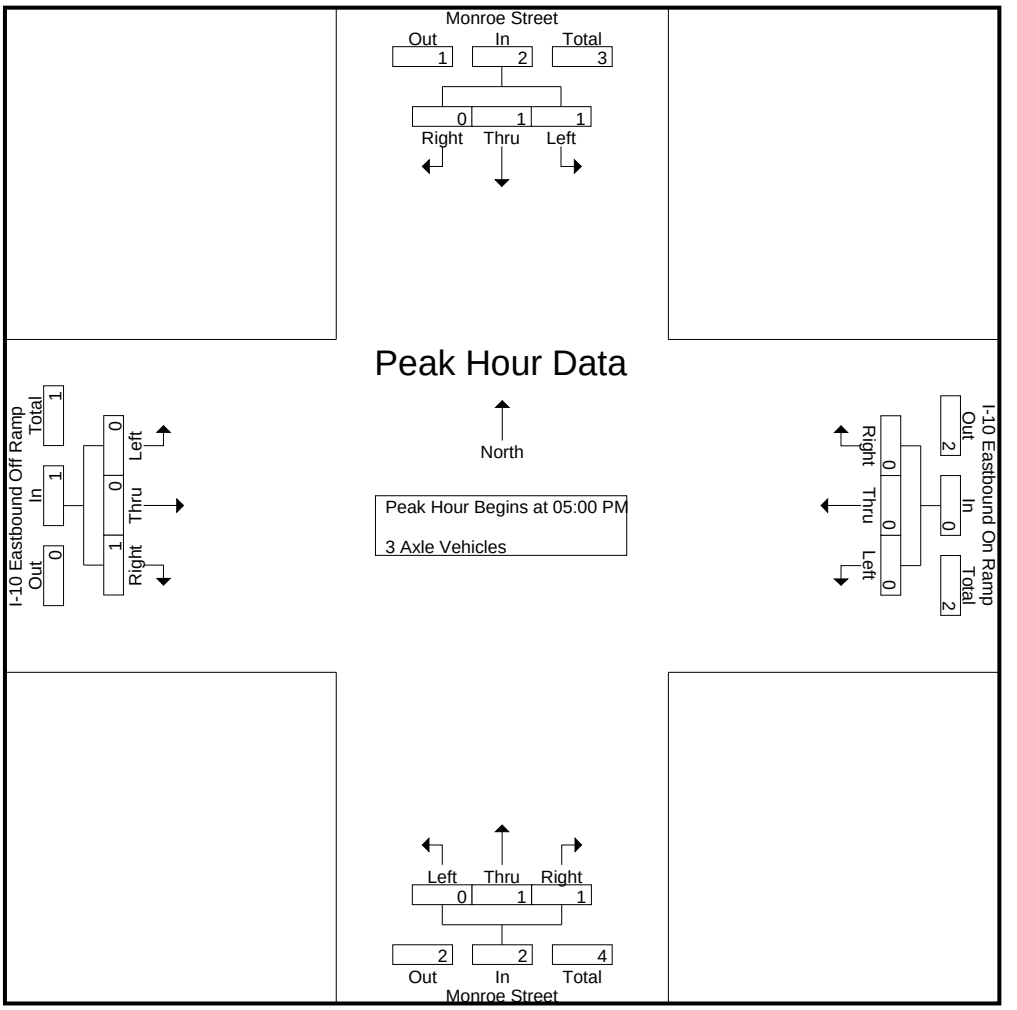

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	1	1	2	0	0	1	1
% App. Total	50	50	0		0	0	0		0	50	50		0	0	100	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.250	.250

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File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	2	0	2	0	0	0	0	0	3	0	3	4	0	1	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	2	3	5
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	2	0	2	4	7
Grand Total	3	2	0	5	0	0	0	0	0	3	0	3	6	0	3	9	17
Apprch %	60	40	0		0	0	0		0	100	0		66.7	0	33.3		
Total %	17.6	11.8	0	29.4	0	0	0	0	0	17.6	0	17.6	35.3	0	17.6	52.9	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	1	0	**2**	**3**	**5**
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	2	0	2	4	7
% App. Total	100	0	0		0	0	0		0	0	0		50	0	50		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.250	.333	.350

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City of Indio
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File Name : 02_IND_Monroe_10E PM
Site Code : 05722739
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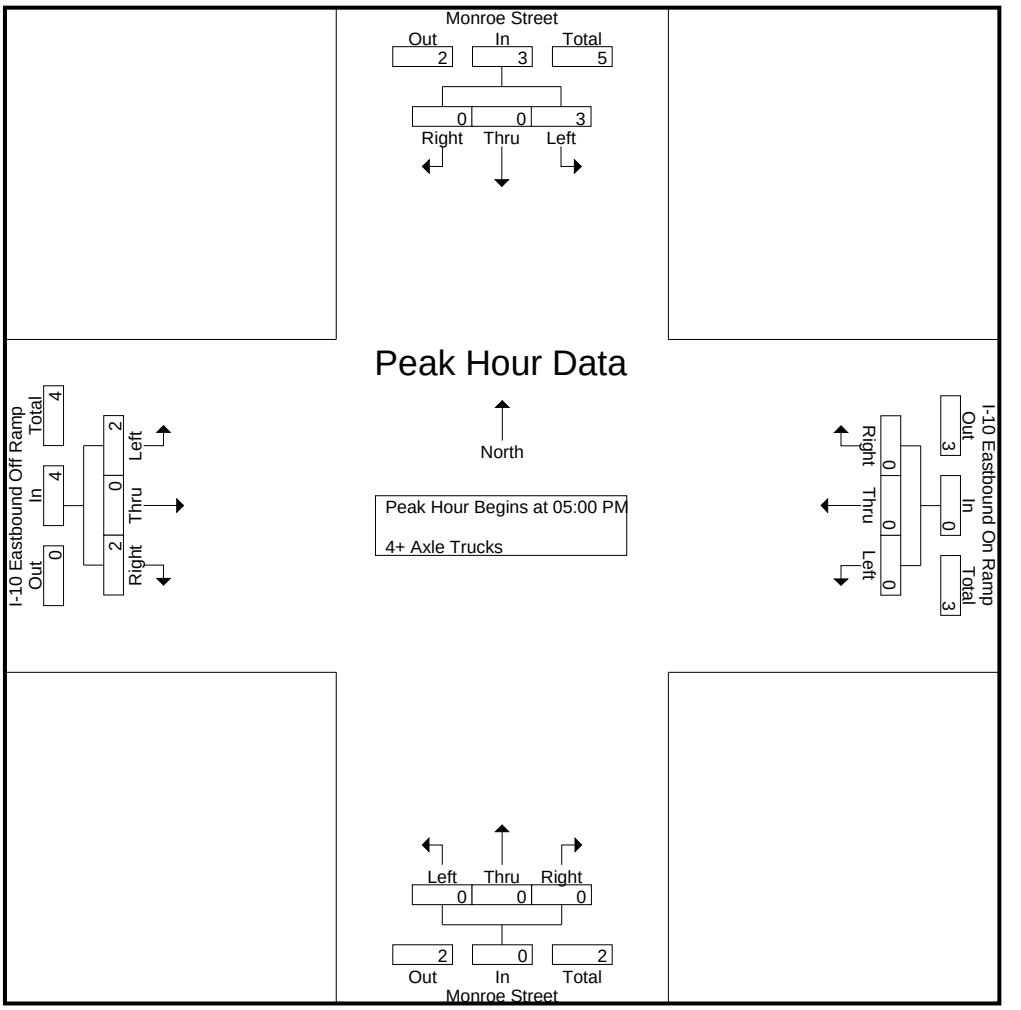

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	1	0	**2**	**3**
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	2	0	2	4
% App. Total	100	0	0		0	0	0		0	0	0		50	0	50	
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.250	.333

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	100	22	137	11	40	10	61	9	108	5	122	12	30	3	45	365
07:15 AM	19	79	29	127	9	52	4	65	19	107	3	129	14	33	5	52	373
07:30 AM	12	113	25	150	12	56	10	78	14	151	7	172	23	46	4	73	473
07:45 AM	33	133	39	205	6	81	9	96	28	136	9	173	32	53	3	88	562
Total	79	425	115	619	38	229	33	300	70	502	24	596	81	162	15	258	1773
08:00 AM	27	139	49	215	14	99	12	125	44	117	7	168	31	70	7	108	616
08:15 AM	46	150	42	238	12	73	17	102	49	118	11	178	29	73	11	113	631
08:30 AM	43	120	32	195	23	75	10	108	17	105	15	137	24	77	2	103	543
08:45 AM	19	88	29	136	16	60	10	86	31	80	18	129	36	82	3	121	472
Total	135	497	152	784	65	307	49	421	141	420	51	612	120	302	23	445	2262
Grand Total	214	922	267	1403	103	536	82	721	211	922	75	1208	201	464	38	703	4035
Apprch %	15.3	65.7	19		14.3	74.3	11.4		17.5	76.3	6.2		28.6	66	5.4		
Total %	5.3	22.9	6.6	34.8	2.6	13.3	2	17.9	5.2	22.9	1.9	29.9	5	11.5	0.9	17.4	
Passenger Vehicles	214	891	261	1366	101	511	81	693	211	887	75	1173	195	444	38	677	3909
% Passenger Vehicles	100	96.6	97.8	97.4	98.1	95.3	98.8	96.1	100	96.2	100	97.1	97	95.7	100	96.3	96.9
Large 2 Axle Vehicles	0	26	5	31	1	17	0	18	0	20	0	20	5	12	0	17	86
% Large 2 Axle Vehicles	0	2.8	1.9	2.2	1	3.2	0	2.5	0	2.2	0	1.7	2.5	2.6	0	2.4	2.1
3 Axle Vehicles	0	0	1	1	1	4	0	5	0	11	0	11	1	4	0	5	22
% 3 Axle Vehicles	0	0	0.4	0.1	1	0.7	0	0.7	0	1.2	0	0.9	0.5	0.9	0	0.7	0.5
4+ Axle Trucks	0	5	0	5	0	4	1	5	0	4	0	4	0	4	0	4	18
% 4+ Axle Trucks	0	0.5	0	0.4	0	0.7	1.2	0.7	0	0.4	0	0.3	0	0.9	0	0.6	0.4

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	33	133	39	205	6	81	9	96	28	**136**	9	173	**32**	53	3	88	562
08:00 AM	27	139	**49**	215	14	**99**	12	**125**	44	117	7	168	31	70	7	108	616
08:15 AM	**46**	**150**	42	**238**	12	73	**17**	102	**49**	118	11	**178**	29	73	**11**	**113**	**631**
08:30 AM	43	120	32	195	**23**	75	10	108	17	105	**15**	137	24	**77**	2	103	543
Total Volume	149	542	162	853	55	328	48	431	138	476	42	656	116	273	23	412	2352
% App. Total	17.5	63.5	19		12.8	76.1	11.1		21	72.6	6.4		28.2	66.3	5.6		
PHF	.810	.903	.827	.896	.598	.828	.706	.862	.704	.875	.700	.921	.906	.886	.523	.912	.932

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 AM
Site Code : 05722739
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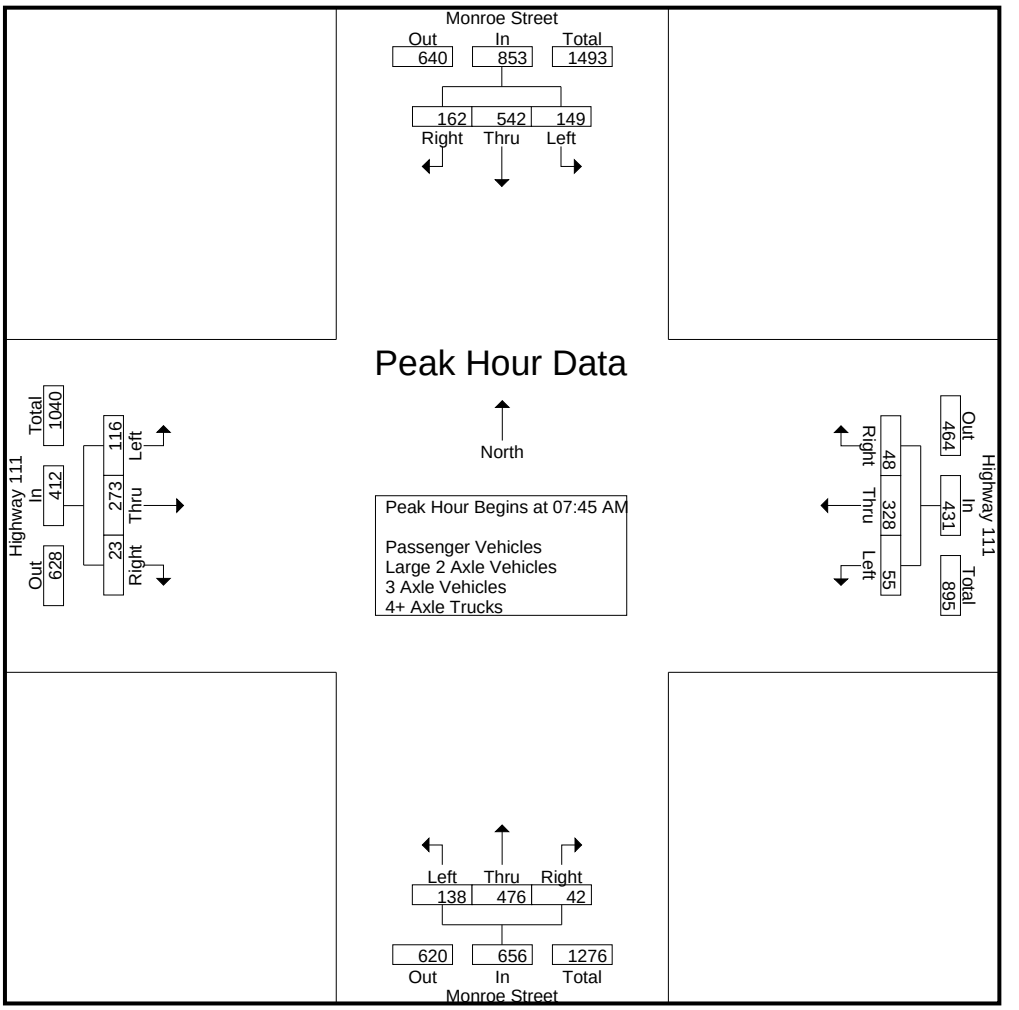

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:30 AM				08:00 AM			
+0 mins.	33	133	39	205	6	81	9	96	14	**151**	7	172	31	70	7	108
+15 mins.	27	139	**49**	215	14	**99**	12	**125**	28	136	9	173	29	73	**11**	113
+30 mins.	**46**	**150**	42	**238**	12	73	**17**	102	44	117	7	168	24	77	2	103
+45 mins.	43	120	32	195	**23**	75	10	108	**49**	118	**11**	**178**	**36**	**82**	3	**121**
Total Volume	149	542	162	853	55	328	48	431	135	522	34	691	120	302	23	445
% App. Total	17.5	63.5	19		12.8	76.1	11.1		19.5	75.5	4.9		27	67.9	5.2	
PHF	.810	.903	.827	.896	.598	.828	.706	.862	.689	.864	.773	.971	.833	.921	.523	.919

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File Name : 03_IND_Monroe_111 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	95	22	132	11	32	10	53	9	105	5	119	12	26	3	41	345
07:15 AM	19	74	29	122	9	49	4	62	19	103	3	125	13	30	5	48	357
07:30 AM	12	111	25	148	11	52	10	73	14	145	7	166	22	43	4	69	456
07:45 AM	33	129	37	199	6	78	9	93	28	131	9	168	32	50	3	85	545
Total	79	409	113	601	37	211	33	281	70	484	24	578	79	149	15	243	1703
08:00 AM	27	136	49	212	14	98	12	124	44	115	7	166	30	69	7	106	608
08:15 AM	46	144	42	232	12	70	16	98	49	112	11	172	29	71	11	111	613
08:30 AM	43	116	30	189	22	73	10	105	17	101	15	133	22	75	2	99	526
08:45 AM	19	86	27	132	16	59	10	85	31	75	18	124	35	80	3	118	459
Total	135	482	148	765	64	300	48	412	141	403	51	595	116	295	23	434	2206
Grand Total	214	891	261	1366	101	511	81	693	211	887	75	1173	195	444	38	677	3909
Apprch %	15.7	65.2	19.1		14.6	73.7	11.7		18	75.6	6.4		28.8	65.6	5.6		
Total %	5.5	22.8	6.7	34.9	2.6	13.1	2.1	17.7	5.4	22.7	1.9	30	5	11.4	1	17.3	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	33	129	37	199	6	78	9	93	28	**131**	9	168	**32**	50	3	85	545
08:00 AM	27	136	**49**	212	14	**98**	12	**124**	44	115	7	166	30	69	7	106	608
08:15 AM	**46**	**144**	42	**232**	12	70	**16**	98	**49**	112	11	**172**	29	71	**11**	**111**	**613**
08:30 AM	43	116	30	189	**22**	73	10	105	17	101	**15**	133	22	**75**	2	99	526
Total Volume	149	525	158	832	54	319	47	420	138	459	42	639	113	265	23	401	2292
% App. Total	17.9	63.1	19		12.9	76	11.2		21.6	71.8	6.6		28.2	66.1	5.7		
PHF	.810	.911	.806	.897	.614	.814	.734	.847	.704	.876	.700	.929	.883	.883	.523	.903	.935

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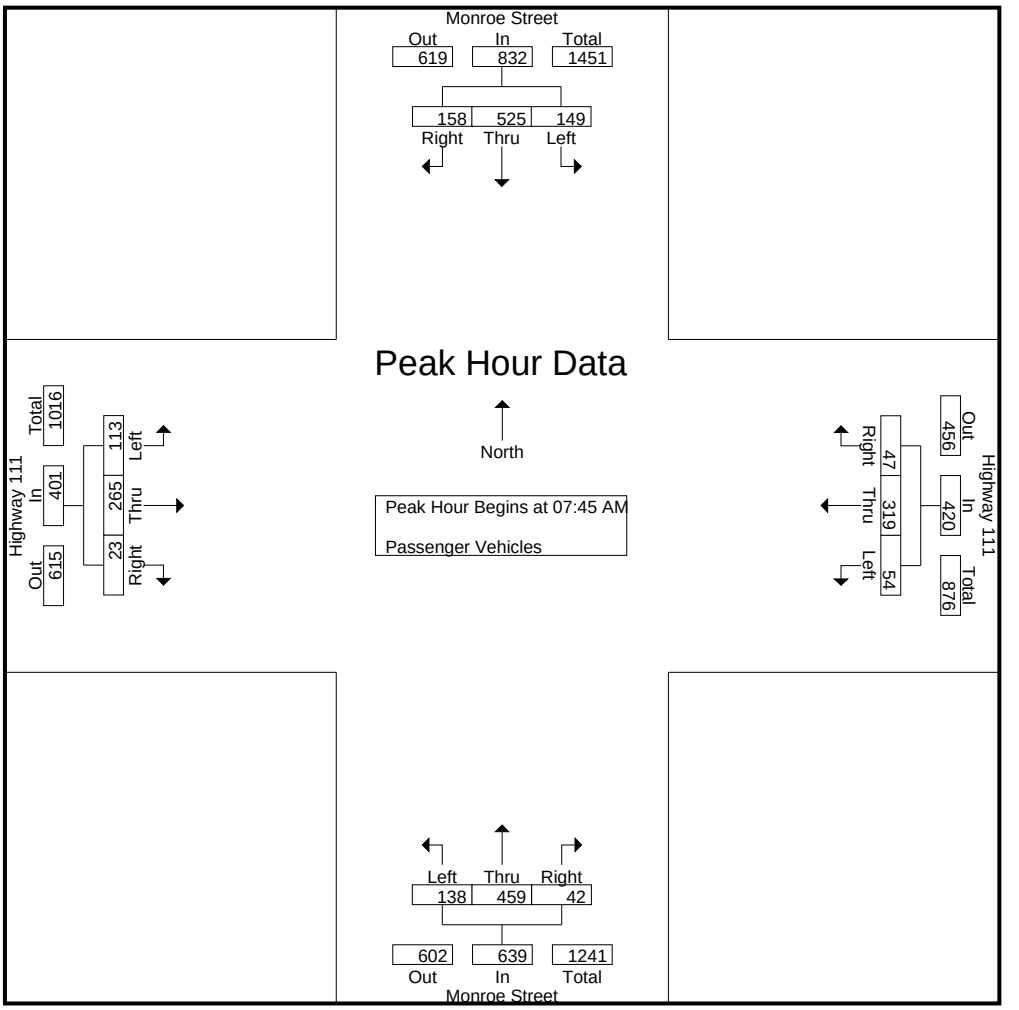

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	33	129	37	199	6	78	9	93	28	**131**	9	168	**32**	50	3	85
+15 mins.	27	136	**49**	212	14	**98**	12	**124**	44	115	7	166	30	69	7	106
+30 mins.	**46**	**144**	42	**232**	12	70	**16**	98	**49**	112	11	**172**	29	71	**11**	**111**
+45 mins.	43	116	30	189	**22**	73	10	105	17	101	**15**	133	22	**75**	2	99
Total Volume	149	525	158	832	54	319	47	420	138	459	42	639	113	265	23	401
% App. Total	17.9	63.1	19		12.9	76	11.2		21.6	71.8	6.6		28.2	66.1	5.7	
PHF	.810	.911	.806	.897	.614	.814	.734	.847	.704	.876	.700	.929	.883	.883	.523	.903

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File Name : 03_IND_Monroe_111 AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	4	0	4	0	2	0	2	0	3	0	3	13
07:15 AM	0	4	0	4	0	3	0	3	0	1	0	1	1	3	0	4	12
07:30 AM	0	0	0	0	1	3	0	4	0	4	0	4	1	2	0	3	11
07:45 AM	0	4	2	6	0	2	0	2	0	4	0	4	0	1	0	1	13
Total	0	12	2	14	1	12	0	13	0	11	0	11	2	9	0	11	49
08:00 AM	0	3	0	3	0	1	0	1	0	1	0	1	1	1	0	2	7
08:15 AM	0	5	0	5	0	3	0	3	0	4	0	4	0	1	0	1	13
08:30 AM	0	4	2	6	0	0	0	0	0	2	0	2	1	0	0	1	9
08:45 AM	0	2	1	3	0	1	0	1	0	2	0	2	1	1	0	2	8
Total	0	14	3	17	0	5	0	5	0	9	0	9	3	3	0	6	37
Grand Total	0	26	5	31	1	17	0	18	0	20	0	20	5	12	0	17	86
Apprch %	0	83.9	16.1		5.6	94.4	0		0	100	0		29.4	70.6	0		
Total %	0	30.2	5.8	36	1.2	19.8	0	20.9	0	23.3	0	23.3	5.8	14	0	19.8	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	**2**	**6**	0	2	0	2	0	**4**	0	**4**	0	**1**	0	1	**13**
08:00 AM	0	3	0	3	0	1	0	1	0	1	0	1	**1**	1	0	**2**	7
08:15 AM	0	**5**	0	5	0	**3**	0	**3**	0	4	0	4	0	1	0	1	13
08:30 AM	0	4	2	6	0	0	0	0	0	2	0	2	1	0	0	1	9
Total Volume	0	16	4	20	0	6	0	6	0	11	0	11	2	3	0	5	42
% App. Total	0	80	20		0	100	0		0	100	0		40	60	0		
PHF	.000	.800	.500	.833	.000	.500	.000	.500	.000	.688	.000	.688	.500	.750	.000	.625	.808

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 AM
Site Code : 05722739
Start Date : 8/24/2022
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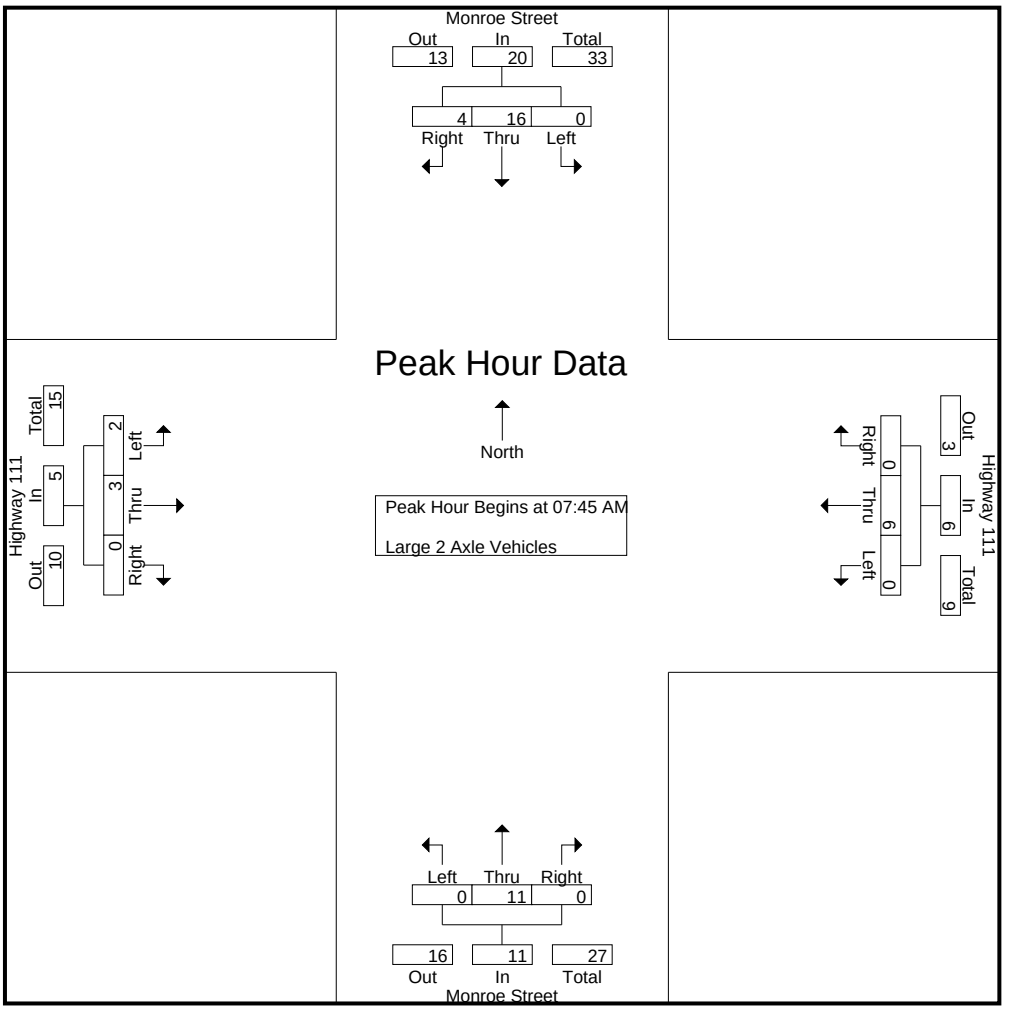

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	**2**	**6**	0	2	0	2	0	**4**	0	**4**	0	**1**	0	1
+15 mins.	0	3	0	3	0	1	0	1	0	1	0	1	**1**	1	0	**2**
+30 mins.	0	**5**	0	5	0	**3**	0	**3**	0	4	0	4	0	1	0	1
+45 mins.	0	4	2	6	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	16	4	20	0	6	0	6	0	11	0	11	2	3	0	5
% App. Total	0	80	20		0	100	0		0	100	0		40	60	0	
PHF	.000	.800	.500	.833	.000	.500	.000	.500	.000	.688	.000	.688	.500	.750	.000	.625

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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	5	0	5	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
08:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	1	2	0	3	5
08:45 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	1	0	1	4
Total	0	0	1	1	1	0	0	1	0	6	0	6	1	4	0	5	13
Grand Total	0	0	1	1	1	4	0	5	0	11	0	11	1	4	0	5	22
Apprch %	0	0	100		20	80	0		0	100	0		20	80	0		
Total %	0	0	4.5	4.5	4.5	18.2	0	22.7	0	50	0	50	4.5	18.2	0	22.7	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	1	0	1	3
08:30 AM	0	0	0	0	**1**	0	0	**1**	0	1	0	1	**1**	**2**	0	**3**	**5**
Total Volume	0	0	0	0	1	0	0	1	0	5	0	5	1	3	0	4	10
% App. Total	0	0	0		100	0	0		0	100	0		25	75	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.625	.000	.625	.250	.375	.000	.333	.500

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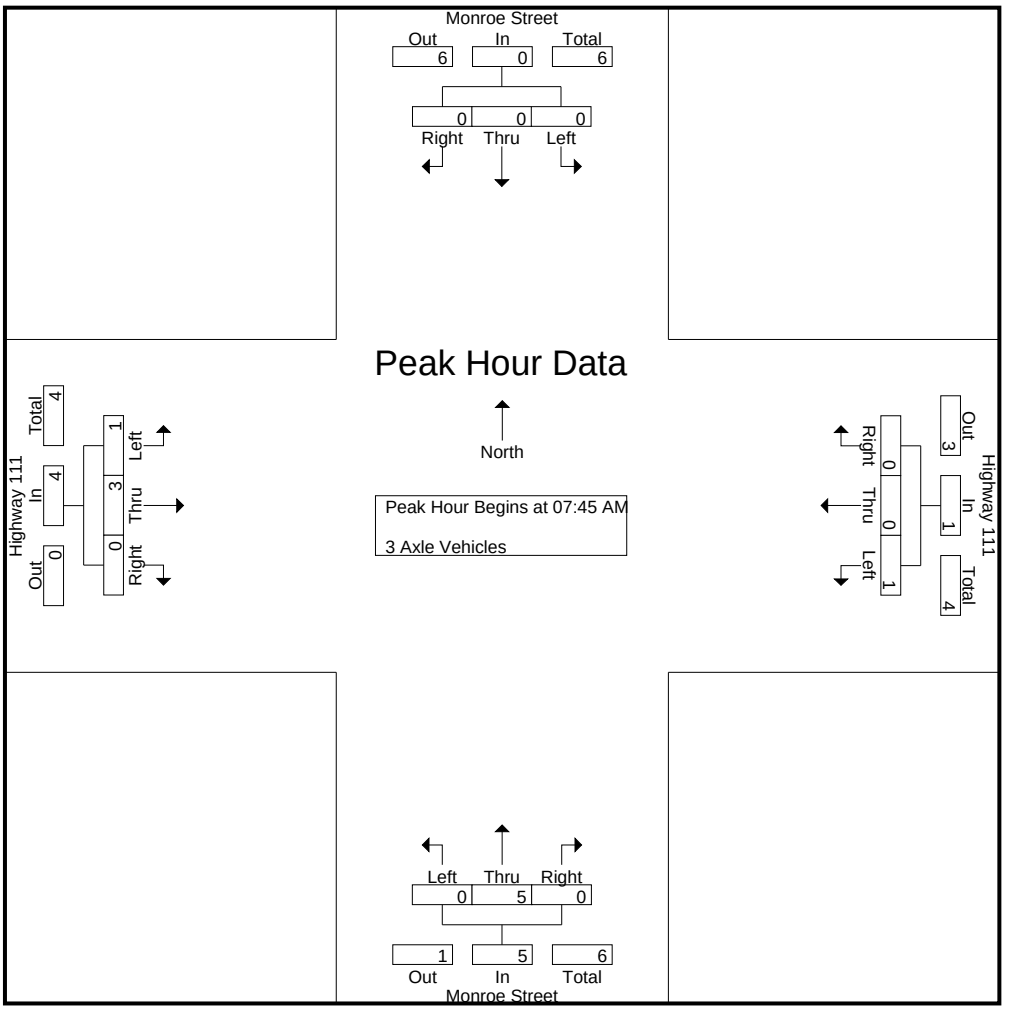

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	1	0	1
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	1	0	1	**1**	**2**	0	**3**
Total Volume	0	0	0	0	1	0	0	1	0	5	0	5	1	3	0	4
% App. Total	0	0	0		100	0	0		0	100	0		25	75	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.625	.000	.625	.250	.375	.000	.333

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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	1	0	1	0	1	0	1	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	4	0	4	0	2	0	2	0	2	0	2	0	4	0	4	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	2	1	3	0	2	0	2	0	0	0	0	6
Grand Total	0	5	0	5	0	4	1	5	0	4	0	4	0	4	0	4	18
Apprch %	0	100	0		0	80	20		0	100	0		0	100	0		
Total %	0	27.8	0	27.8	0	22.2	5.6	27.8	0	22.2	0	22.2	0	22.2	0	22.2	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	**1**	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	3
Total Volume	0	1	0	1	0	3	1	4	0	1	0	1	0	2	0	2	8
% App. Total	0	100	0		0	75	25		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.375	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250	.667

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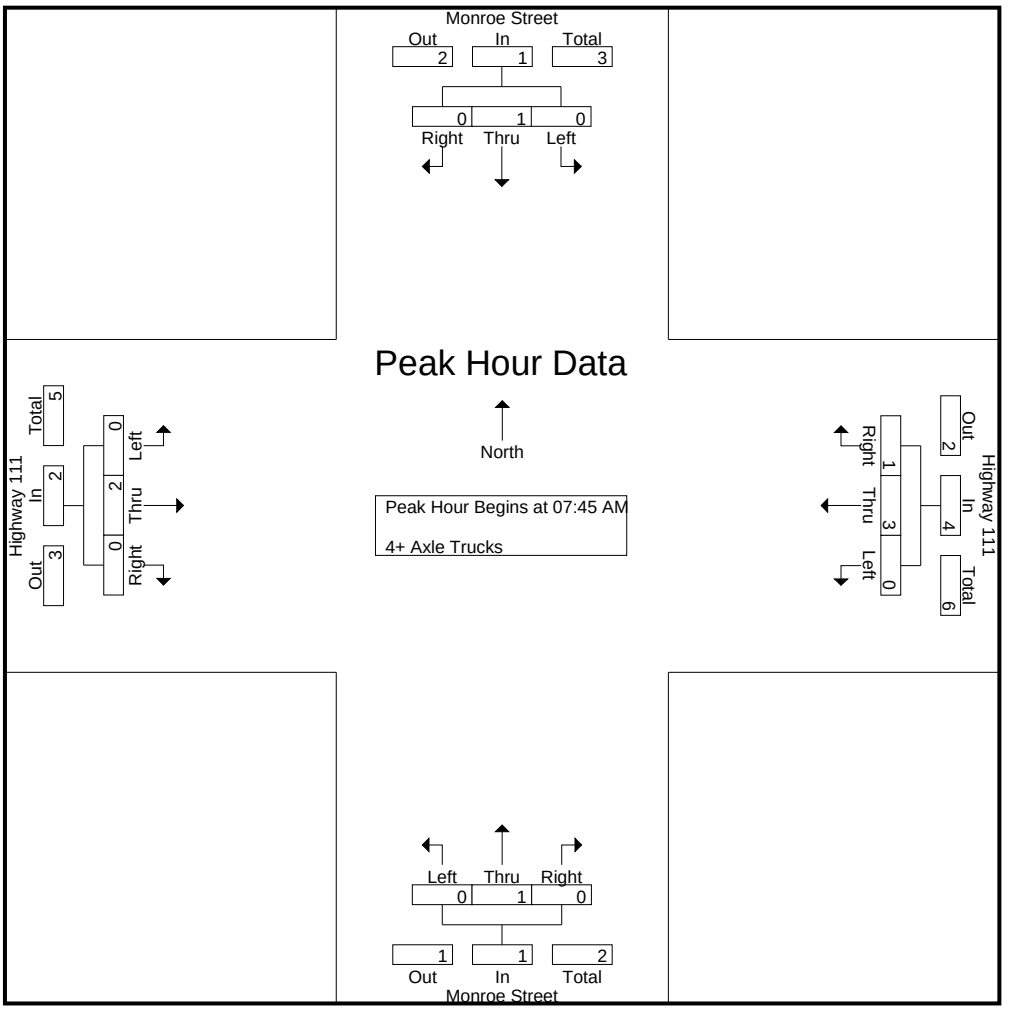

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	**1**	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0
Total Volume	0	1	0	1	0	3	1	4	0	1	0	1	0	2	0	2
% App. Total	0	100	0		0	75	25		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.375	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	39	112	32	183	18	85	23	126	22	112	17	151	51	137	10	198	658
04:15 PM	39	105	34	178	26	88	18	132	22	86	12	120	46	119	4	169	599
04:30 PM	34	80	42	156	28	92	17	137	26	99	17	142	37	108	12	157	592
04:45 PM	26	94	33	153	15	81	25	121	24	112	13	149	48	101	6	155	578
Total	138	391	141	670	87	346	83	516	94	409	59	562	182	465	32	679	2427
05:00 PM	28	93	28	149	27	70	19	116	28	88	19	135	46	100	9	155	555
05:15 PM	32	115	40	187	16	92	15	123	27	88	14	129	39	105	9	153	592
05:30 PM	36	97	36	169	26	78	14	118	25	92	12	129	49	95	11	155	571
05:45 PM	36	105	24	165	18	69	25	112	16	80	10	106	32	73	5	110	493
Total	132	410	128	670	87	309	73	469	96	348	55	499	166	373	34	573	2211
Grand Total	270	801	269	1340	174	655	156	985	190	757	114	1061	348	838	66	1252	4638
Apprch %	20.1	59.8	20.1		17.7	66.5	15.8		17.9	71.3	10.7		27.8	66.9	5.3		
Total %	5.8	17.3	5.8	28.9	3.8	14.1	3.4	21.2	4.1	16.3	2.5	22.9	7.5	18.1	1.4	27	
Passenger Vehicles	267	787	268	1322	173	647	156	976	190	744	113	1047	347	828	66	1241	4586
% Passenger Vehicles	98.9	98.3	99.6	98.7	99.4	98.8	100	99.1	100	98.3	99.1	98.7	99.7	98.8	100	99.1	98.9
Large 2 Axle Vehicles	3	13	1	17	1	7	0	8	0	10	1	11	1	9	0	10	46
% Large 2 Axle Vehicles	1.1	1.6	0.4	1.3	0.6	1.1	0	0.8	0	1.3	0.9	1	0.3	1.1	0	0.8	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.4	0	0.3	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0	0.1	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**39**	**112**	32	**183**	18	85	23	126	22	**112**	**17**	**151**	**51**	**137**	10	**198**	**658**
04:15 PM	39	105	34	178	26	88	18	132	22	86	12	120	46	119	4	169	599
04:30 PM	34	80	**42**	156	**28**	**92**	17	**137**	**26**	99	17	142	37	108	**12**	157	592
04:45 PM	26	94	33	153	15	81	**25**	121	24	112	13	149	48	101	6	155	578
Total Volume	138	391	141	670	87	346	83	516	94	409	59	562	182	465	32	679	2427
% App. Total	20.6	58.4	21		16.9	67.1	16.1		16.7	72.8	10.5		26.8	68.5	4.7		
PHF	.885	.873	.839	.915	.777	.940	.830	.942	.904	.913	.868	.930	.892	.849	.667	.857	.922

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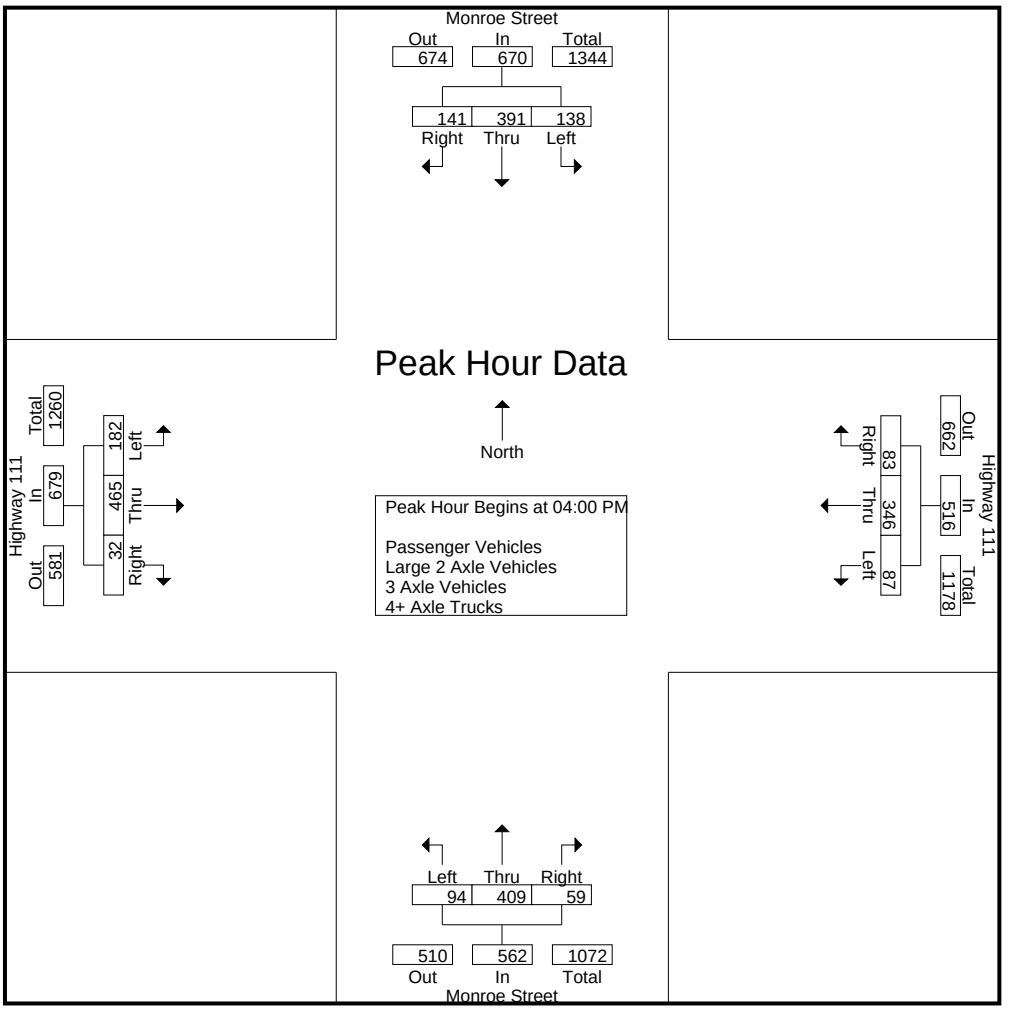

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**39**	**112**	32	**183**	18	85	23	126	22	**112**	**17**	**151**	**51**	**137**	10	**198**
+15 mins.	39	105	34	178	26	88	18	132	22	86	12	120	46	119	4	169
+30 mins.	34	80	**42**	156	**28**	**92**	17	**137**	**26**	99	17	142	37	108	**12**	157
+45 mins.	26	94	33	153	15	81	**25**	121	24	112	13	149	48	101	6	155
Total Volume	138	391	141	670	87	346	83	516	94	409	59	562	182	465	32	679
% App. Total	20.6	58.4	21		16.9	67.1	16.1		16.7	72.8	10.5		26.8	68.5	4.7	
PHF	.885	.873	.839	.915	.777	.940	.830	.942	.904	.913	.868	.930	.892	.849	.667	.857

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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	111	32	181	18	84	23	125	22	109	16	147	51	136	10	197	650
04:15 PM	38	102	34	174	26	85	18	129	22	82	12	116	45	118	4	167	586
04:30 PM	34	80	42	156	27	91	17	135	26	98	17	141	37	107	12	156	588
04:45 PM	26	89	33	148	15	81	25	121	24	112	13	149	48	99	6	153	571
Total	136	382	141	659	86	341	83	510	94	401	58	553	181	460	32	673	2395
05:00 PM	27	93	27	147	27	70	19	116	28	88	19	135	46	99	9	154	552
05:15 PM	32	114	40	186	16	91	15	122	27	86	14	127	39	104	9	152	587
05:30 PM	36	95	36	167	26	76	14	116	25	92	12	129	49	94	11	154	566
05:45 PM	36	103	24	163	18	69	25	112	16	77	10	103	32	71	5	108	486
Total	131	405	127	663	87	306	73	466	96	343	55	494	166	368	34	568	2191
Grand Total	267	787	268	1322	173	647	156	976	190	744	113	1047	347	828	66	1241	4586
Apprch %	20.2	59.5	20.3		17.7	66.3	16		18.1	71.1	10.8		28	66.7	5.3		
Total %	5.8	17.2	5.8	28.8	3.8	14.1	3.4	21.3	4.1	16.2	2.5	22.8	7.6	18.1	1.4	27.1	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**38**	**111**	32	**181**	18	84	23	125	22	109	16	147	**51**	**136**	10	**197**	**650**
04:15 PM	38	102	34	174	26	85	18	129	22	82	12	116	45	118	4	167	586
04:30 PM	34	80	**42**	156	**27**	**91**	17	**135**	**26**	98	**17**	141	37	107	**12**	156	588
04:45 PM	26	89	33	148	15	81	**25**	121	24	**112**	13	**149**	48	99	6	153	571
Total Volume	136	382	141	659	86	341	83	510	94	401	58	553	181	460	32	673	2395
% App. Total	20.6	58	21.4		16.9	66.9	16.3		17	72.5	10.5		26.9	68.4	4.8		
PHF	.895	.860	.839	.910	.796	.937	.830	.944	.904	.895	.853	.928	.887	.846	.667	.854	.921

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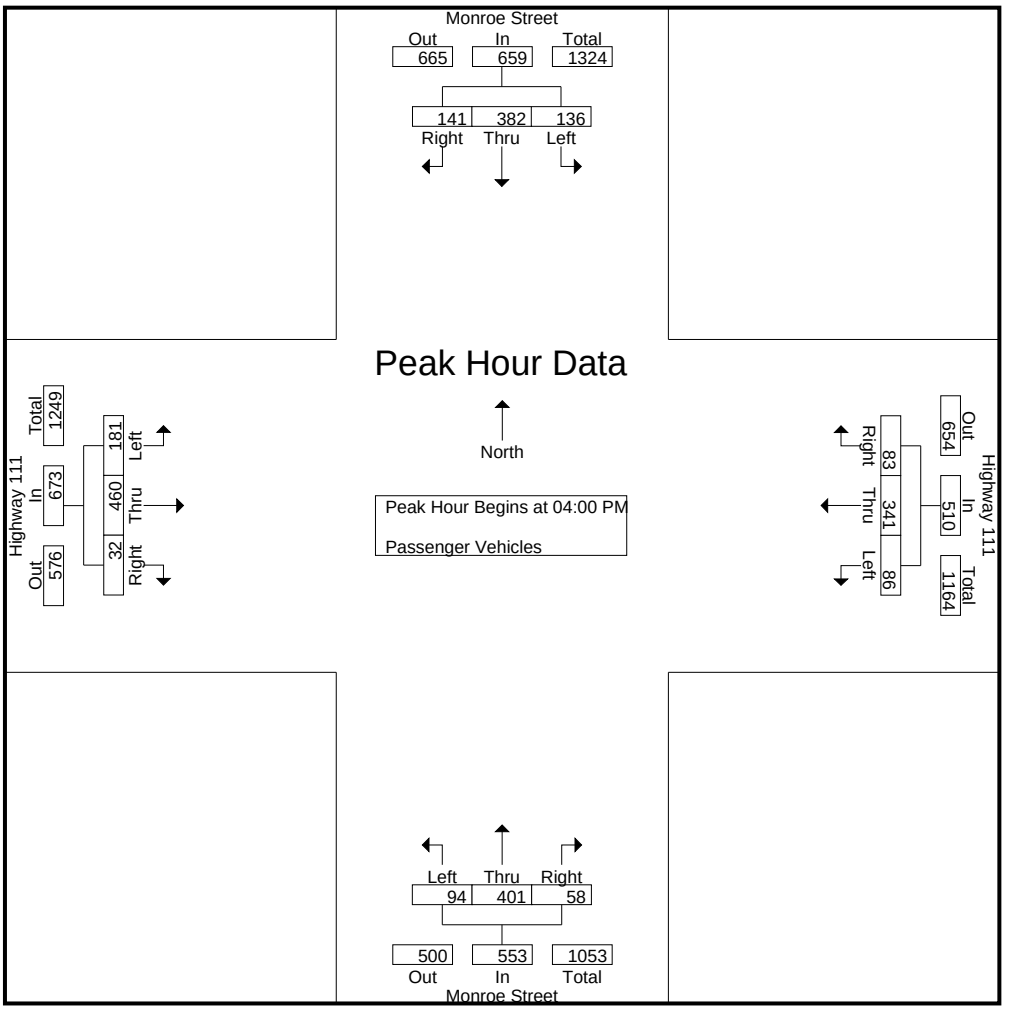

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**38**	**111**	32	**181**	18	84	23	125	22	109	16	147	**51**	**136**	10	**197**
+15 mins.	38	102	34	174	26	85	18	129	22	82	12	116	45	118	4	167
+30 mins.	34	80	**42**	156	**27**	**91**	17	**135**	**26**	98	**17**	141	37	107	**12**	156
+45 mins.	26	89	33	148	15	81	**25**	121	24	**112**	13	**149**	48	99	6	153
Total Volume	136	382	141	659	86	341	83	510	94	401	58	553	181	460	32	673
% App. Total	20.6	58	21.4		16.9	66.9	16.3		17	72.5	10.5		26.9	68.4	4.8	
PHF	.895	.860	.839	.910	.796	.937	.830	.944	.904	.895	.853	.928	.887	.846	.667	.854

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	1	0	1	0	3	1	4	0	0	0	0	7
04:15 PM	1	3	0	4	0	2	0	2	0	2	0	2	1	1	0	2	10
04:30 PM	0	0	0	0	1	1	0	2	0	1	0	1	0	1	0	1	4
04:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	2	0	2	6
Total	2	8	0	10	1	4	0	5	0	6	1	7	1	4	0	5	27
05:00 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
05:30 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
05:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	2	0	2	6
Total	1	5	1	7	0	3	0	3	0	4	0	4	0	5	0	5	19
Grand Total	3	13	1	17	1	7	0	8	0	10	1	11	1	9	0	10	46
Apprch %	17.6	76.5	5.9		12.5	87.5	0		0	90.9	9.1		10	90	0		
Total %	6.5	28.3	2.2	37	2.2	15.2	0	17.4	0	21.7	2.2	23.9	2.2	19.6	0	21.7	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	0	2	0	1	0	1	0	**3**	**1**	**4**	0	0	0	0	7
04:15 PM	1	3	0	**4**	0	**2**	0	**2**	0	2	0	2	**1**	1	0	**2**	**10**
04:30 PM	0	0	0	0	**1**	1	0	2	0	1	0	1	0	1	0	1	4
04:45 PM	0	**4**	0	4	0	0	0	0	0	0	0	0	0	**2**	0	2	6
Total Volume	2	8	0	10	1	4	0	5	0	6	1	7	1	4	0	5	27
% App. Total	20	80	0		20	80	0		0	85.7	14.3		20	80	0		
PHF	.500	.500	.000	.625	.250	.500	.000	.625	.000	.500	.250	.438	.250	.500	.000	.625	.675

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
Start Date : 8/24/2022
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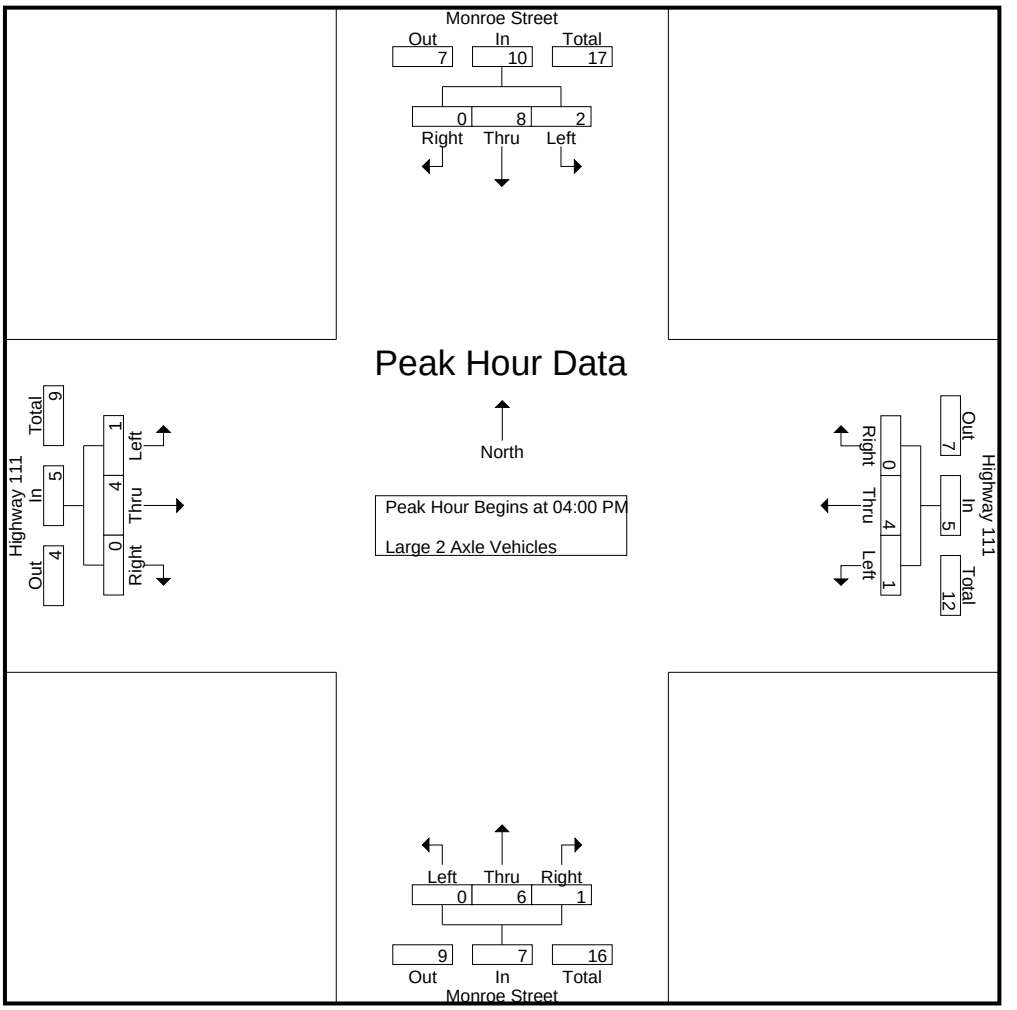

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	1	0	2	0	1	0	1	0	**3**	**1**	**4**	0	0	0	0
+15 mins.	1	3	0	**4**	0	**2**	0	**2**	0	2	0	2	**1**	1	0	**2**
+30 mins.	0	0	0	0	**1**	1	0	2	0	1	0	1	0	1	0	1
+45 mins.	0	**4**	0	4	0	0	0	0	0	0	0	0	0	**2**	0	2
Total Volume	2	8	0	10	1	4	0	5	0	6	1	7	1	4	0	5
% App. Total	20	80	0		20	80	0		0	85.7	14.3		20	80	0	
PHF	.500	.500	.000	.625	.250	.500	.000	.625	.000	.500	.250	.438	.250	.500	.000	.625

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City of Indio
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E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	75	0	75	0	25	0	25	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.375

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City of Indio
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Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
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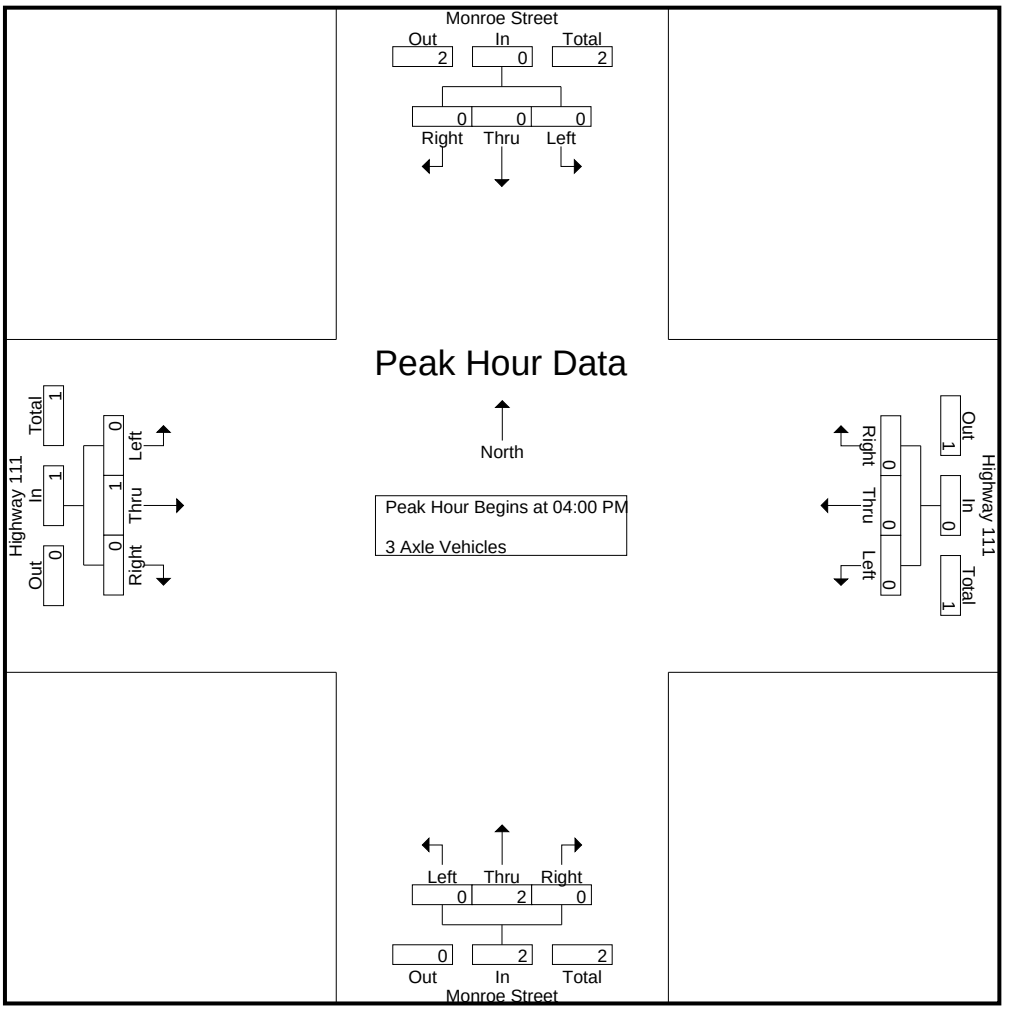

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

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City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	100	0		0	0	0		0	0	0		
Total %	0	50	0	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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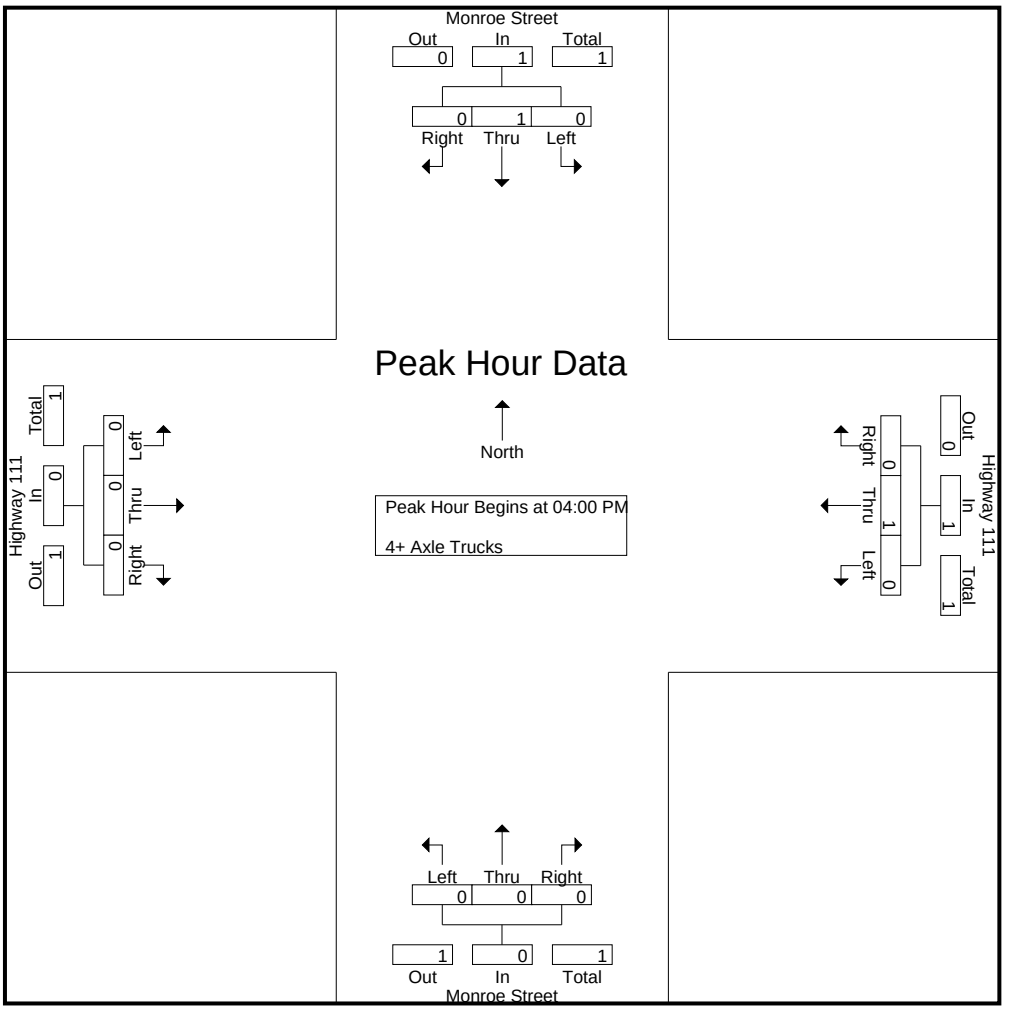
City of Indio
N/S: Monroe Street
E/W: Highway 111
Weather: Clear

File Name : 03_IND_Monroe_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	76	25	117	13	83	25	121	15	54	13	82	19	73	7	99	419
07:15 AM	15	59	17	91	11	120	26	157	41	69	13	123	24	87	12	123	494
07:30 AM	32	85	31	148	20	175	29	224	28	81	23	132	31	80	19	130	634
07:45 AM	21	63	25	109	18	188	51	257	28	115	24	167	31	116	17	164	697
Total	84	283	98	465	62	566	131	759	112	319	73	504	105	356	55	516	2244
08:00 AM	28	80	26	134	15	181	57	253	26	107	32	165	29	96	13	138	690
08:15 AM	48	81	26	155	15	117	63	195	24	117	22	163	33	112	14	159	672
08:30 AM	38	83	18	139	16	113	43	172	28	101	10	139	23	98	18	139	589
08:45 AM	38	71	17	126	22	109	36	167	21	72	13	106	22	65	10	97	496
Total	152	315	87	554	68	520	199	787	99	397	77	573	107	371	55	533	2447
Grand Total	236	598	185	1019	130	1086	330	1546	211	716	150	1077	212	727	110	1049	4691
Apprch %	23.2	58.7	18.2		8.4	70.2	21.3		19.6	66.5	13.9		20.2	69.3	10.5		
Total %	5	12.7	3.9	21.7	2.8	23.2	7	33	4.5	15.3	3.2	23	4.5	15.5	2.3	22.4	
Passenger Vehicles	232	583	180	995	121	1071	328	1520	207	703	142	1052	200	706	106	1012	4579
% Passenger Vehicles	98.3	97.5	97.3	97.6	93.1	98.6	99.4	98.3	98.1	98.2	94.7	97.7	94.3	97.1	96.4	96.5	97.6
Large 2 Axle Vehicles	3	10	4	17	4	12	2	18	1	5	7	13	6	14	4	24	72
% Large 2 Axle Vehicles	1.3	1.7	2.2	1.7	3.1	1.1	0.6	1.2	0.5	0.7	4.7	1.2	2.8	1.9	3.6	2.3	1.5
3 Axle Vehicles	1	1	0	2	4	3	0	7	2	3	1	6	6	5	0	11	26
% 3 Axle Vehicles	0.4	0.2	0	0.2	3.1	0.3	0	0.5	0.9	0.4	0.7	0.6	2.8	0.7	0	1	0.6
4+ Axle Trucks	0	4	1	5	1	0	0	1	1	5	0	6	0	2	0	2	14
% 4+ Axle Trucks	0	0.7	0.5	0.5	0.8	0	0	0.1	0.5	0.7	0	0.6	0	0.3	0	0.2	0.3

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	**85**	**31**	148	**20**	175	29	224	**28**	81	23	132	31	80	**19**	130	634
07:45 AM	21	63	25	109	18	**188**	51	**257**	28	115	24	**167**	31	**116**	17	**164**	**697**
08:00 AM	28	80	26	134	15	181	57	253	26	107	**32**	165	29	96	13	138	690
08:15 AM	**48**	81	26	**155**	15	117	**63**	195	24	**117**	22	163	**33**	112	14	159	672
Total Volume	129	309	108	546	68	661	200	929	106	420	101	627	124	404	63	591	2693
% App. Total	23.6	56.6	19.8		7.3	71.2	21.5		16.9	67	16.1		21	68.4	10.7		
PHF	.672	.909	.871	.881	.850	.879	.794	.904	.946	.897	.789	.939	.939	.871	.829	.901	.966

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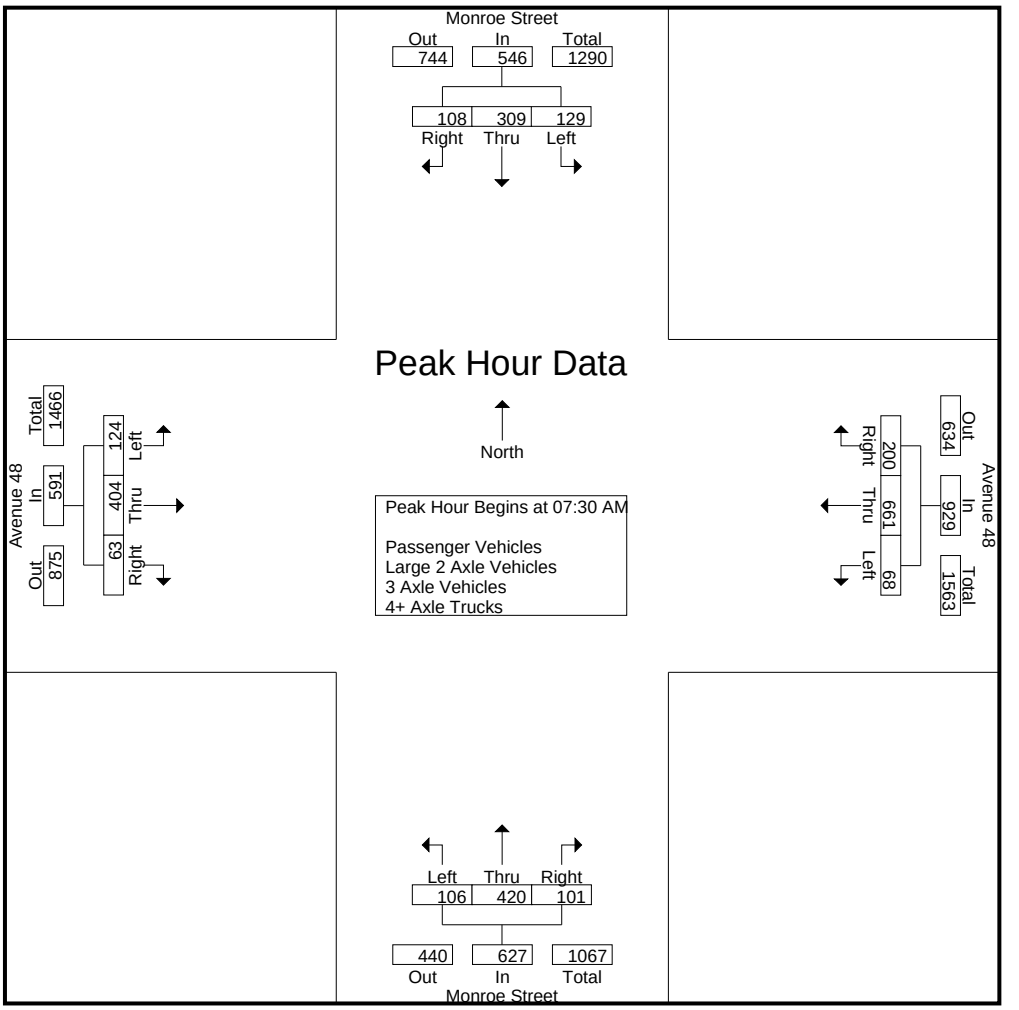
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	28	80	**26**	134	**20**	175	29	224	**28**	115	24	**167**	31	**116**	17	**164**
+15 mins.	**48**	81	26	**155**	18	**188**	51	**257**	26	107	**32**	165	29	96	13	138
+30 mins.	38	**83**	18	139	15	181	57	253	24	**117**	22	163	**33**	112	14	159
+45 mins.	38	71	17	126	15	117	**63**	195	28	101	10	139	23	98	**18**	139
Total Volume	152	315	87	554	68	661	200	929	106	440	88	634	116	422	62	600
% App. Total	27.4	56.9	15.7		7.3	71.2	21.5		16.7	69.4	13.9		19.3	70.3	10.3	
PHF	.792	.949	.837	.894	.850	.879	.794	.904	.946	.940	.688	.949	.879	.909	.861	.915

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
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File Name : 04_IND_Monroe_Ave 48 AM
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Groups Printed- Passenger Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	72	24	112	13	82	25	120	15	53	12	80	16	68	6	90	402
07:15 AM	15	58	16	89	11	118	26	155	41	66	13	120	24	83	10	117	481
07:30 AM	32	85	30	147	19	173	29	221	28	79	21	128	27	78	19	124	620
07:45 AM	19	62	25	106	17	185	51	253	27	112	23	162	30	114	17	161	682
Total	82	277	95	454	60	558	131	749	111	310	69	490	97	343	52	492	2185
08:00 AM	27	78	26	131	14	179	57	250	25	107	31	163	28	94	13	135	679
08:15 AM	48	79	26	153	13	117	62	192	24	117	22	163	32	109	13	154	662
08:30 AM	37	80	16	133	16	113	43	172	26	99	10	135	21	96	18	135	575
08:45 AM	38	69	17	124	18	104	35	157	21	70	10	101	22	64	10	96	478
Total	150	306	85	541	61	513	197	771	96	393	73	562	103	363	54	520	2394
Grand Total	232	583	180	995	121	1071	328	1520	207	703	142	1052	200	706	106	1012	4579
Apprch %	23.3	58.6	18.1		8	70.5	21.6		19.7	66.8	13.5		19.8	69.8	10.5		
Total %	5.1	12.7	3.9	21.7	2.6	23.4	7.2	33.2	4.5	15.4	3.1	23	4.4	15.4	2.3	22.1	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	**85**	**30**	147	**19**	173	29	221	**28**	79	21	128	27	78	**19**	124	620
07:45 AM	19	62	25	106	17	**185**	51	**253**	27	112	23	162	30	**114**	17	**161**	**682**
08:00 AM	27	78	26	131	14	179	57	250	25	107	**31**	**163**	28	94	13	135	679
08:15 AM	**48**	79	26	**153**	13	117	**62**	192	24	**117**	22	163	**32**	109	13	154	662
Total Volume	126	304	107	537	63	654	199	916	104	415	97	616	117	395	62	574	2643
% App. Total	23.5	56.6	19.9		6.9	71.4	21.7		16.9	67.4	15.7		20.4	68.8	10.8		
PHF	.656	.894	.892	.877	.829	.884	.802	.905	.929	.887	.782	.945	.914	.866	.816	.891	.969

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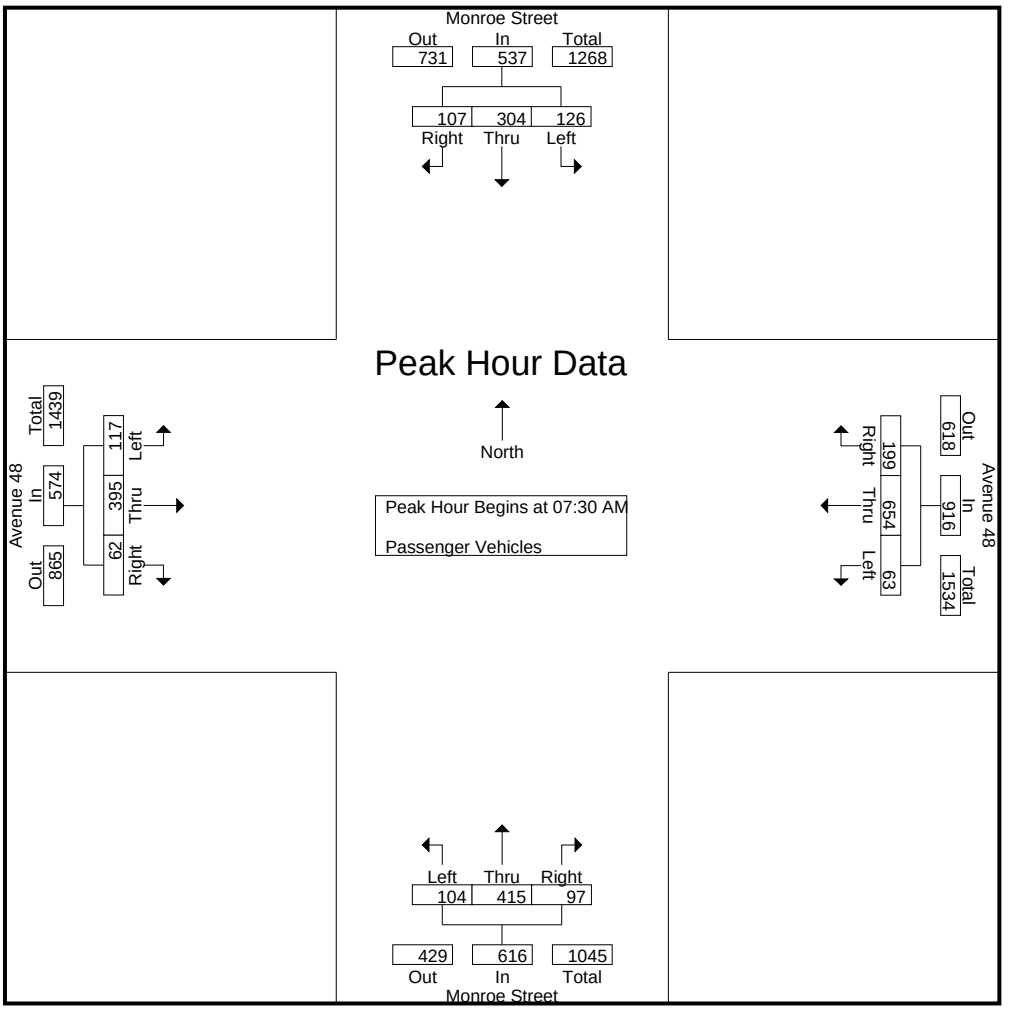
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	32	**85**	**30**	147	**19**	173	29	221	**28**	79	21	128	27	78	**19**	124
+15 mins.	19	62	25	106	17	**185**	51	**253**	27	112	23	162	30	**114**	17	**161**
+30 mins.	27	78	26	131	14	179	57	250	25	107	**31**	**163**	28	94	13	135
+45 mins.	**48**	79	26	**153**	13	117	**62**	192	24	**117**	22	163	**32**	109	13	154
Total Volume	126	304	107	537	63	654	199	916	104	415	97	616	117	395	62	574
% App. Total	23.5	56.6	19.9		6.9	71.4	21.7		16.9	67.4	15.7		20.4	68.8	10.8	
PHF	.656	.894	.892	.877	.829	.884	.802	.905	.929	.887	.782	.945	.914	.866	.816	.891

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	1	4	0	1	0	1	0	0	0	0	2	3	1	6	11
07:15 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	3	2	5	8
07:30 AM	0	0	1	1	0	2	0	2	0	2	2	4	3	2	0	5	12
07:45 AM	2	0	0	2	0	2	0	2	0	2	1	3	0	1	0	1	8
Total	2	4	2	8	0	7	0	7	0	4	3	7	5	9	3	17	39
08:00 AM	1	1	0	2	1	1	0	2	1	0	1	2	0	2	0	2	8
08:15 AM	0	1	0	1	2	0	1	3	0	0	0	0	0	2	1	3	7
08:30 AM	0	2	2	4	0	0	0	0	0	0	0	0	1	1	0	2	6
08:45 AM	0	2	0	2	1	4	1	6	0	1	3	4	0	0	0	0	12
Total	1	6	2	9	4	5	2	11	1	1	4	6	1	5	1	7	33
Grand Total	3	10	4	17	4	12	2	18	1	5	7	13	6	14	4	24	72
Apprch %	17.6	58.8	23.5		22.2	66.7	11.1		7.7	38.5	53.8		25	58.3	16.7		
Total %	4.2	13.9	5.6	23.6	5.6	16.7	2.8	25	1.4	6.9	9.7	18.1	8.3	19.4	5.6	33.3	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	0	**2**	0	2	0	**2**	**2**	**4**	**3**	**2**	0	**5**	**12**
07:45 AM	**2**	0	0	**2**	0	2	0	2	0	2	1	3	0	1	0	1	8
08:00 AM	1	**1**	0	2	1	1	0	2	**1**	0	1	2	0	2	0	2	8
08:15 AM	0	1	0	1	**2**	0	**1**	**3**	0	0	0	0	0	2	**1**	3	7
Total Volume	3	2	1	6	3	5	1	9	1	4	4	9	3	7	1	11	35
% App. Total	50	33.3	16.7		33.3	55.6	11.1		11.1	44.4	44.4		27.3	63.6	9.1		
PHF	.375	.500	.250	.750	.375	.625	.250	.750	.250	.500	.500	.563	.250	.875	.250	.550	.729

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City of Indio
N/S: Monroe Street
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File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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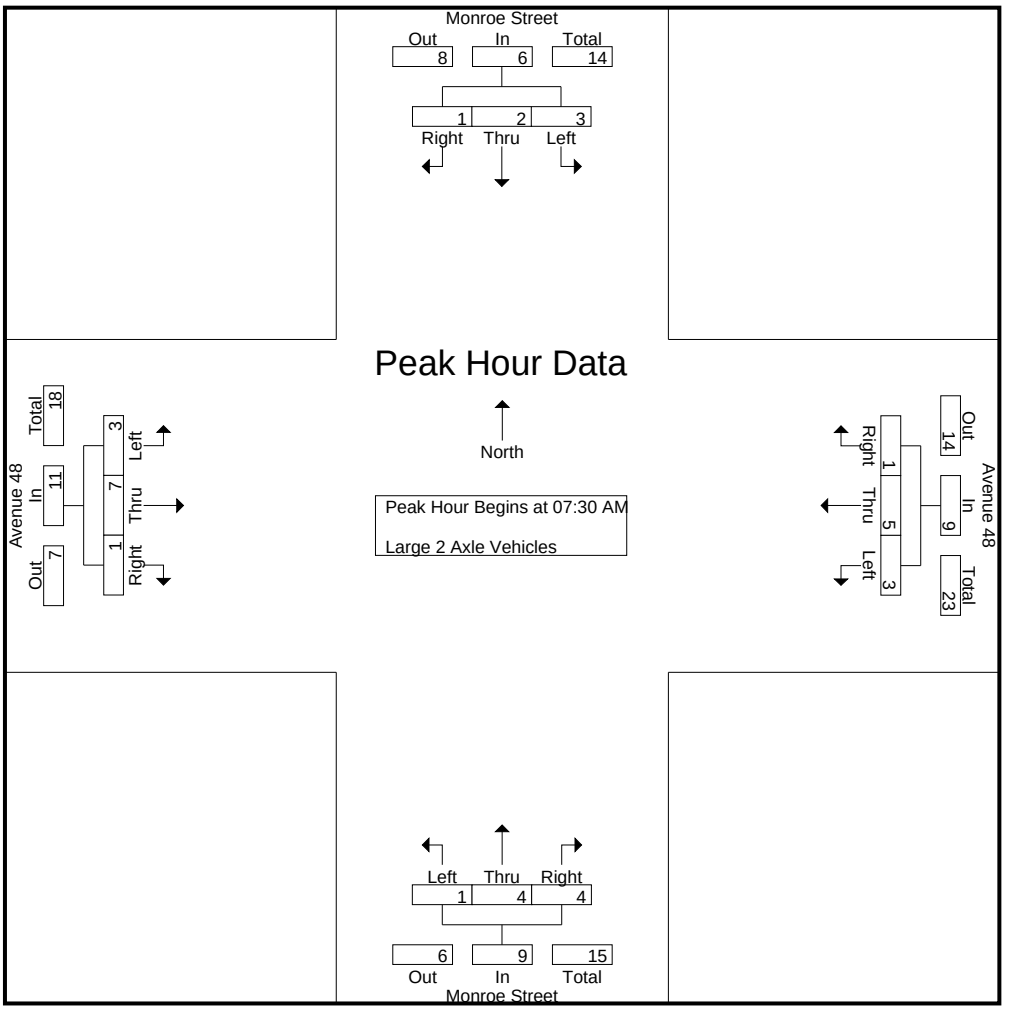

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	0	**2**	0	2	0	**2**	**2**	**4**	**3**	**2**	0	**5**
+15 mins.	**2**	0	0	**2**	0	2	0	2	0	2	1	3	0	1	0	1
+30 mins.	1	**1**	0	2	1	1	0	2	**1**	0	1	2	0	2	0	2
+45 mins.	0	1	0	1	**2**	0	**1**	**3**	0	0	0	0	0	2	**1**	3
Total Volume	3	2	1	6	3	5	1	9	1	4	4	9	3	7	1	11
% App. Total	50	33.3	16.7		33.3	55.6	11.1		11.1	44.4	44.4		27.3	63.6	9.1	
PHF	.375	.500	.250	.750	.375	.625	.250	.750	.250	.500	.500	.563	.250	.875	.250	.550

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City of Indio
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E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3	4
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	1	1	0	2	1	0	0	1	1	1	0	2	5
Total	0	0	0	0	1	1	0	2	1	2	1	4	3	4	0	7	13
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	1	1	0	2	0	0	0	0	1	1	0	2	1	0	0	1	5
08:45 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	4
Total	1	1	0	2	3	2	0	5	1	1	0	2	3	1	0	4	13
Grand Total	1	1	0	2	4	3	0	7	2	3	1	6	6	5	0	11	26
Apprch %	50	50	0		57.1	42.9	0		33.3	50	16.7		54.5	45.5	0		
Total %	3.8	3.8	0	7.7	15.4	11.5	0	26.9	7.7	11.5	3.8	23.1	23.1	19.2	0	42.3	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
07:45 AM	0	0	0	0	**1**	**1**	0	**2**	**1**	0	0	**1**	1	**1**	0	**2**	**5**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	0	0	1	2	0	3	1	0	0	1	4	2	0	6	10
% App. Total	0	0	0		33.3	66.7	0		100	0	0		66.7	33.3	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.250	.000	.000	.250	1.00	.500	.000	.750	.500

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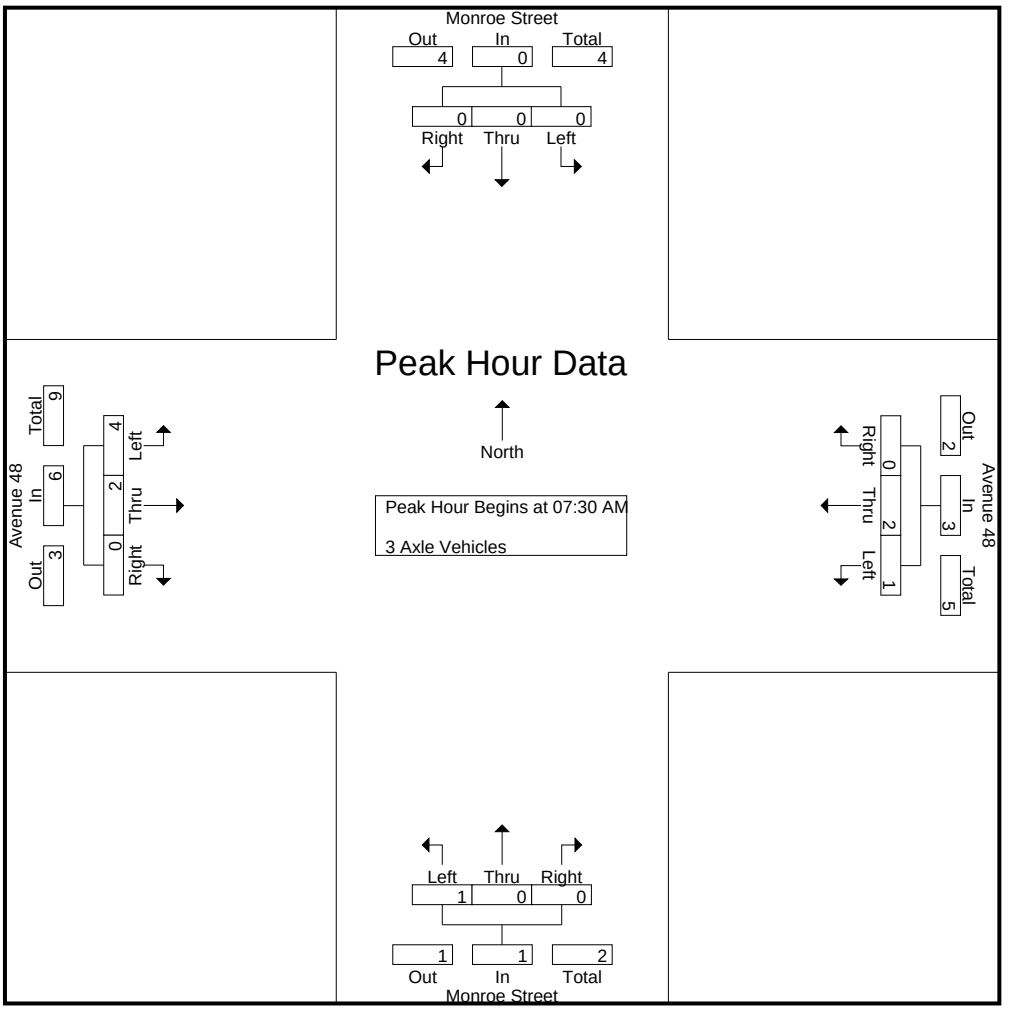
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	**1**	**1**	0	**2**	**1**	0	0	**1**	1	**1**	0	**2**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	1	2	0	3	1	0	0	1	4	2	0	6
% App. Total	0	0	0		33.3	66.7	0		100	0	0		66.7	33.3	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.250	.000	.000	.250	1.000	.500	.000	.750

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City of Indio
N/S: Monroe Street
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Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	1	3	1	0	0	1	0	3	0	3	0	0	0	0	7
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	2	0	2	0	0	0	0	1	2	0	3	0	2	0	2	7
Grand Total	0	4	1	5	1	0	0	1	1	5	0	6	0	2	0	2	14
Apprch %	0	80	20		100	0	0		16.7	83.3	0		0	100	0		
Total %	0	28.6	7.1	35.7	7.1	0	0	7.1	7.1	35.7	0	42.9	0	14.3	0	14.3	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.625

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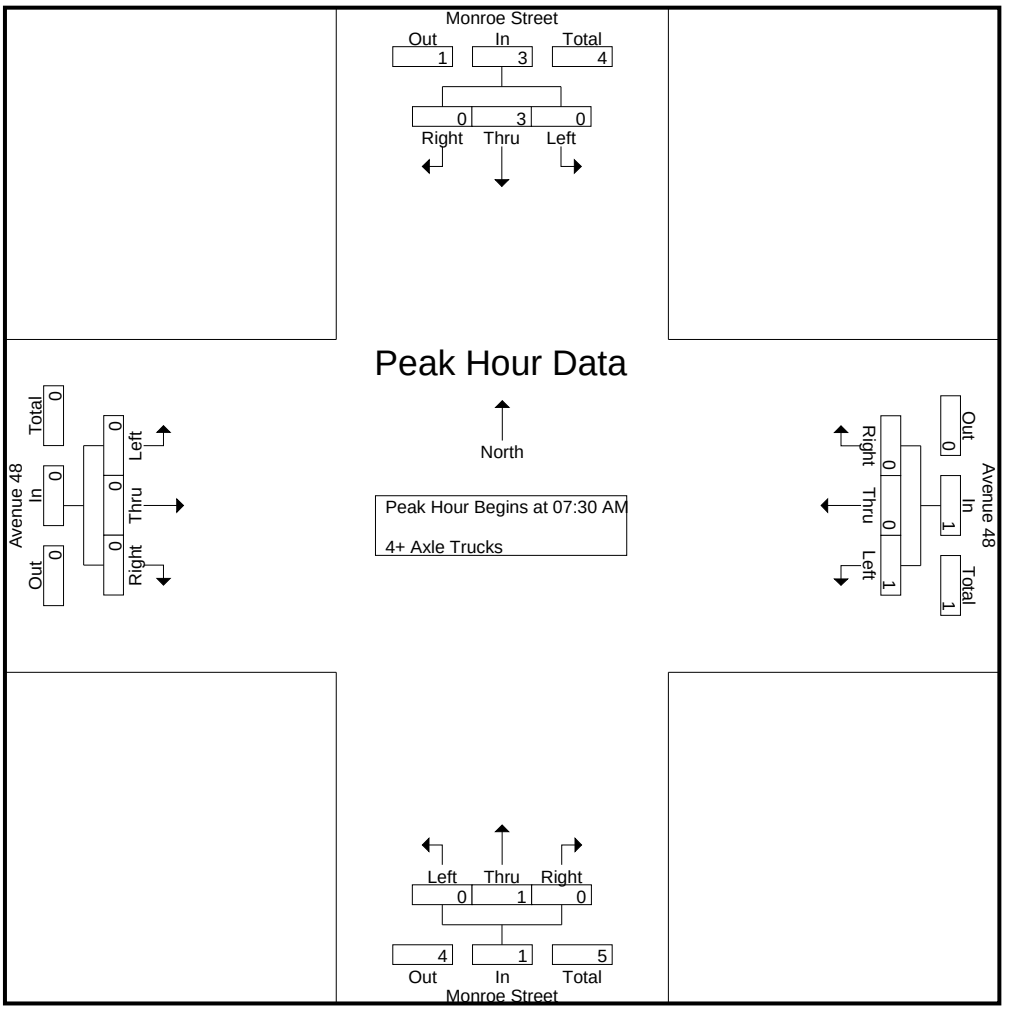
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	0	0	1	0	1	0	1	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	102	15	162	10	86	29	125	17	76	14	107	31	145	26	202	596
04:15 PM	31	83	28	142	15	114	31	160	19	59	13	91	26	115	23	164	557
04:30 PM	32	74	20	126	19	89	32	140	16	65	18	99	23	147	17	187	552
04:45 PM	27	86	16	129	16	82	29	127	16	63	15	94	26	118	12	156	506
Total	135	345	79	559	60	371	121	552	68	263	60	391	106	525	78	709	2211
05:00 PM	48	115	25	188	19	112	29	160	21	66	10	97	16	146	21	183	628
05:15 PM	49	62	24	135	18	101	41	160	13	60	10	83	15	131	21	167	545
05:30 PM	39	80	20	139	15	102	33	150	20	78	15	113	20	112	21	153	555
05:45 PM	39	85	31	155	18	114	25	157	21	57	24	102	9	120	21	150	564
Total	175	342	100	617	70	429	128	627	75	261	59	395	60	509	84	653	2292
Grand Total	310	687	179	1176	130	800	249	1179	143	524	119	786	166	1034	162	1362	4503
Apprch %	26.4	58.4	15.2		11	67.9	21.1		18.2	66.7	15.1		12.2	75.9	11.9		
Total %	6.9	15.3	4	26.1	2.9	17.8	5.5	26.2	3.2	11.6	2.6	17.5	3.7	23	3.6	30.2	
Passenger Vehicles	307	684	179	1170	129	783	246	1158	142	519	117	778	165	1028	161	1354	4460
% Passenger Vehicles	99	99.6	100	99.5	99.2	97.9	98.8	98.2	99.3	99	98.3	99	99.4	99.4	99.4	99.4	99
Large 2 Axle Vehicles	3	2	0	5	1	16	3	20	1	1	2	4	1	5	1	7	36
% Large 2 Axle Vehicles	1	0.3	0	0.4	0.8	2	1.2	1.7	0.7	0.2	1.7	0.5	0.6	0.5	0.6	0.5	0.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0
4+ Axle Trucks	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
% 4+ Axle Trucks	0	0.1	0	0.1	0	0.1	0	0.1	0	0.4	0	0.3	0	0.1	0	0.1	0.1

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	48	**115**	25	**188**	**19**	112	29	**160**	**21**	66	10	97	16	**146**	**21**	**183**	**628**
05:15 PM	**49**	62	24	135	18	101	**41**	160	13	60	10	83	15	131	21	167	545
05:30 PM	39	80	20	139	15	102	33	150	20	**78**	15	**113**	**20**	112	21	153	555
05:45 PM	39	85	**31**	155	18	**114**	25	157	21	57	**24**	102	9	120	21	150	564
Total Volume	175	342	100	617	70	429	128	627	75	261	59	395	60	509	84	653	2292
% App. Total	28.4	55.4	16.2		11.2	68.4	20.4		19	66.1	14.9		9.2	77.9	12.9		
PHF	.893	.743	.806	.820	.921	.941	.780	.980	.893	.837	.615	.874	.750	.872	1.00	.892	.912

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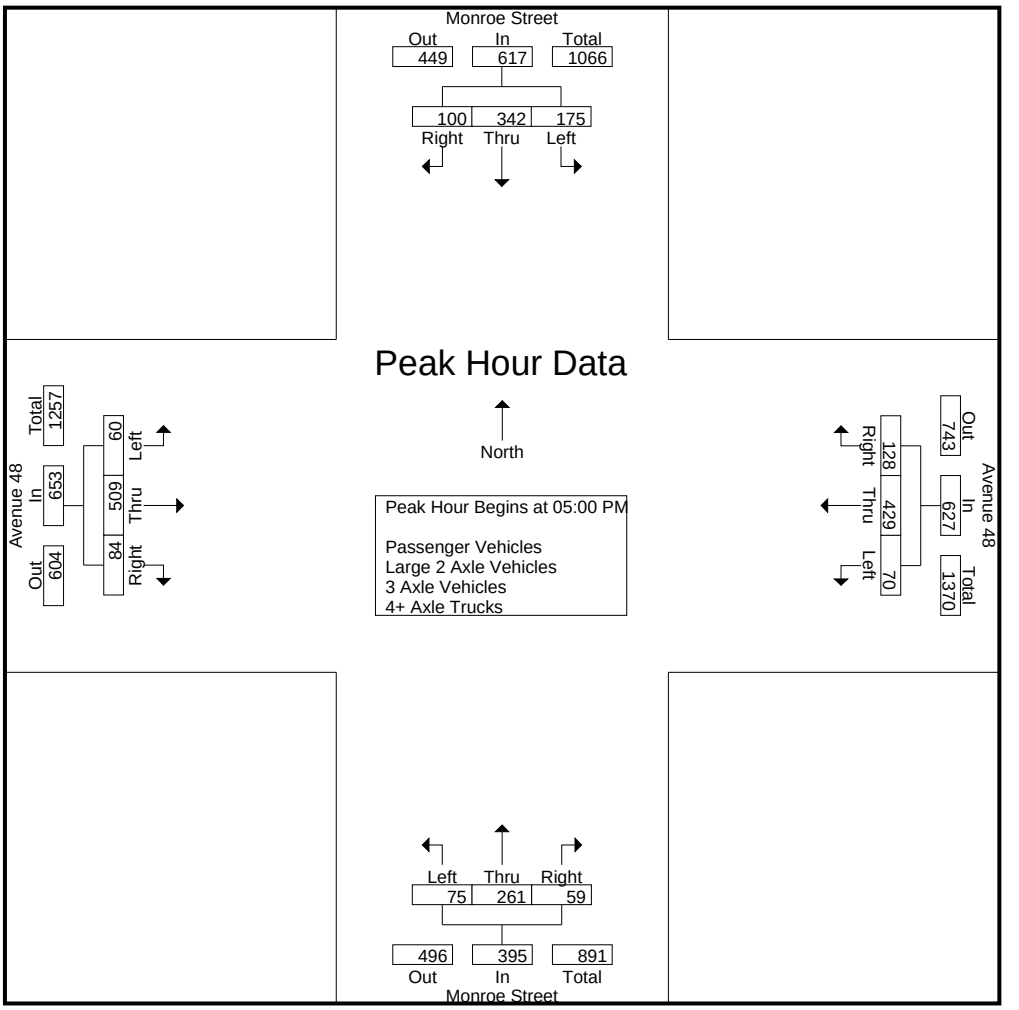
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	48	**115**	25	**188**	**19**	112	29	**160**	**21**	66	10	97	**31**	145	**26**	**202**
+15 mins.	**49**	62	24	135	18	101	**41**	160	13	60	10	83	26	115	23	164
+30 mins.	39	80	20	139	15	102	33	150	20	**78**	15	**113**	23	**147**	17	187
+45 mins.	39	85	**31**	155	18	**114**	25	157	21	57	**24**	102	26	118	12	156
Total Volume	175	342	100	617	70	429	128	627	75	261	59	395	106	525	78	709
% App. Total	28.4	55.4	16.2		11.2	68.4	20.4		19	66.1	14.9		15	74	11	
PHF	.893	.743	.806	.820	.921	.941	.780	.980	.893	.837	.615	.874	.855	.893	.750	.877

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	102	15	162	10	79	29	118	17	75	14	106	31	143	26	200	586
04:15 PM	31	83	28	142	15	110	30	155	19	58	13	90	25	115	23	163	550
04:30 PM	31	73	20	124	18	85	32	135	16	65	18	99	23	147	17	187	545
04:45 PM	26	84	16	126	16	82	28	126	15	63	14	92	26	118	12	156	500
Total	133	342	79	554	59	356	119	534	67	261	59	387	105	523	78	706	2181
05:00 PM	48	115	25	188	19	112	29	160	21	66	10	97	16	144	20	180	625
05:15 PM	49	62	24	135	18	100	40	158	13	60	10	83	15	131	21	167	543
05:30 PM	39	80	20	139	15	102	33	150	20	78	15	113	20	112	21	153	555
05:45 PM	38	85	31	154	18	113	25	156	21	54	23	98	9	118	21	148	556
Total	174	342	100	616	70	427	127	624	75	258	58	391	60	505	83	648	2279
Grand Total	307	684	179	1170	129	783	246	1158	142	519	117	778	165	1028	161	1354	4460
Apprch %	26.2	58.5	15.3		11.1	67.6	21.2		18.3	66.7	15		12.2	75.9	11.9		
Total %	6.9	15.3	4	26.2	2.9	17.6	5.5	26	3.2	11.6	2.6	17.4	3.7	23	3.6	30.4	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	48	**115**	25	**188**	**19**	112	29	**160**	**21**	66	10	97	16	**144**	20	**180**	**625**
05:15 PM	**49**	62	24	135	18	100	**40**	158	13	60	10	83	15	131	**21**	167	543
05:30 PM	39	80	20	139	15	102	33	150	20	**78**	15	**113**	**20**	112	21	153	555
05:45 PM	38	85	**31**	154	18	**113**	25	156	21	54	**23**	98	9	118	21	148	556
Total Volume	174	342	100	616	70	427	127	624	75	258	58	391	60	505	83	648	2279
% App. Total	28.2	55.5	16.2		11.2	68.4	20.4		19.2	66	14.8		9.3	77.9	12.8		
PHF	.888	.743	.806	.819	.921	.945	.794	.975	.893	.827	.630	.865	.750	.877	.988	.900	.912

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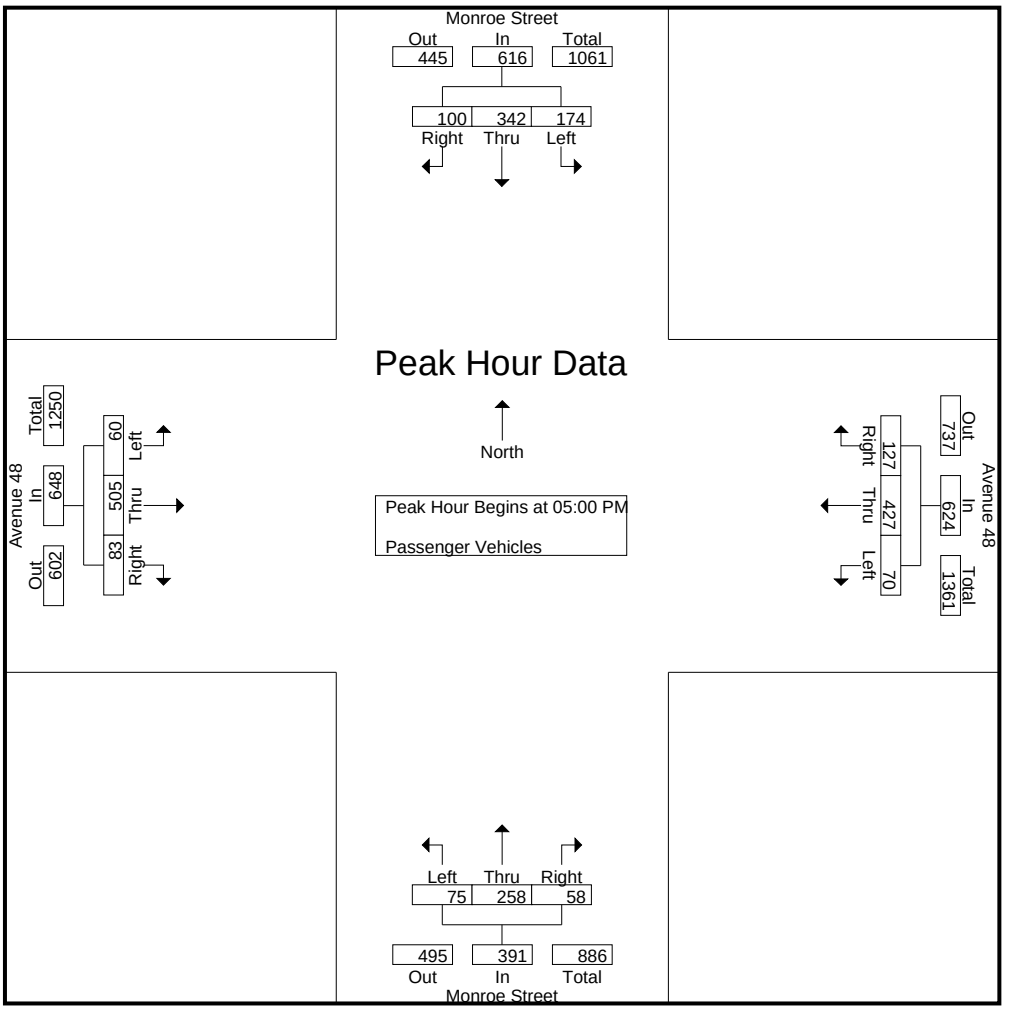
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	48	**115**	25	**188**	**19**	112	29	**160**	**21**	66	10	97	16	**144**	20	**180**
+15 mins.	**49**	62	24	135	18	100	**40**	158	13	60	10	83	15	131	**21**	167
+30 mins.	39	80	20	139	15	102	33	150	20	**78**	15	**113**	**20**	112	21	153
+45 mins.	38	85	**31**	154	18	**113**	25	156	21	54	**23**	98	9	118	21	148
Total Volume	174	342	100	616	70	427	127	624	75	258	58	391	60	505	83	648
% App. Total	28.2	55.5	16.2		11.2	68.4	20.4		19.2	66	14.8		9.3	77.9	12.8	
PHF	.888	.743	.806	.819	.921	.945	.794	.975	.893	.827	.630	.865	.750	.877	.988	.900

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
04:15 PM	0	0	0	0	0	4	1	5	0	0	0	0	1	0	0	1	6
04:30 PM	1	1	0	2	1	4	0	5	0	0	0	0	0	0	0	0	7
04:45 PM	1	1	0	2	0	0	1	1	1	0	1	2	0	0	0	0	5
Total	2	2	0	4	1	15	2	18	1	0	1	2	1	2	0	3	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	1	1	2	0	2	0	2	5
Total	1	0	0	1	0	1	1	2	0	1	1	2	0	3	1	4	9
Grand Total	3	2	0	5	1	16	3	20	1	1	2	4	1	5	1	7	36
Apprch %	60	40	0		5	80	15		25	25	50		14.3	71.4	14.3		
Total %	8.3	5.6	0	13.9	2.8	44.4	8.3	55.6	2.8	2.8	5.6	11.1	2.8	13.9	2.8	19.4	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**	2
05:15 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	**1**	**2**	0	**2**	0	2	**5**
Total Volume	1	0	0	1	0	1	1	2	0	1	1	2	0	3	1	4	9
% App. Total	100	0	0		0	50	50		0	50	50		0	75	25		
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.250	.250	.250	.000	.375	.250	.500	.450

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City of Indio
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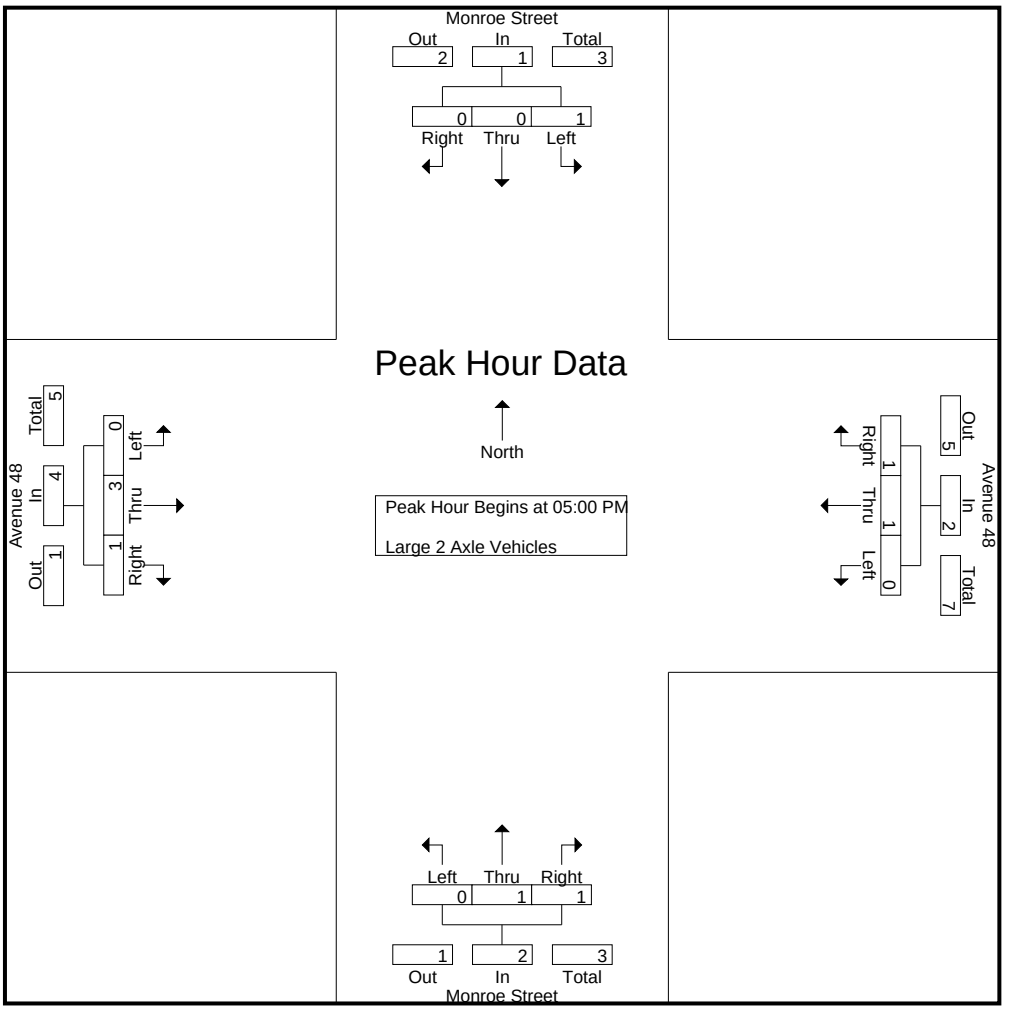
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	**2**
+15 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	**1**	**1**	**2**	0	**2**	0	2
Total Volume	1	0	0	1	0	1	1	2	0	1	1	2	0	3	1	4
% App. Total	100	0	0		0	50	50		0	50	50		0	75	25	
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.250	.250	.250	.000	.375	.250	.500

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
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Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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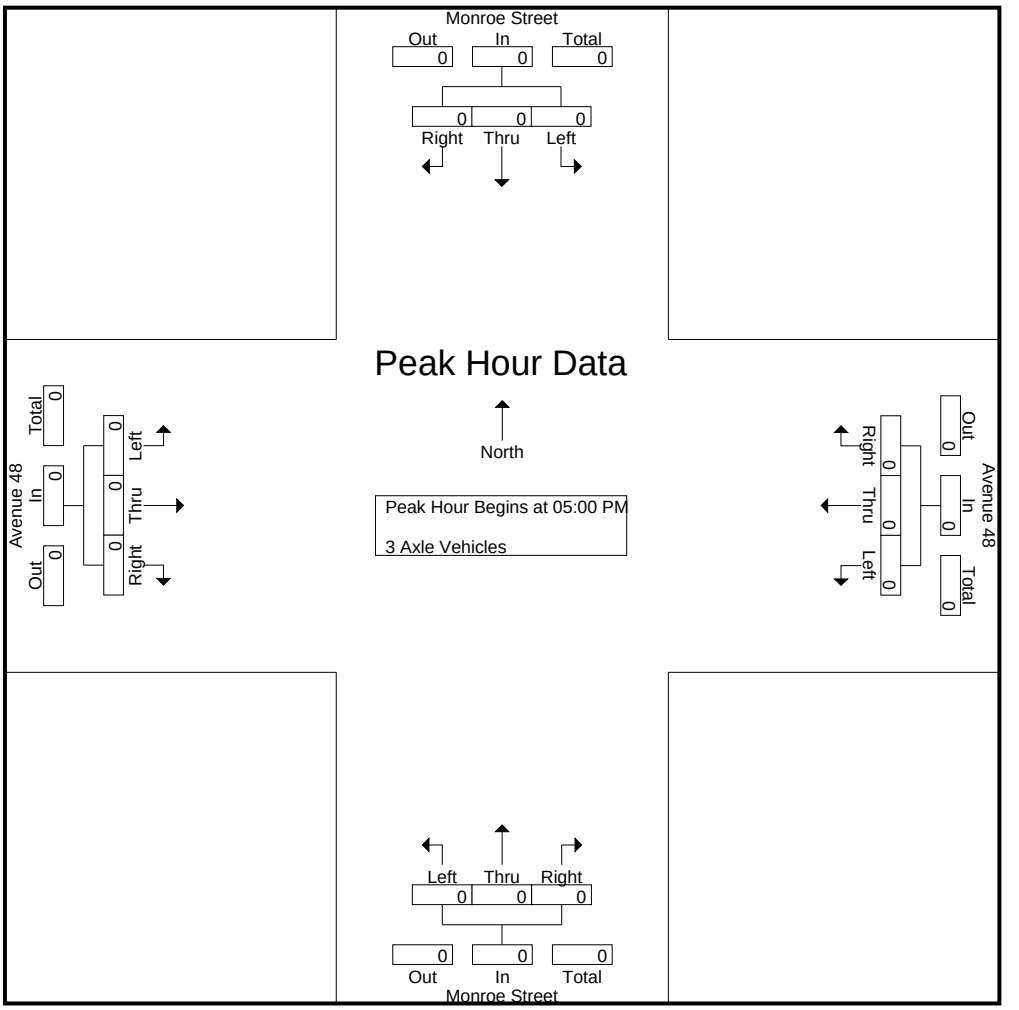
City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Avenue 48
Weather: Clear

File Name : 04_IND_Monroe_Ave 48 PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
Grand Total	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
Apprch %	0	100	0		0	100	0		0	100	0		0	100	0		
Total %	0	20	0	20	0	20	0	20	0	40	0	40	0	20	0	20	

	Monroe Street Southbound				Avenue 48 Westbound				Monroe Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**3**
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.333

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City of Indio
N/S: Monroe Street
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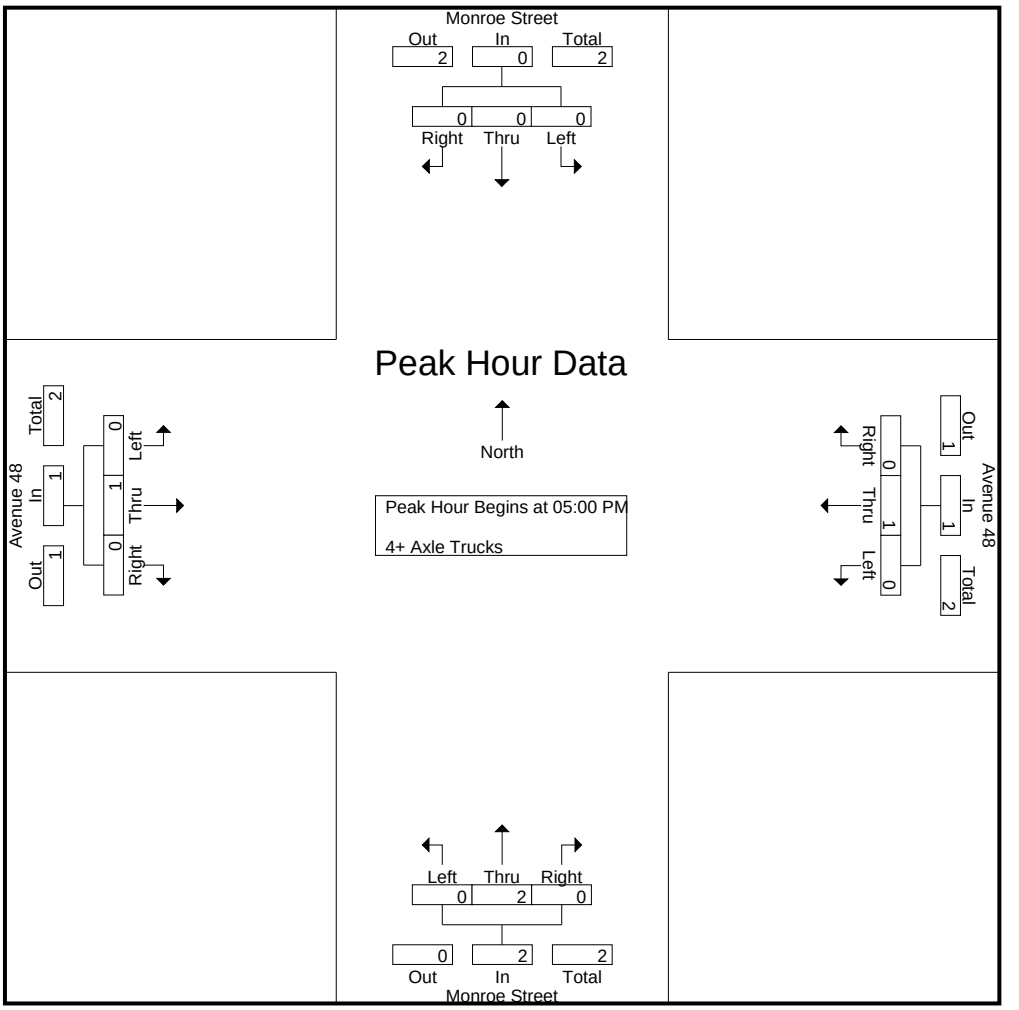

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	84	61	145	3	1	32	36	64	84	0	148	0	0	0	0	329
07:15 AM	0	90	93	183	4	1	45	50	42	89	0	131	0	0	0	0	364
07:30 AM	0	136	128	264	20	0	45	65	53	108	0	161	0	0	0	0	490
07:45 AM	0	153	94	247	15	0	46	61	72	168	0	240	0	0	0	0	548
Total	0	463	376	839	42	2	168	212	231	449	0	680	0	0	0	0	1731
08:00 AM	0	100	81	181	18	0	37	55	48	194	0	242	0	0	0	0	478
08:15 AM	0	114	56	170	5	0	54	59	54	151	0	205	0	0	0	0	434
08:30 AM	0	131	68	199	7	0	44	51	36	111	0	147	0	0	0	0	397
08:45 AM	0	119	63	182	2	0	40	42	50	148	0	198	0	0	0	0	422
Total	0	464	268	732	32	0	175	207	188	604	0	792	0	0	0	0	1731
Grand Total	0	927	644	1571	74	2	343	419	419	1053	0	1472	0	0	0	0	3462
Apprch %	0	59	41		17.7	0.5	81.9		28.5	71.5	0		0	0	0		
Total %	0	26.8	18.6	45.4	2.1	0.1	9.9	12.1	12.1	30.4	0	42.5	0	0	0	0	
Passenger Vehicles	0	901	626	1527	74	1	336	411	397	1024	0	1421	0	0	0	0	3359
% Passenger Vehicles	0	97.2	97.2	97.2	100	50	98	98.1	94.7	97.2	0	96.5	0	0	0	0	97
Large 2 Axle Vehicles	0	11	10	21	0	0	4	4	12	21	0	33	0	0	0	0	58
% Large 2 Axle Vehicles	0	1.2	1.6	1.3	0	0	1.2	1	2.9	2	0	2.2	0	0	0	0	1.7
3 Axle Vehicles	0	3	2	5	0	1	1	2	5	2	0	7	0	0	0	0	14
% 3 Axle Vehicles	0	0.3	0.3	0.3	0	50	0.3	0.5	1.2	0.2	0	0.5	0	0	0	0	0.4
4+ Axle Trucks	0	12	6	18	0	0	2	2	5	6	0	11	0	0	0	0	31
% 4+ Axle Trucks	0	1.3	0.9	1.1	0	0	0.6	0.5	1.2	0.6	0	0.7	0	0	0	0	0.9

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	136	**128**	**264**	**20**	0	45	**65**	53	108	0	161	0	0	0	0	490
07:45 AM	0	**153**	94	247	15	0	46	61	**72**	168	0	240	0	0	0	0	**548**
08:00 AM	0	100	81	181	18	0	37	55	48	**194**	0	**242**	0	0	0	0	478
08:15 AM	0	114	56	170	5	0	**54**	59	54	151	0	205	0	0	0	0	434
Total Volume	0	503	359	862	58	0	182	240	227	621	0	848	0	0	0	0	1950
% App. Total	0	58.4	41.6		24.2	0	75.8		26.8	73.2	0		0	0	0		
PHF	.000	.822	.701	.816	.725	.000	.843	.923	.788	.800	.000	.876	.000	.000	.000	.000	.890

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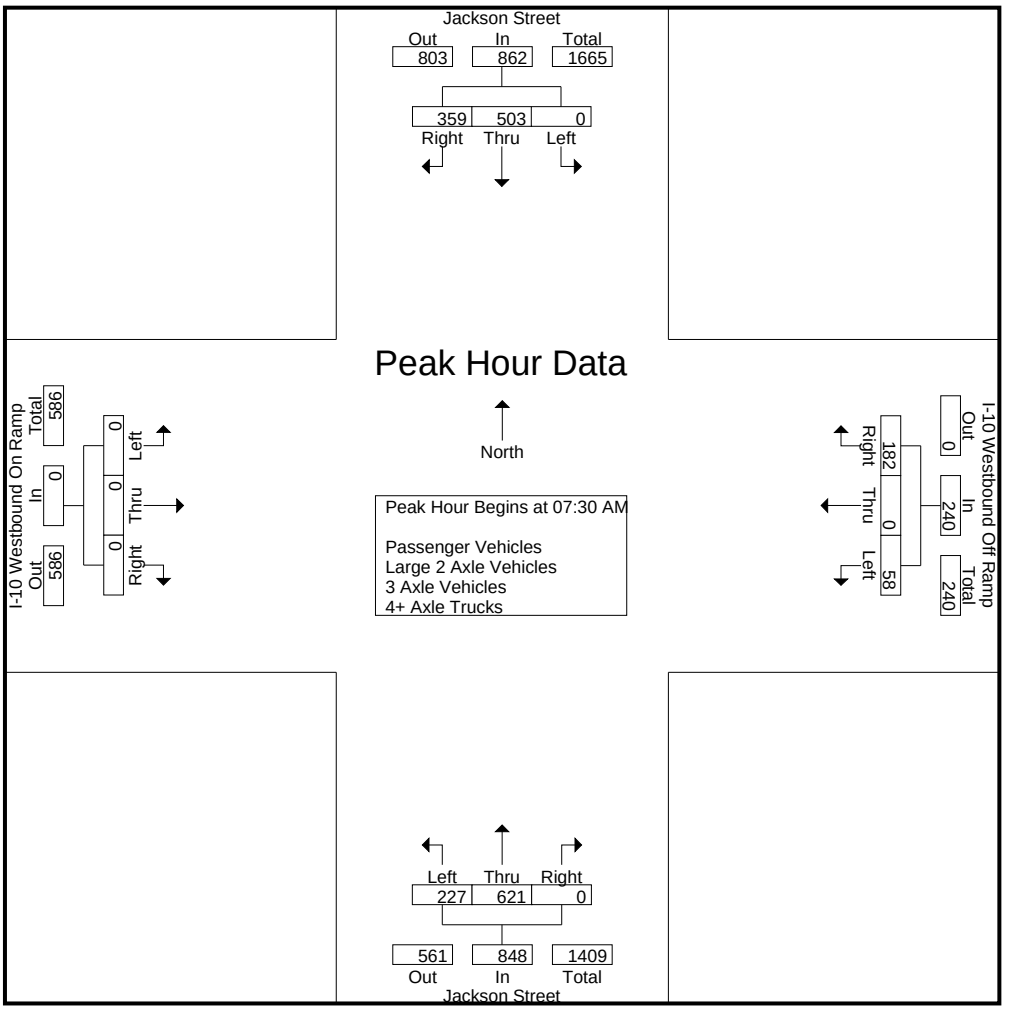
City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:00 AM			
+0 mins.	0	90	93	183	**20**	0	45	**65**	53	108	0	161	0	0	0	0
+15 mins.	0	136	**128**	**264**	15	0	46	61	**72**	168	0	240	0	0	0	0
+30 mins.	0	**153**	94	247	18	0	37	55	48	**194**	0	**242**	0	0	0	0
+45 mins.	0	100	81	181	5	0	**54**	59	54	151	0	205	0	0	0	0
Total Volume	0	479	396	875	58	0	182	240	227	621	0	848	0	0	0	0
% App. Total	0	54.7	45.3		24.2	0	75.8		26.8	73.2	0		0	0	0	
PHF	.000	.783	.773	.829	.725	.000	.843	.923	.788	.800	.000	.876	.000	.000	.000	.000

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City of Indio
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	82	59	141	3	0	32	35	60	82	0	142	0	0	0	0	318
07:15 AM	0	87	90	177	4	1	45	50	41	84	0	125	0	0	0	0	352
07:30 AM	0	132	127	259	20	0	41	61	52	106	0	158	0	0	0	0	478
07:45 AM	0	148	93	241	15	0	46	61	69	164	0	233	0	0	0	0	535
Total	0	449	369	818	42	1	164	207	222	436	0	658	0	0	0	0	1683
08:00 AM	0	97	78	175	18	0	36	54	44	189	0	233	0	0	0	0	462
08:15 AM	0	111	54	165	5	0	54	59	49	144	0	193	0	0	0	0	417
08:30 AM	0	126	65	191	7	0	43	50	35	110	0	145	0	0	0	0	386
08:45 AM	0	118	60	178	2	0	39	41	47	145	0	192	0	0	0	0	411
Total	0	452	257	709	32	0	172	204	175	588	0	763	0	0	0	0	1676
Grand Total	0	901	626	1527	74	1	336	411	397	1024	0	1421	0	0	0	0	3359
Apprch %	0	59	41		18	0.2	81.8		27.9	72.1	0		0	0	0		
Total %	0	26.8	18.6	45.5	2.2	0	10	12.2	11.8	30.5	0	42.3	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	132	**127**	**259**	**20**	0	41	**61**	52	106	0	158	0	0	0	0	478
07:45 AM	0	**148**	93	241	15	0	46	61	**69**	164	0	**233**	0	0	0	0	**535**
08:00 AM	0	97	78	175	18	0	36	54	44	**189**	0	233	0	0	0	0	462
08:15 AM	0	111	54	165	5	0	**54**	59	49	144	0	193	0	0	0	0	417
Total Volume	0	488	352	840	58	0	177	235	214	603	0	817	0	0	0	0	1892
% App. Total	0	58.1	41.9		24.7	0	75.3		26.2	73.8	0		0	0	0		
PHF	.000	.824	.693	.811	.725	.000	.819	.963	.775	.798	.000	.877	.000	.000	.000	.000	.884

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File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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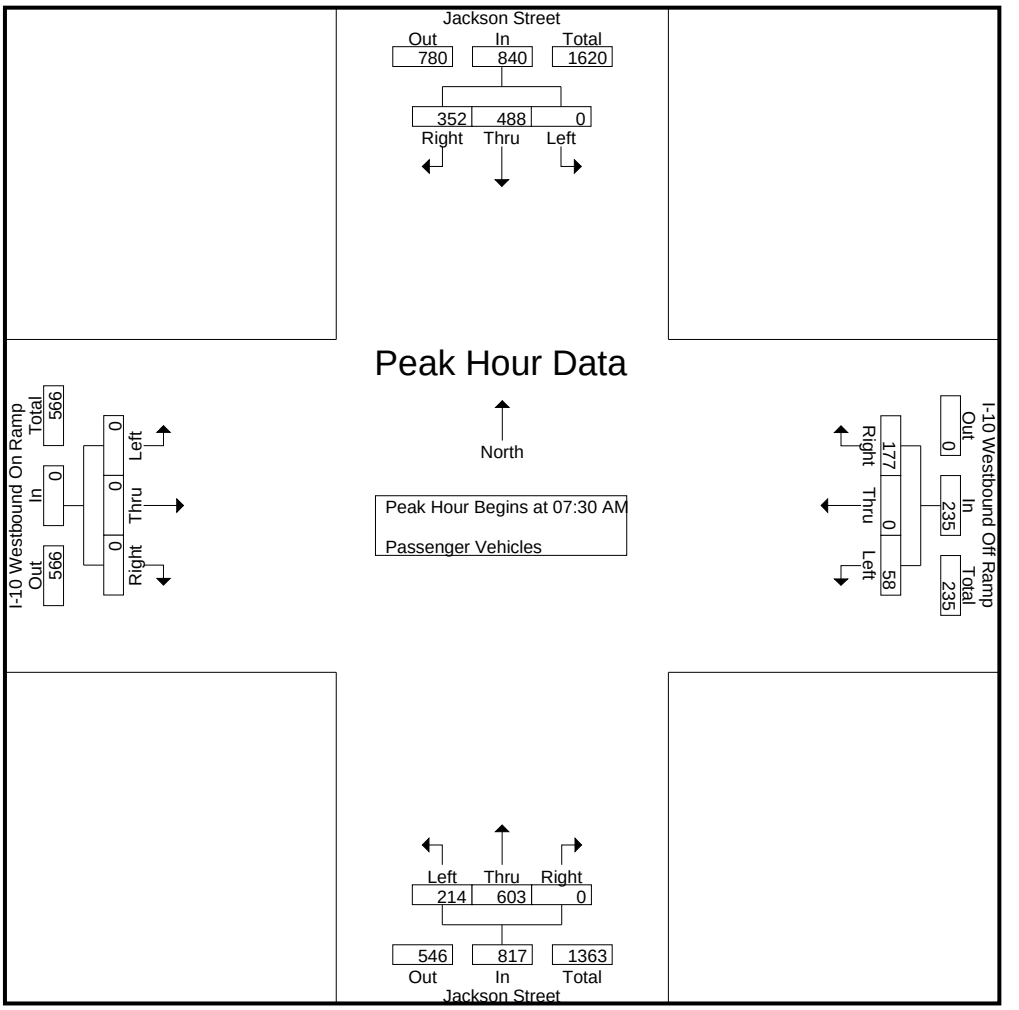

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	132	**127**	**259**	**20**	0	41	**61**	52	106	0	158	0	0	0	0
+15 mins.	0	**148**	93	241	15	0	46	61	**69**	164	0	**233**	0	0	0	0
+30 mins.	0	97	78	175	18	0	36	54	44	**189**	0	233	0	0	0	0
+45 mins.	0	111	54	165	5	0	**54**	59	49	144	0	193	0	0	0	0
Total Volume	0	488	352	840	58	0	177	235	214	603	0	817	0	0	0	0
% App. Total	0	58.1	41.9		24.7	0	75.3		26.2	73.8	0		0	0	0	
PHF	.000	.824	.693	.811	.725	.000	.819	.963	.775	.798	.000	.877	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	2	1	0	3	0	0	0	0	4
07:15 AM	0	2	1	3	0	0	0	0	0	4	0	4	0	0	0	0	7
07:30 AM	0	2	1	3	0	0	2	2	1	2	0	3	0	0	0	0	8
07:45 AM	0	3	0	3	0	0	0	0	2	4	0	6	0	0	0	0	9
Total	0	7	3	10	0	0	2	2	5	11	0	16	0	0	0	0	28
08:00 AM	0	2	2	4	0	0	1	1	2	2	0	4	0	0	0	0	9
08:15 AM	0	1	2	3	0	0	0	0	2	6	0	8	0	0	0	0	11
08:30 AM	0	1	2	3	0	0	1	1	1	0	0	1	0	0	0	0	5
08:45 AM	0	0	1	1	0	0	0	0	2	2	0	4	0	0	0	0	5
Total	0	4	7	11	0	0	2	2	7	10	0	17	0	0	0	0	30
Grand Total	0	11	10	21	0	0	4	4	12	21	0	33	0	0	0	0	58
Apprch %	0	52.4	47.6		0	0	100		36.4	63.6	0		0	0	0		
Total %	0	19	17.2	36.2	0	0	6.9	6.9	20.7	36.2	0	56.9	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	1	3	0	0	**2**	**2**	1	2	0	3	0	0	0	0	8
07:45 AM	0	**3**	0	3	0	0	0	0	**2**	4	0	6	0	0	0	0	9
08:00 AM	0	2	**2**	**4**	0	0	1	1	2	2	0	4	0	0	0	0	9
08:15 AM	0	1	2	3	0	0	0	0	2	**6**	0	**8**	0	0	0	0	**11**
Total Volume	0	8	5	13	0	0	3	3	7	14	0	21	0	0	0	0	37
% App. Total	0	61.5	38.5		0	0	100		33.3	66.7	0		0	0	0		
PHF	.000	.667	.625	.813	.000	.000	.375	.375	.875	.583	.000	.656	.000	.000	.000	.000	.841

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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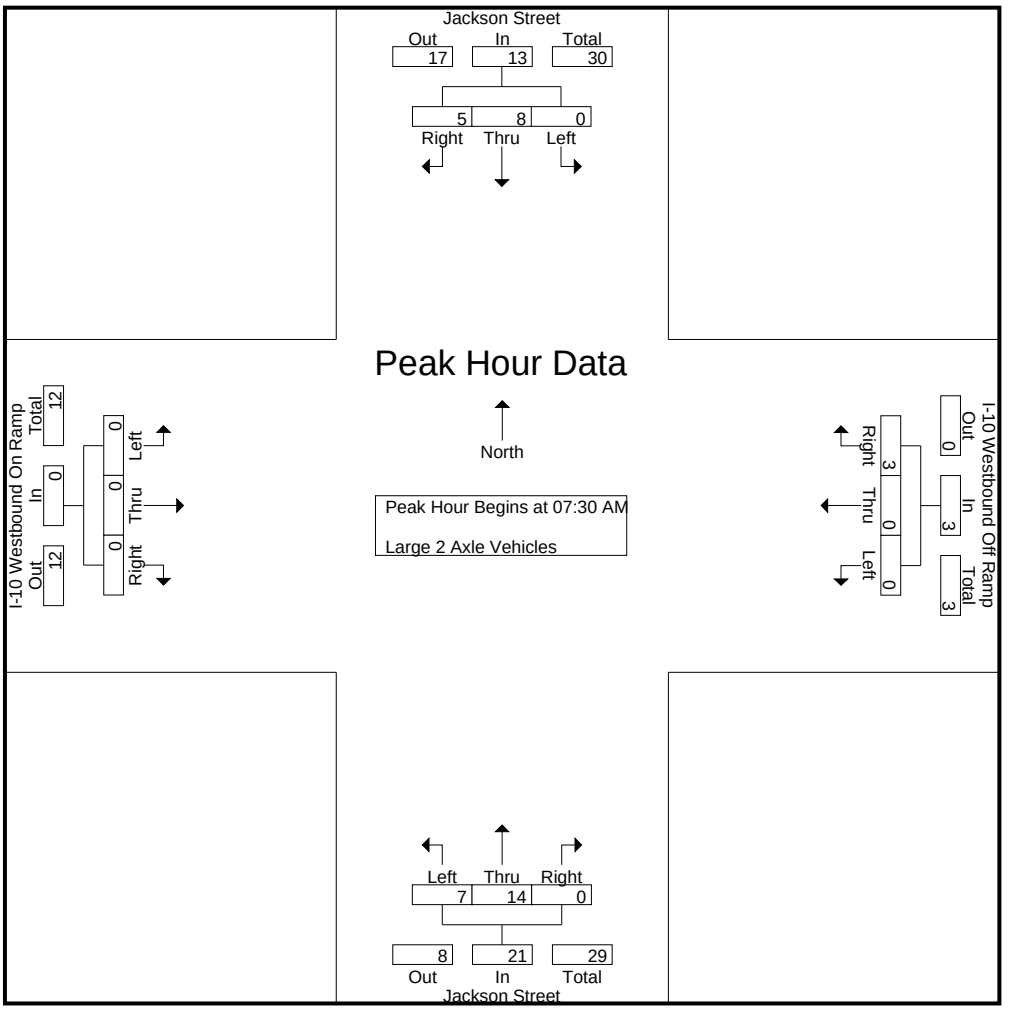

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	1	3	0	0	**2**	**2**	1	2	0	3	0	0	0	0
+15 mins.	0	**3**	0	3	0	0	0	0	**2**	4	0	6	0	0	0	0
+30 mins.	0	2	**2**	**4**	0	0	1	1	2	2	0	4	0	0	0	0
+45 mins.	0	1	2	3	0	0	0	0	2	**6**	0	**8**	0	0	0	0
Total Volume	0	8	5	13	0	0	3	3	7	14	0	21	0	0	0	0
% App. Total	0	61.5	38.5		0	0	100		33.3	66.7	0		0	0	0	
PHF	.000	.667	.625	.813	.000	.000	.375	.375	.875	.583	.000	.656	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
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Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	0	1	1	2	0	1	1	2	2	0	0	2	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:30 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	3	2	0	5	0	0	0	0	8
Grand Total	0	3	2	5	0	1	1	2	5	2	0	7	0	0	0	0	14
Apprch %	0	60	40		0	50	50		71.4	28.6	0		0	0	0		
Total %	0	21.4	14.3	35.7	0	7.1	7.1	14.3	35.7	14.3	0	50	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	**1**	**1**	**2**	0	0	0	0	1	0	0	1	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	1	**1**	0	**2**	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	2
Total Volume	0	1	1	2	0	0	1	1	4	1	0	5	0	0	0	0	8
% App. Total	0	50	50		0	0	100		80	20	0		0	0	0		
PHF	.000	.250	.250	.250	.000	.000	.250	.250	.500	.250	.000	.625	.000	.000	.000	.000	.667

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
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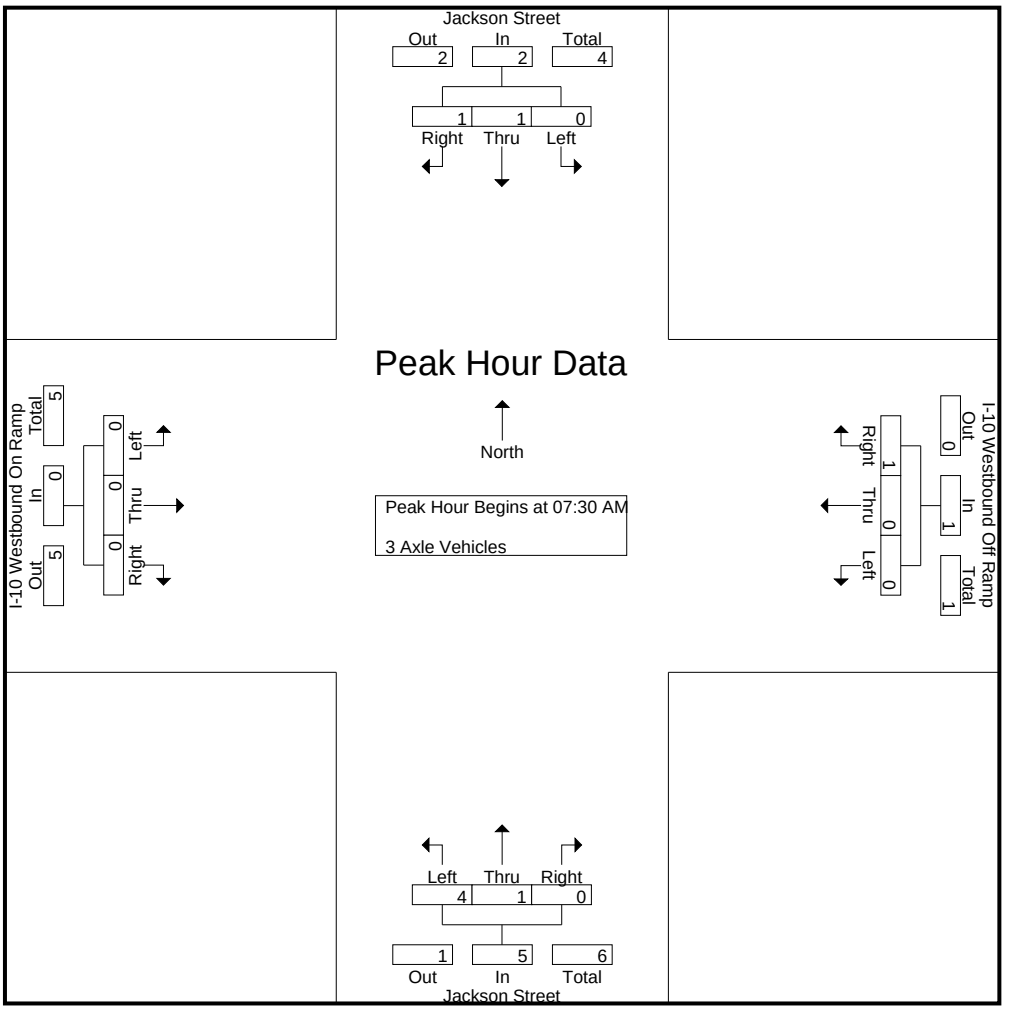

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	**2**	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	**1**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0
Total Volume	0	1	1	2	0	0	1	1	4	1	0	5	0	0	0	0
% App. Total	0	50	50		0	0	100		80	20	0		0	0	0	
PHF	.000	.250	.250	.250	.000	.000	.250	.250	.500	.250	.000	.625	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:15 AM	0	1	2	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:30 AM	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	3	9	0	0	1	1	2	2	0	4	0	0	0	0	14
08:00 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	1	2	3	0	0	1	1	1	0	0	1	0	0	0	0	5
Total	0	6	3	9	0	0	1	1	3	4	0	7	0	0	0	0	17
Grand Total	0	12	6	18	0	0	2	2	5	6	0	11	0	0	0	0	31
Apprch %	0	66.7	33.3		0	0	100		45.5	54.5	0		0	0	0		
Total %	0	38.7	19.4	58.1	0	0	6.5	6.5	16.1	19.4	0	35.5	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	**1**	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**5**
08:15 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
Total Volume	0	6	1	7	0	0	1	1	2	3	0	5	0	0	0	0	13
% App. Total	0	85.7	14.3		0	0	100		40	60	0		0	0	0		
PHF	.000	.750	.250	.875	.000	.000	.250	.250	.500	.375	.000	.417	.000	.000	.000	.000	.650

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W AM
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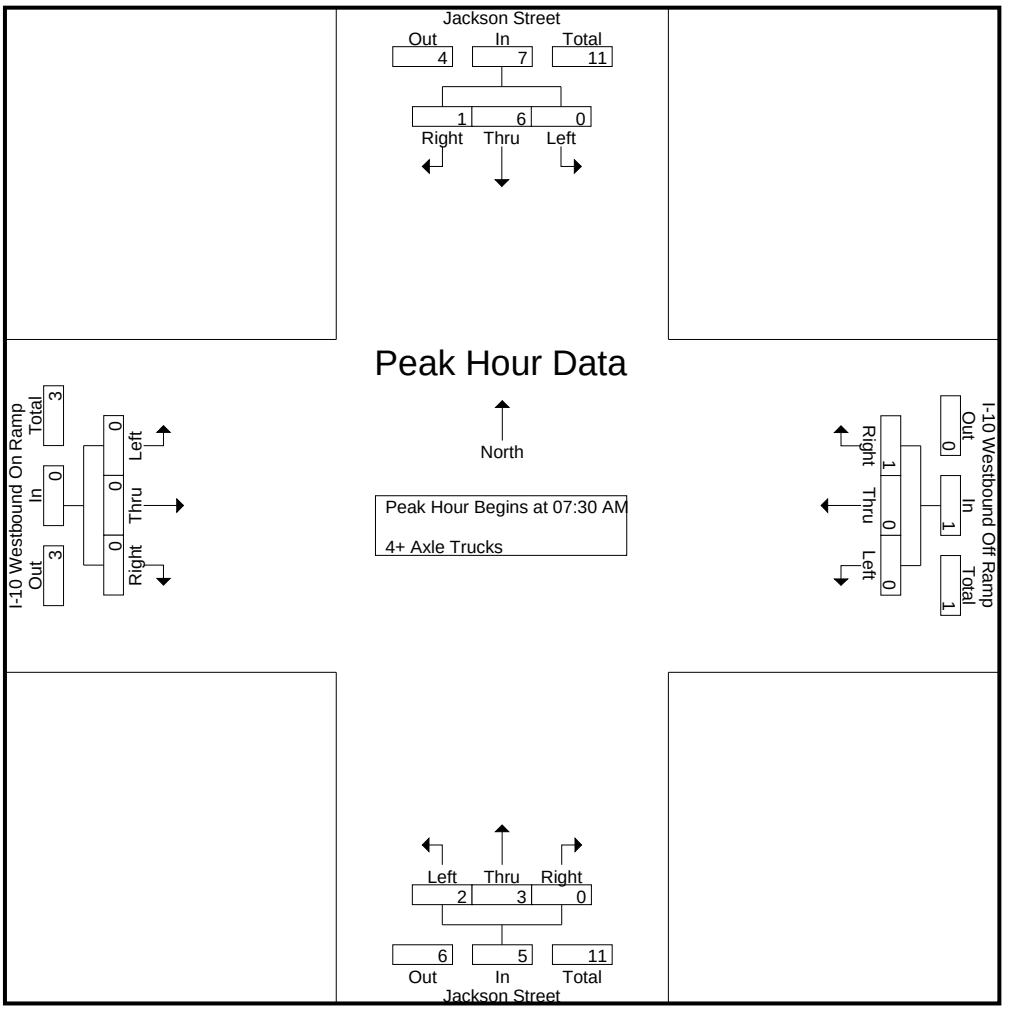

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	**1**	2	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0
Total Volume	0	6	1	7	0	0	1	1	2	3	0	5	0	0	0	0
% App. Total	0	85.7	14.3		0	0	100		40	60	0		0	0	0	
PHF	.000	.750	.250	.875	.000	.000	.250	.250	.500	.375	.000	.417	.000	.000	.000	.000

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City of Indio
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	187	67	254	10	1	58	69	25	188	0	213	0	0	0	0	536
04:15 PM	0	164	62	226	9	0	60	69	29	177	0	206	0	0	0	0	501
04:30 PM	0	141	42	183	8	0	57	65	54	188	0	242	0	0	0	0	490
04:45 PM	0	141	48	189	5	1	56	62	37	172	0	209	0	0	0	0	460
Total	0	633	219	852	32	2	231	265	145	725	0	870	0	0	0	0	1987
05:00 PM	0	141	50	191	9	2	54	65	45	175	0	220	0	0	0	0	476
05:15 PM	0	133	67	200	8	0	57	65	24	203	0	227	0	0	0	0	492
05:30 PM	0	156	68	224	4	0	45	49	31	195	0	226	0	0	0	0	499
05:45 PM	0	151	45	196	6	0	47	53	29	212	0	241	0	0	0	0	490
Total	0	581	230	811	27	2	203	232	129	785	0	914	0	0	0	0	1957
Grand Total	0	1214	449	1663	59	4	434	497	274	1510	0	1784	0	0	0	0	3944
Apprch %	0	73	27		11.9	0.8	87.3		15.4	84.6	0		0	0	0		
Total %	0	30.8	11.4	42.2	1.5	0.1	11	12.6	6.9	38.3	0	45.2	0	0	0	0	
Passenger Vehicles	0	1201	441	1642	58	4	430	492	264	1493	0	1757	0	0	0	0	3891
% Passenger Vehicles	0	98.9	98.2	98.7	98.3	100	99.1	99	96.4	98.9	0	98.5	0	0	0	0	98.7
Large 2 Axle Vehicles	0	9	6	15	1	0	1	2	6	11	0	17	0	0	0	0	34
% Large 2 Axle Vehicles	0	0.7	1.3	0.9	1.7	0	0.2	0.4	2.2	0.7	0	1	0	0	0	0	0.9
3 Axle Vehicles	0	0	1	1	0	0	0	0	1	2	0	3	0	0	0	0	4
% 3 Axle Vehicles	0	0	0.2	0.1	0	0	0	0	0.4	0.1	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	4	1	5	0	0	3	3	3	4	0	7	0	0	0	0	15
% 4+ Axle Trucks	0	0.3	0.2	0.3	0	0	0.7	0.6	1.1	0.3	0	0.4	0	0	0	0	0.4

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**187**	**67**	**254**	**10**	**1**	58	**69**	25	**188**	0	213	0	0	0	0	**536**
04:15 PM	0	164	62	226	9	0	**60**	69	29	177	0	206	0	0	0	0	501
04:30 PM	0	141	42	183	8	0	57	65	**54**	188	0	**242**	0	0	0	0	490
04:45 PM	0	141	48	189	5	1	56	62	37	172	0	209	0	0	0	0	460
Total Volume	0	633	219	852	32	2	231	265	145	725	0	870	0	0	0	0	1987
% App. Total	0	74.3	25.7		12.1	0.8	87.2		16.7	83.3	0		0	0	0		
PHF	.000	.846	.817	.839	.800	.500	.963	.960	.671	.964	.000	.899	.000	.000	.000	.000	.927

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File Name : 05_IND_Jack_10W PM
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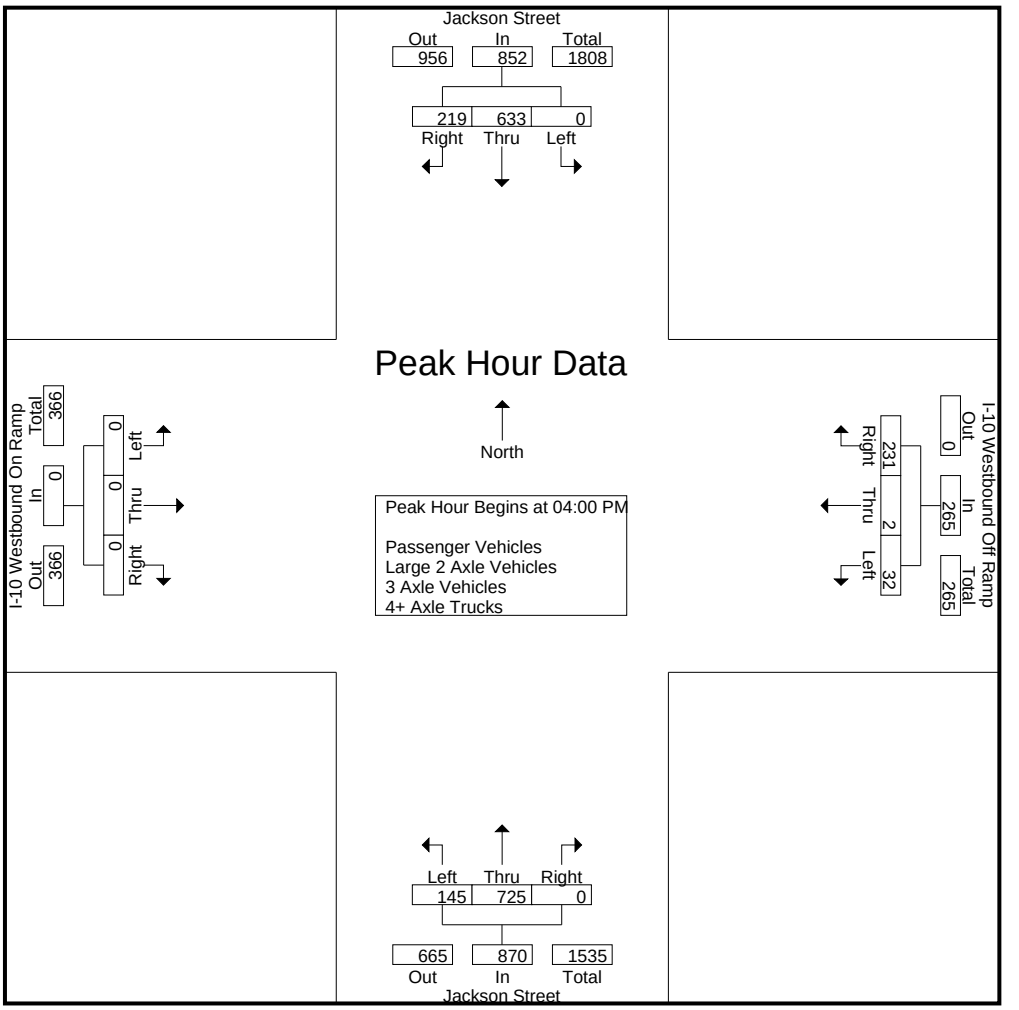

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	**187**	**67**	**254**	**10**	**1**	58	**69**	**45**	175	0	220	0	0	0	0
+15 mins.	0	164	62	226	9	0	**60**	69	24	203	0	227	0	0	0	0
+30 mins.	0	141	42	183	8	0	57	65	31	195	0	226	0	0	0	0
+45 mins.	0	141	48	189	5	1	56	62	29	**212**	0	**241**	0	0	0	0
Total Volume	0	633	219	852	32	2	231	265	129	785	0	914	0	0	0	0
% App. Total	0	74.3	25.7		12.1	0.8	87.2		14.1	85.9	0		0	0	0	
PHF	.000	.846	.817	.839	.800	.500	.963	.960	.717	.926	.000	.948	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	184	65	249	9	1	57	67	25	187	0	212	0	0	0	0	528
04:15 PM	0	164	59	223	9	0	59	68	27	176	0	203	0	0	0	0	494
04:30 PM	0	137	42	179	8	0	56	64	52	185	0	237	0	0	0	0	480
04:45 PM	0	141	47	188	5	1	55	61	35	169	0	204	0	0	0	0	453
Total	0	626	213	839	31	2	227	260	139	717	0	856	0	0	0	0	1955
05:00 PM	0	140	50	190	9	2	54	65	45	174	0	219	0	0	0	0	474
05:15 PM	0	131	66	197	8	0	57	65	23	198	0	221	0	0	0	0	483
05:30 PM	0	153	68	221	4	0	45	49	29	193	0	222	0	0	0	0	492
05:45 PM	0	151	44	195	6	0	47	53	28	211	0	239	0	0	0	0	487
Total	0	575	228	803	27	2	203	232	125	776	0	901	0	0	0	0	1936
Grand Total	0	1201	441	1642	58	4	430	492	264	1493	0	1757	0	0	0	0	3891
Apprch %	0	73.1	26.9		11.8	0.8	87.4		15	85	0		0	0	0		
Total %	0	30.9	11.3	42.2	1.5	0.1	11.1	12.6	6.8	38.4	0	45.2	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**184**	**65**	**249**	**9**	**1**	57	67	25	**187**	0	212	0	0	0	0	**528**
04:15 PM	0	164	59	223	9	0	**59**	**68**	27	176	0	203	0	0	0	0	494
04:30 PM	0	137	42	179	8	0	56	64	**52**	185	0	**237**	0	0	0	0	480
04:45 PM	0	141	47	188	5	1	55	61	35	169	0	204	0	0	0	0	453
Total Volume	0	626	213	839	31	2	227	260	139	717	0	856	0	0	0	0	1955
% App. Total	0	74.6	25.4		11.9	0.8	87.3		16.2	83.8	0		0	0	0		
PHF	.000	.851	.819	.842	.861	.500	.962	.956	.668	.959	.000	.903	.000	.000	.000	.000	.926

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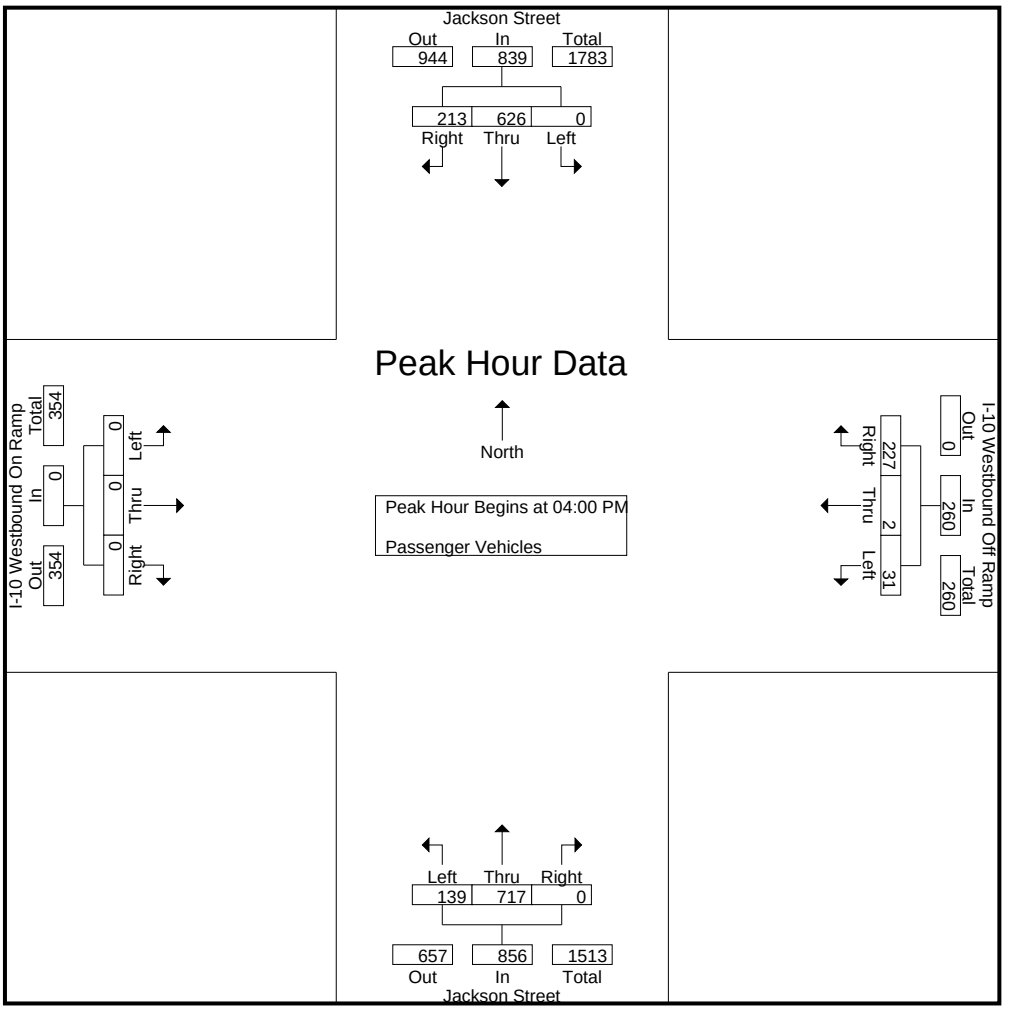

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**184**	**65**	**249**	**9**	**1**	57	67	25	**187**	0	212	0	0	0	0
+15 mins.	0	164	59	223	9	0	**59**	**68**	27	176	0	203	0	0	0	0
+30 mins.	0	137	42	179	8	0	56	64	**52**	185	0	**237**	0	0	0	0
+45 mins.	0	141	47	188	5	1	55	61	35	169	0	204	0	0	0	0
Total Volume	0	626	213	839	31	2	227	260	139	717	0	856	0	0	0	0
% App. Total	0	74.6	25.4		11.9	0.8	87.3		16.2	83.8	0		0	0	0	
PHF	.000	.851	.819	.842	.861	.500	.962	.956	.668	.959	.000	.903	.000	.000	.000	.000

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City of Indio
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Weather: Clear

File Name : 05_IND_Jack_10W PM
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	1	0	0	1	0	1	0	1	0	0	0	0	5
04:15 PM	0	0	3	3	0	0	0	0	2	1	0	3	0	0	0	0	6
04:30 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	1	1	0	0	1	1	2	3	0	5	0	0	0	0	7
Total	0	6	4	10	1	0	1	2	5	5	0	10	0	0	0	0	22
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Total	0	3	2	5	0	0	0	0	1	6	0	7	0	0	0	0	12
Grand Total	0	9	6	15	1	0	1	2	6	11	0	17	0	0	0	0	34
Apprch %	0	60	40		50	0	50		35.3	64.7	0		0	0	0		
Total %	0	26.5	17.6	44.1	2.9	0	2.9	5.9	17.6	32.4	0	50	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	**1**	0	0	**1**	0	1	0	1	0	0	0	0	5
04:15 PM	0	0	**3**	3	0	0	0	0	**2**	1	0	3	0	0	0	0	6
04:30 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
04:45 PM	0	0	1	1	0	0	**1**	1	2	**3**	0	**5**	0	0	0	0	**7**
Total Volume	0	6	4	10	1	0	1	2	5	5	0	10	0	0	0	0	22
% App. Total	0	60	40		50	0	50		50	50	0		0	0	0		
PHF	.000	.500	.333	.833	.250	.000	.250	.500	.625	.417	.000	.500	.000	.000	.000	.000	.786

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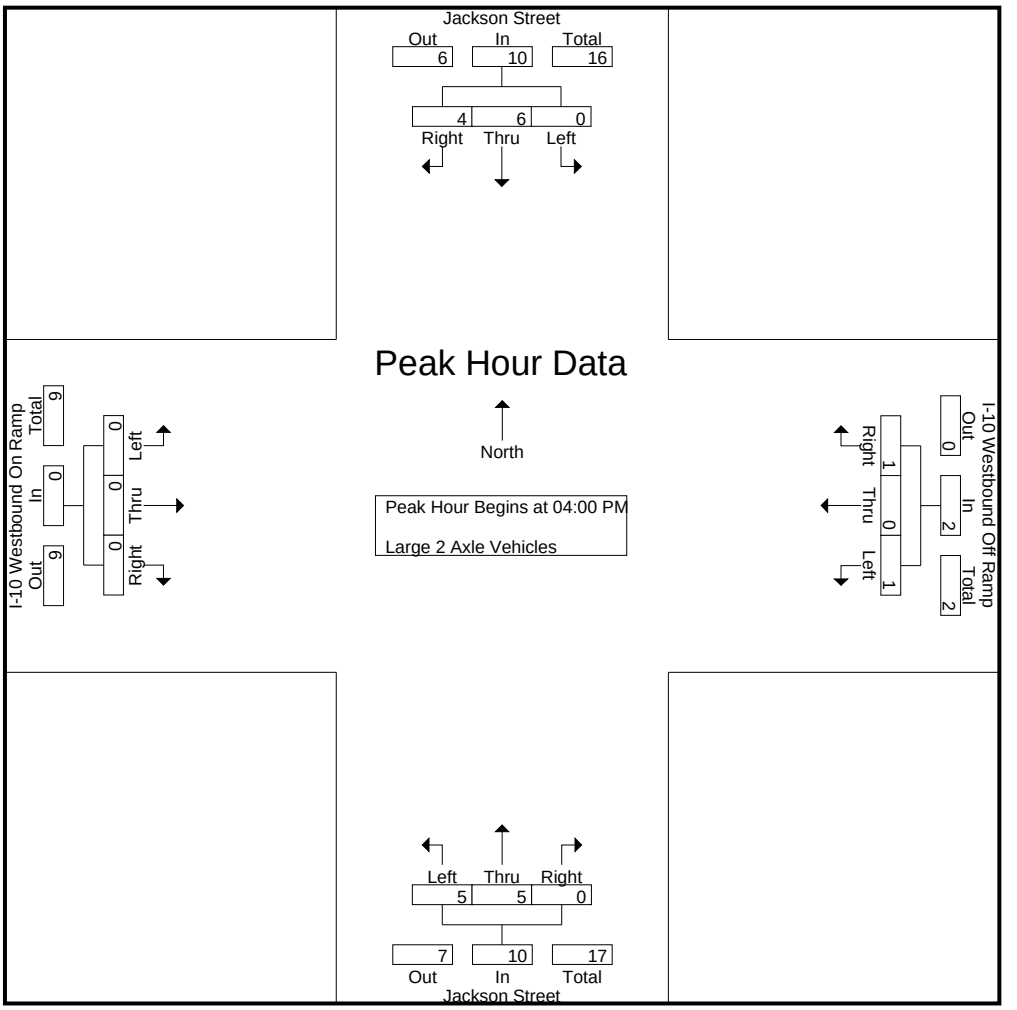

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+15 mins.	0	0	**3**	3	0	0	0	0	**2**	1	0	3	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	1	1	0	0	**1**	1	2	**3**	0	**5**	0	0	0	0
Total Volume	0	6	4	10	1	0	1	2	5	5	0	10	0	0	0	0
% App. Total	0	60	40		50	0	50		50	50	0		0	0	0	
PHF	.000	.500	.333	.833	.250	.000	.250	.500	.625	.417	.000	.500	.000	.000	.000	.000

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City of Indio
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Grand Total	0	0	1	1	0	0	0	0	1	2	0	3	0	0	0	0	4
Apprch %	0	0	100		0	0	0		33.3	66.7	0		0	0	0		
Total %	0	0	25	25	0	0	0	0	25	50	0	75	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Indio
N/S: Jackson Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 05_IND_Jack_10W PM
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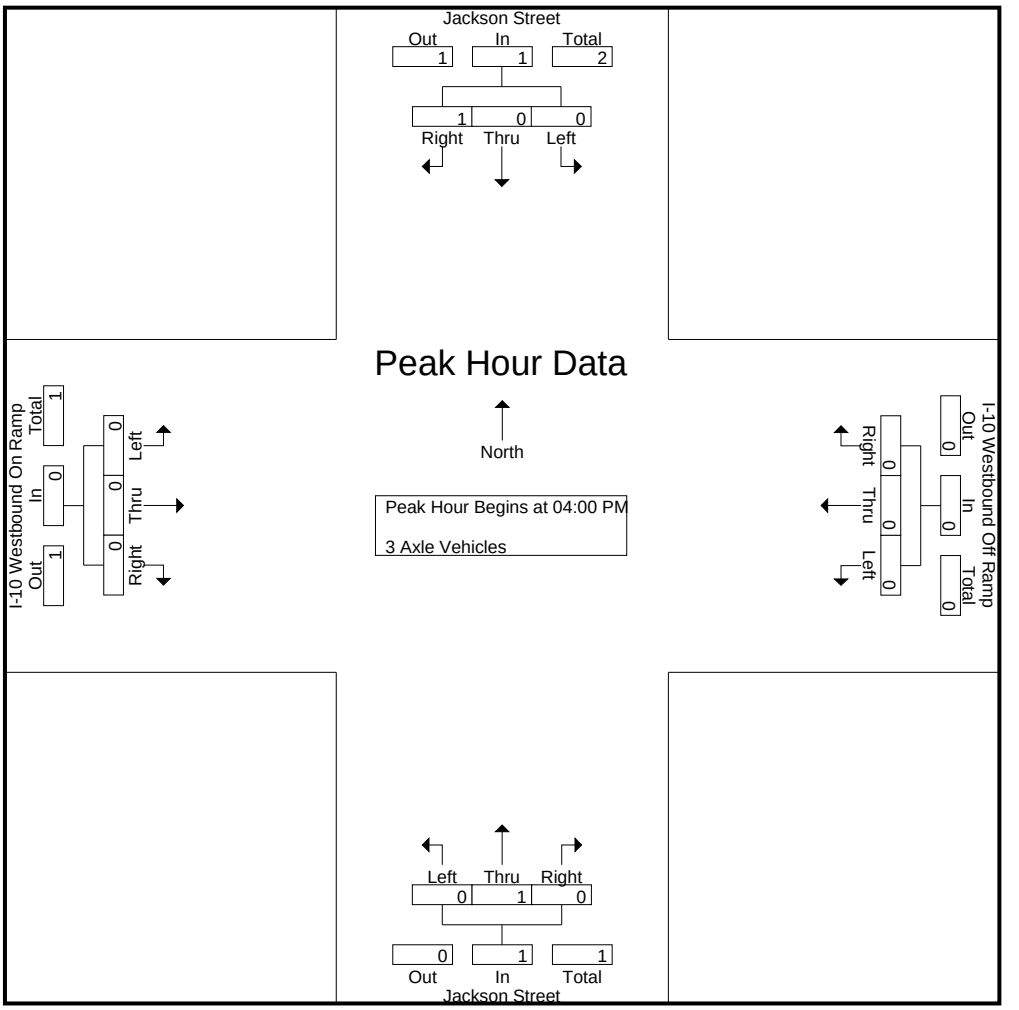

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	1	1	1	2	0	3	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	3	3	1	2	0	3	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	2	2	0	4	0	0	0	0	7
Grand Total	0	4	1	5	0	0	3	3	3	4	0	7	0	0	0	0	15
Apprch %	0	80	20		0	0	100		42.9	57.1	0		0	0	0		
Total %	0	26.7	6.7	33.3	0	0	20	20	20	26.7	0	46.7	0	0	0	0	

	Jackson Street Southbound				I-10 Westbound Off Ramp Westbound				Jackson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	**1**	0	1	0	0	1	1	**1**	**2**	0	**3**	0	0	0	0	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	3	3	1	2	0	3	0	0	0	0	8
% App. Total	0	50	50		0	0	100		33.3	66.7	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.000	.750	.750	.250	.250	.000	.250	.000	.000	.000	.000	.400

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File Name : 05_IND_Jack_10W PM
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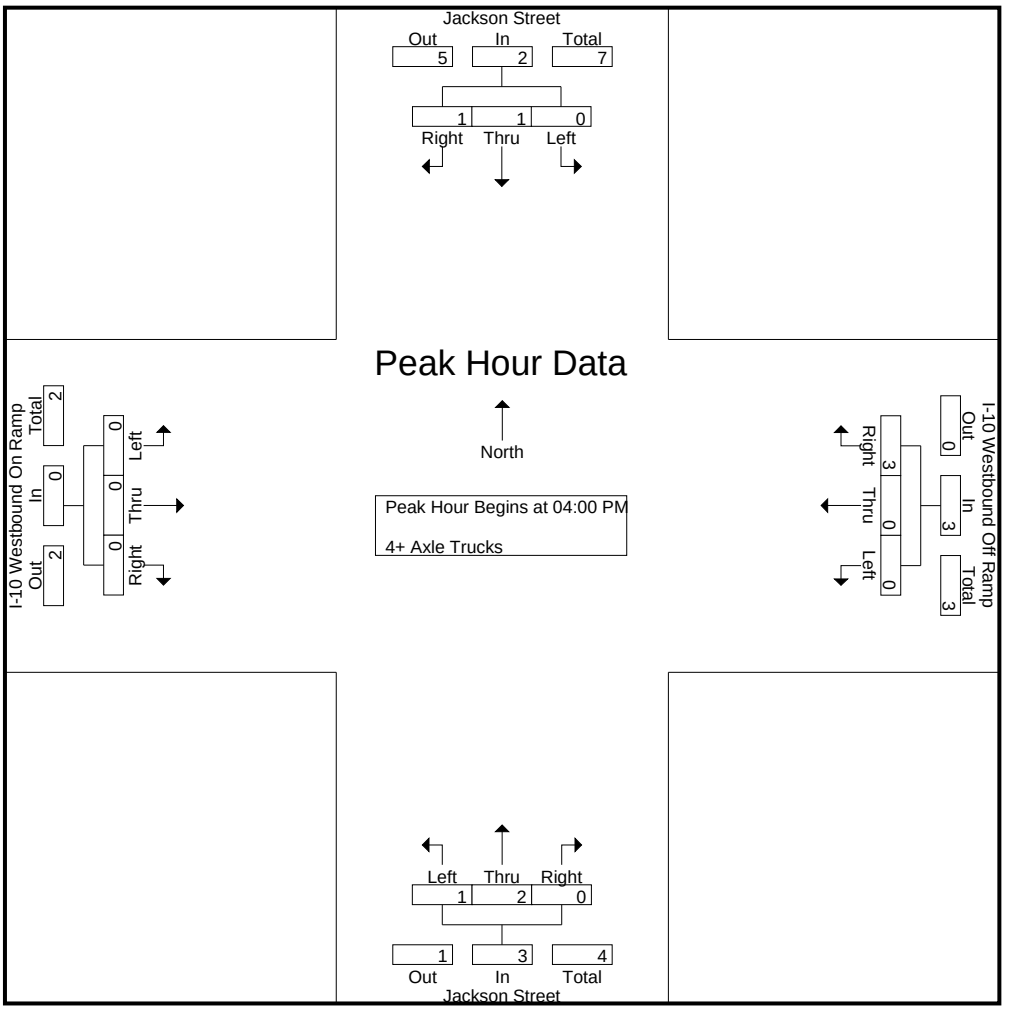

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	1	1	**1**	**2**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	0	3	3	1	2	0	3	0	0	0	0
% App. Total	0	50	50		0	0	100		33.3	66.7	0		0	0	0	
PHF	.000	.250	.250	.500	.000	.000	.750	.750	.250	.250	.000	.250	.000	.000	.000	.000

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File Name : 06_IND_Jack_10E AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	36	51	0	87	0	0	0	0	0	113	5	118	34	0	47	81	286
07:15 AM	30	62	0	92	0	0	0	0	0	113	4	117	25	0	44	69	278
07:30 AM	32	118	0	150	0	0	0	0	0	133	1	134	34	0	52	86	370
07:45 AM	34	135	0	169	0	0	0	0	0	190	6	196	44	0	68	112	477
Total	132	366	0	498	0	0	0	0	0	549	16	565	137	0	211	348	1411
08:00 AM	35	76	0	111	0	0	0	0	0	189	5	194	56	1	49	106	411
08:15 AM	33	94	0	127	0	0	0	0	0	157	1	158	47	0	36	83	368
08:30 AM	38	93	0	131	0	0	0	0	0	105	3	108	40	0	38	78	317
08:45 AM	37	88	0	125	0	0	0	0	0	151	4	155	52	1	31	84	364
Total	143	351	0	494	0	0	0	0	0	602	13	615	195	2	154	351	1460
Grand Total	275	717	0	992	0	0	0	0	0	1151	29	1180	332	2	365	699	2871
Apprch %	27.7	72.3	0		0	0	0		0	97.5	2.5		47.5	0.3	52.2		
Total %	9.6	25	0	34.6	0	0	0	0	0	40.1	1	41.1	11.6	0.1	12.7	24.3	
Passenger Vehicles	262	705	0	967	0	0	0	0	0	1116	25	1141	316	2	341	659	2767
% Passenger Vehicles	95.3	98.3	0	97.5	0	0	0	0	0	97	86.2	96.7	95.2	100	93.4	94.3	96.4
Large 2 Axle Vehicles	5	7	0	12	0	0	0	0	0	24	1	25	9	0	10	19	56
% Large 2 Axle Vehicles	1.8	1	0	1.2	0	0	0	0	0	2.1	3.4	2.1	2.7	0	2.7	2.7	2
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	3	0	3	2	0	4	6	10
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0.6	0	1.1	0.9	0.3
4+ Axle Trucks	8	4	0	12	0	0	0	0	0	8	3	11	5	0	10	15	38
% 4+ Axle Trucks	2.9	0.6	0	1.2	0	0	0	0	0	0.7	10.3	0.9	1.5	0	2.7	2.1	1.3

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	118	0	150	0	0	0	0	0	133	1	134	34	0	52	86	370
07:45 AM	34	**135**	0	**169**	0	0	0	0	0	**190**	**6**	**196**	44	0	**68**	**112**	**477**
08:00 AM	**35**	76	0	111	0	0	0	0	0	189	5	194	**56**	**1**	49	106	411
08:15 AM	33	94	0	127	0	0	0	0	0	157	1	158	47	0	36	83	368
Total Volume	134	423	0	557	0	0	0	0	0	669	13	682	181	1	205	387	1626
% App. Total	24.1	75.9	0		0	0	0		0	98.1	1.9		46.8	0.3	53		
PHF	.957	.783	.000	.824	.000	.000	.000	.000	.000	.880	.542	.870	.808	.250	.754	.864	.852

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File Name : 06_IND_Jack_10E AM
Site Code : 05722739
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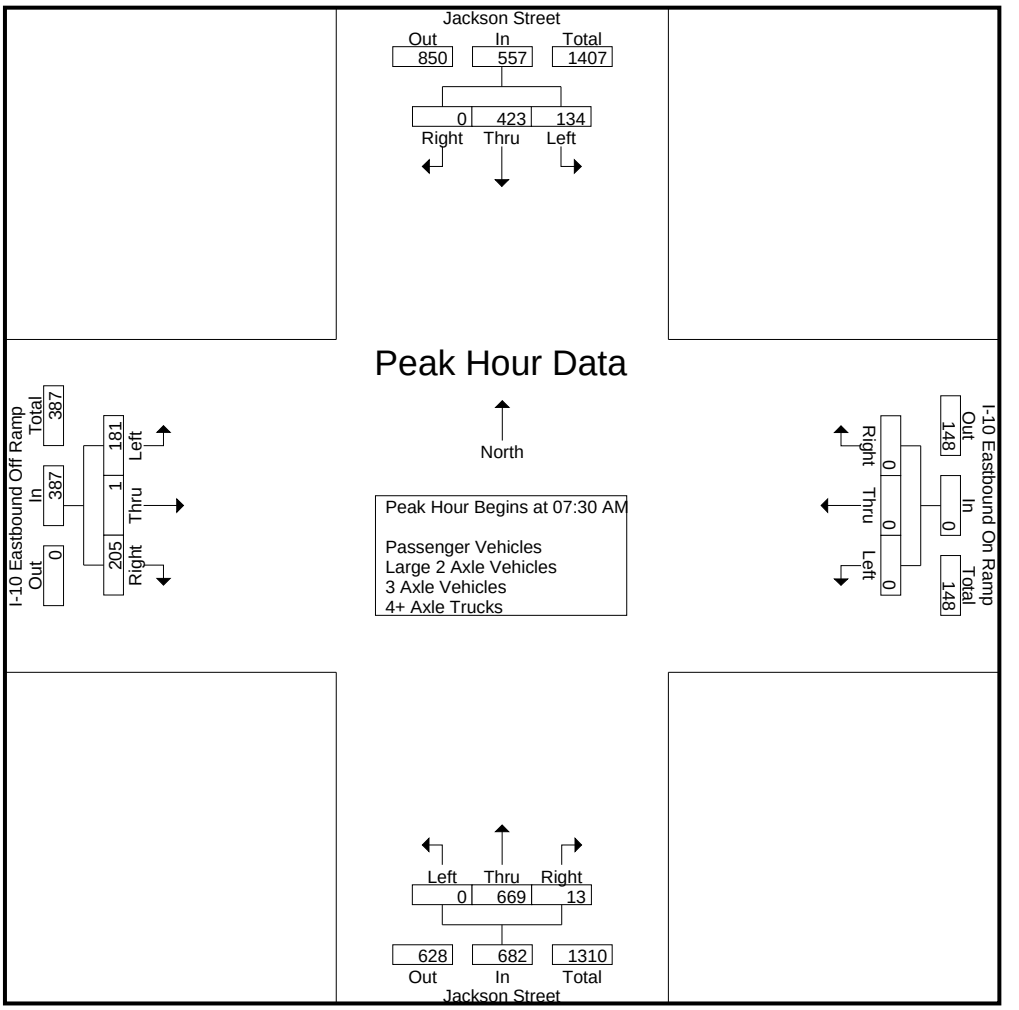

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	32	118	0	150	0	0	0	0	0	133	1	134	34	0	52	86
+15 mins.	34	**135**	0	**169**	0	0	0	0	0	**190**	**6**	**196**	44	0	**68**	**112**
+30 mins.	**35**	76	0	111	0	0	0	0	0	189	5	194	**56**	**1**	49	106
+45 mins.	33	94	0	127	0	0	0	0	0	157	1	158	47	0	36	83
Total Volume	134	423	0	557	0	0	0	0	0	669	13	682	181	1	205	387
% App. Total	24.1	75.9	0		0	0	0		0	98.1	1.9		46.8	0.3	53	
PHF	.957	.783	.000	.824	.000	.000	.000	.000	.000	.880	.542	.870	.808	.250	.754	.864

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File Name : 06_IND_Jack_10E AM
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	35	50	0	85	0	0	0	0	0	109	5	114	32	0	43	75	274
07:15 AM	28	61	0	89	0	0	0	0	0	110	4	114	21	0	41	62	265
07:30 AM	29	117	0	146	0	0	0	0	0	131	1	132	32	0	48	80	358
07:45 AM	31	133	0	164	0	0	0	0	0	186	6	192	44	0	62	106	462
Total	123	361	0	484	0	0	0	0	0	536	16	552	129	0	194	323	1359
08:00 AM	34	75	0	109	0	0	0	0	0	182	4	186	53	1	47	101	396
08:15 AM	32	91	0	123	0	0	0	0	0	149	0	149	44	0	35	79	351
08:30 AM	36	91	0	127	0	0	0	0	0	104	2	106	39	0	37	76	309
08:45 AM	37	87	0	124	0	0	0	0	0	145	3	148	51	1	28	80	352
Total	139	344	0	483	0	0	0	0	0	580	9	589	187	2	147	336	1408
Grand Total	262	705	0	967	0	0	0	0	0	1116	25	1141	316	2	341	659	2767
Apprch %	27.1	72.9	0		0	0	0		0	97.8	2.2		48	0.3	51.7		
Total %	9.5	25.5	0	34.9	0	0	0	0	0	40.3	0.9	41.2	11.4	0.1	12.3	23.8	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	29	117	0	146	0	0	0	0	0	131	1	132	32	0	48	80	358
07:45 AM	31	**133**	0	**164**	0	0	0	0	0	**186**	**6**	**192**	44	0	**62**	**106**	**462**
08:00 AM	**34**	75	0	109	0	0	0	0	0	182	4	186	**53**	**1**	47	101	396
08:15 AM	32	91	0	123	0	0	0	0	0	149	0	149	44	0	35	79	351
Total Volume	126	416	0	542	0	0	0	0	0	648	11	659	173	1	192	366	1567
% App. Total	23.2	76.8	0		0	0	0		0	98.3	1.7		47.3	0.3	52.5		
PHF	.926	.782	.000	.826	.000	.000	.000	.000	.000	.871	.458	.858	.816	.250	.774	.863	.848

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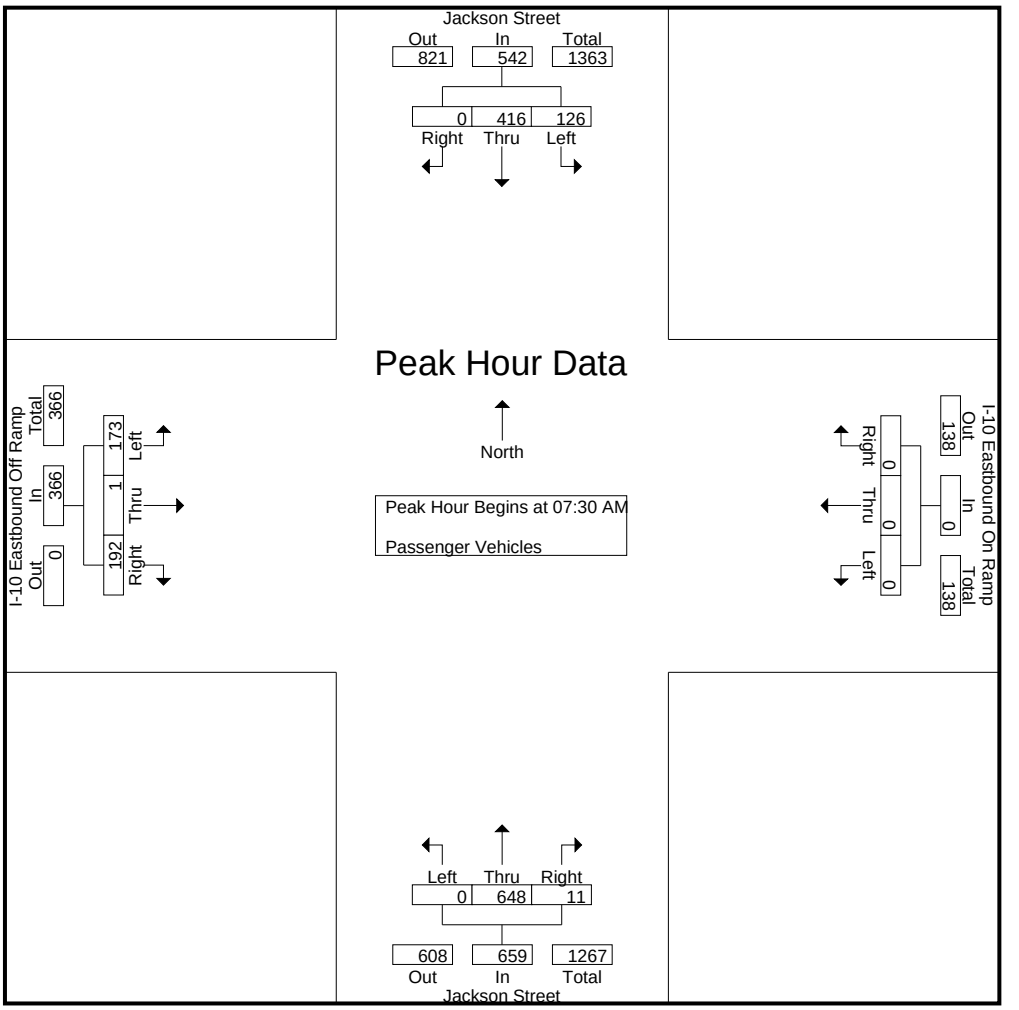

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	29	117	0	146	0	0	0	0	0	131	1	132	32	0	48	80
+15 mins.	31	**133**	0	**164**	0	0	0	0	0	**186**	**6**	**192**	44	0	**62**	**106**
+30 mins.	**34**	75	0	109	0	0	0	0	0	182	4	186	**53**	**1**	47	101
+45 mins.	32	91	0	123	0	0	0	0	0	149	0	149	44	0	35	79
Total Volume	126	416	0	542	0	0	0	0	0	648	11	659	173	1	192	366
% App. Total	23.2	76.8	0		0	0	0		0	98.3	1.7		47.3	0.3	52.5	
PHF	.926	.782	.000	.826	.000	.000	.000	.000	.000	.871	.458	.858	.816	.250	.774	.863

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Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
07:15 AM	2	0	0	2	0	0	0	0	0	2	0	2	3	0	1	4	8
07:30 AM	1	1	0	2	0	0	0	0	0	2	0	2	2	0	2	4	8
07:45 AM	2	2	0	4	0	0	0	0	0	3	0	3	0	0	3	3	10
Total	5	3	0	8	0	0	0	0	0	9	0	9	6	0	7	13	30
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
08:15 AM	0	2	0	2	0	0	0	0	0	6	0	6	2	0	0	2	10
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	4	1	5	1	0	2	3	8
Total	0	4	0	4	0	0	0	0	0	15	1	16	3	0	3	6	26
Grand Total	5	7	0	12	0	0	0	0	0	24	1	25	9	0	10	19	56
Apprch %	41.7	58.3	0		0	0	0		0	96	4		47.4	0	52.6		
Total %	8.9	12.5	0	21.4	0	0	0	0	0	42.9	1.8	44.6	16.1	0	17.9	33.9	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	0	0	0	0	0	2	0	2	**2**	0	2	**4**	8
07:45 AM	**2**	**2**	0	**4**	0	0	0	0	0	3	0	3	0	0	**3**	3	**10**
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
08:15 AM	0	2	0	2	0	0	0	0	0	**6**	0	**6**	2	0	0	2	10
Total Volume	3	6	0	9	0	0	0	0	0	15	0	15	4	0	6	10	34
% App. Total	33.3	66.7	0		0	0	0		0	100	0		40	0	60		
PHF	.375	.750	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.500	.625	.850

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Weather: Clear

File Name : 06_IND_Jack_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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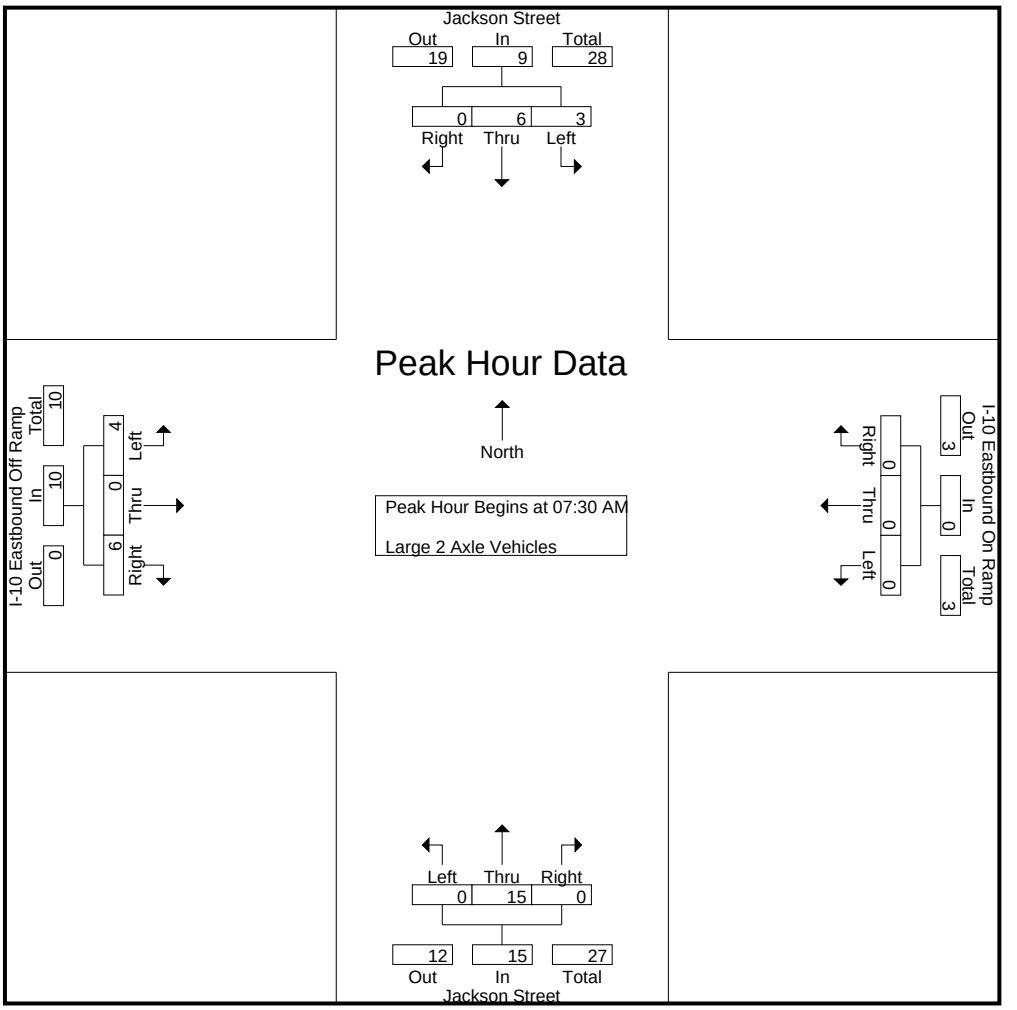

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	1	0	2	0	0	0	0	0	2	0	2	**2**	0	2	**4**
+15 mins.	**2**	**2**	0	**4**	0	0	0	0	0	3	0	3	0	0	**3**	3
+30 mins.	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1
+45 mins.	0	2	0	2	0	0	0	0	0	**6**	0	**6**	2	0	0	2
Total Volume	3	6	0	9	0	0	0	0	0	15	0	15	4	0	6	10
% App. Total	33.3	66.7	0		0	0	0		0	100	0		40	0	60	
PHF	.375	.750	.000	.563	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.500	.625

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City of Indio
N/S: Jackson Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_IND_Jack_10E AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	2	0	1	3	6
Grand Total	0	1	0	1	0	0	0	0	0	3	0	3	2	0	4	6	10
Apprch %	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
Total %	0	10	0	10	0	0	0	0	0	30	0	30	20	0	40	60	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	**2**	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	2	0	3	5	6
% App. Total	0	0	0		0	0	0		0	100	0		40	0	60		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.750	.625	.500

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City of Indio
N/S: Jackson Street
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File Name : 06_IND_Jack_10E AM
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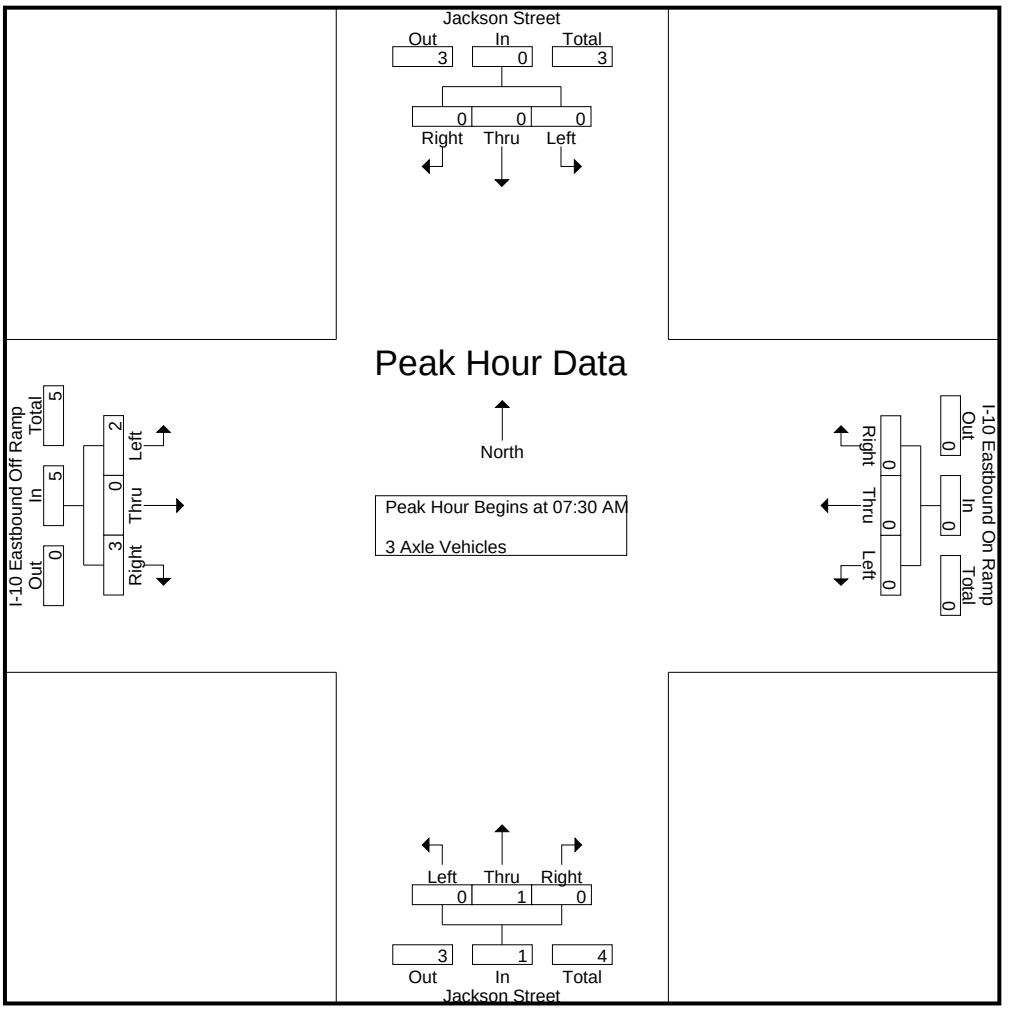

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	2	0	3	5
% App. Total	0	0	0		0	0	0		0	100	0		40	0	60	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.750	.625

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City of Indio
N/S: Jackson Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_IND_Jack_10E AM
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	2	3	6
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	2	3	5
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
Total	4	2	0	6	0	0	0	0	0	3	0	3	2	0	7	9	18
08:00 AM	1	0	0	1	0	0	0	0	0	2	1	3	1	0	1	2	6
08:15 AM	1	1	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
08:30 AM	2	0	0	2	0	0	0	0	0	0	1	1	1	0	1	2	5
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	4	2	0	6	0	0	0	0	0	5	3	8	3	0	3	6	20
Grand Total	8	4	0	12	0	0	0	0	0	8	3	11	5	0	10	15	38
Apprch %	66.7	33.3	0		0	0	0		0	72.7	27.3		33.3	0	66.7		
Total %	21.1	10.5	0	31.6	0	0	0	0	0	21.1	7.9	28.9	13.2	0	26.3	39.5	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	1	1	3
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	**2**	**2**	4
08:00 AM	1	0	0	1	0	0	0	0	0	**2**	**1**	**3**	**1**	0	1	2	**6**
08:15 AM	1	**1**	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
Total Volume	5	1	0	6	0	0	0	0	0	5	2	7	2	0	4	6	19
% App. Total	83.3	16.7	0		0	0	0		0	71.4	28.6		33.3	0	66.7		
PHF	.625	.250	.000	.750	.000	.000	.000	.000	.000	.625	.500	.583	.500	.000	.500	.750	.792

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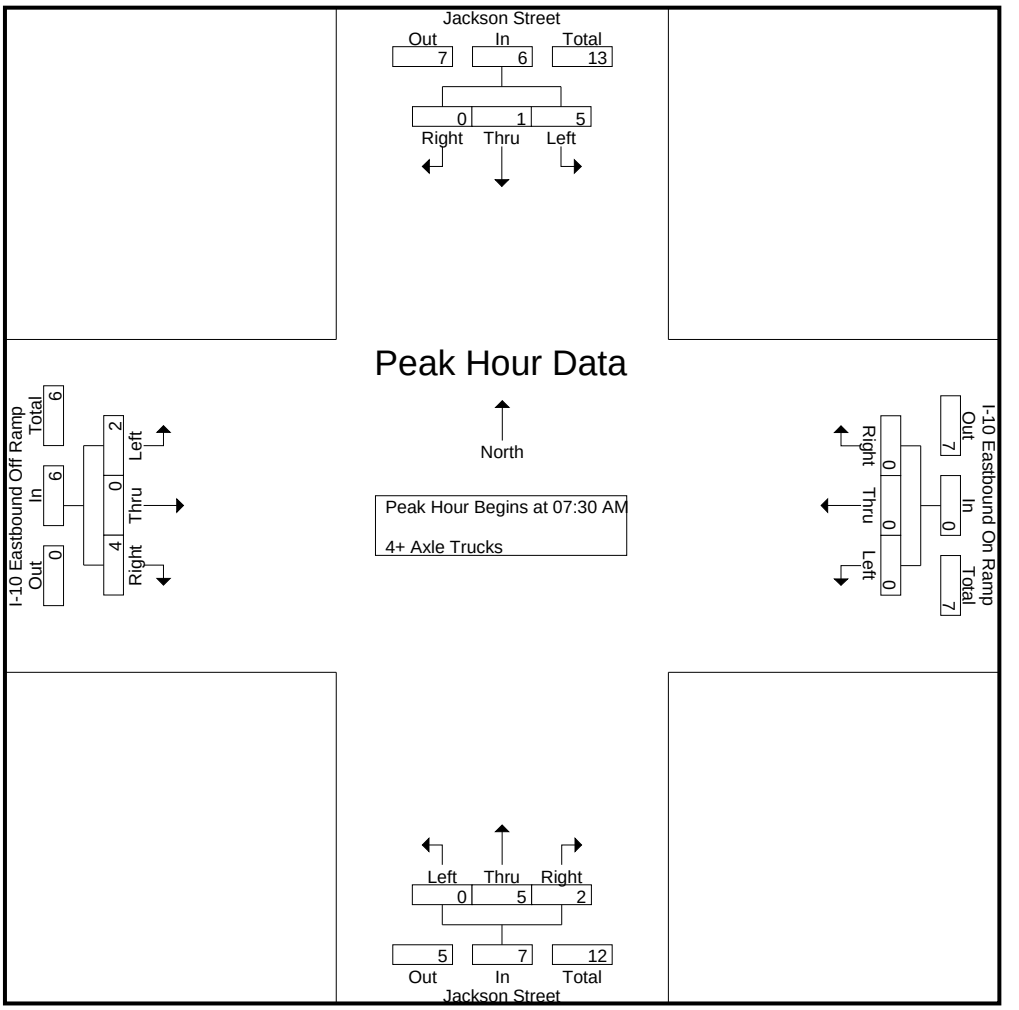

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	**2**	**2**
+30 mins.	1	0	0	1	0	0	0	0	0	**2**	**1**	**3**	**1**	0	1	2
+45 mins.	1	**1**	0	2	0	0	0	0	0	2	1	3	1	0	0	1
Total Volume	5	1	0	6	0	0	0	0	0	5	2	7	2	0	4	6
% App. Total	83.3	16.7	0		0	0	0		0	71.4	28.6		33.3	0	66.7	
PHF	.625	.250	.000	.750	.000	.000	.000	.000	.000	.625	.500	.583	.500	.000	.500	.750

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File Name : 06_IND_Jack_10E PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	60	141	0	201	0	0	0	0	0	122	7	129	85	2	42	129	459
04:15 PM	57	116	0	173	0	0	0	0	0	127	2	129	78	0	45	123	425
04:30 PM	51	92	0	143	0	0	0	0	0	157	6	163	84	1	44	129	435
04:45 PM	43	97	0	140	0	0	0	0	0	120	9	129	86	1	46	133	402
Total	211	446	0	657	0	0	0	0	0	526	24	550	333	4	177	514	1721
05:00 PM	40	101	0	141	0	0	0	0	0	152	13	165	77	0	50	127	433
05:15 PM	46	98	0	144	0	0	0	0	0	110	6	116	112	0	49	161	421
05:30 PM	46	109	0	155	0	0	0	0	0	149	0	149	85	0	39	124	428
05:45 PM	50	102	0	152	0	0	0	0	0	175	0	175	72	0	40	112	439
Total	182	410	0	592	0	0	0	0	0	586	19	605	346	0	178	524	1721
Grand Total	393	856	0	1249	0	0	0	0	0	1112	43	1155	679	4	355	1038	3442
Apprch %	31.5	68.5	0		0	0	0		0	96.3	3.7		65.4	0.4	34.2		
Total %	11.4	24.9	0	36.3	0	0	0	0	0	32.3	1.2	33.6	19.7	0.1	10.3	30.2	
Passenger Vehicles	388	845	0	1233	0	0	0	0	0	1093	42	1135	666	4	351	1021	3389
% Passenger Vehicles	98.7	98.7	0	98.7	0	0	0	0	0	98.3	97.7	98.3	98.1	100	98.9	98.4	98.5
Large 2 Axle Vehicles	0	11	0	11	0	0	0	0	0	16	0	16	6	0	4	10	37
% Large 2 Axle Vehicles	0	1.3	0	0.9	0	0	0	0	0	1.4	0	1.4	0.9	0	1.1	1	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.1	0	0	0.1	0.1
4+ Axle Trucks	5	0	0	5	0	0	0	0	0	2	1	3	6	0	0	6	14
% 4+ Axle Trucks	1.3	0	0	0.4	0	0	0	0	0	0.2	2.3	0.3	0.9	0	0	0.6	0.4

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**60**	**141**	0	**201**	0	0	0	0	0	122	7	129	85	**2**	42	129	**459**
04:15 PM	57	116	0	173	0	0	0	0	0	127	2	129	78	0	45	123	425
04:30 PM	51	92	0	143	0	0	0	0	0	**157**	6	**163**	84	1	44	129	435
04:45 PM	43	97	0	140	0	0	0	0	0	120	**9**	129	**86**	1	**46**	**133**	402
Total Volume	211	446	0	657	0	0	0	0	0	526	24	550	333	4	177	514	1721
% App. Total	32.1	67.9	0		0	0	0		0	95.6	4.4		64.8	0.8	34.4		
PHF	.879	.791	.000	.817	.000	.000	.000	.000	.000	.838	.667	.844	.968	.500	.962	.966	.937

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City of Indio
N/S: Jackson Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_IND_Jack_10E PM
Site Code : 05722739
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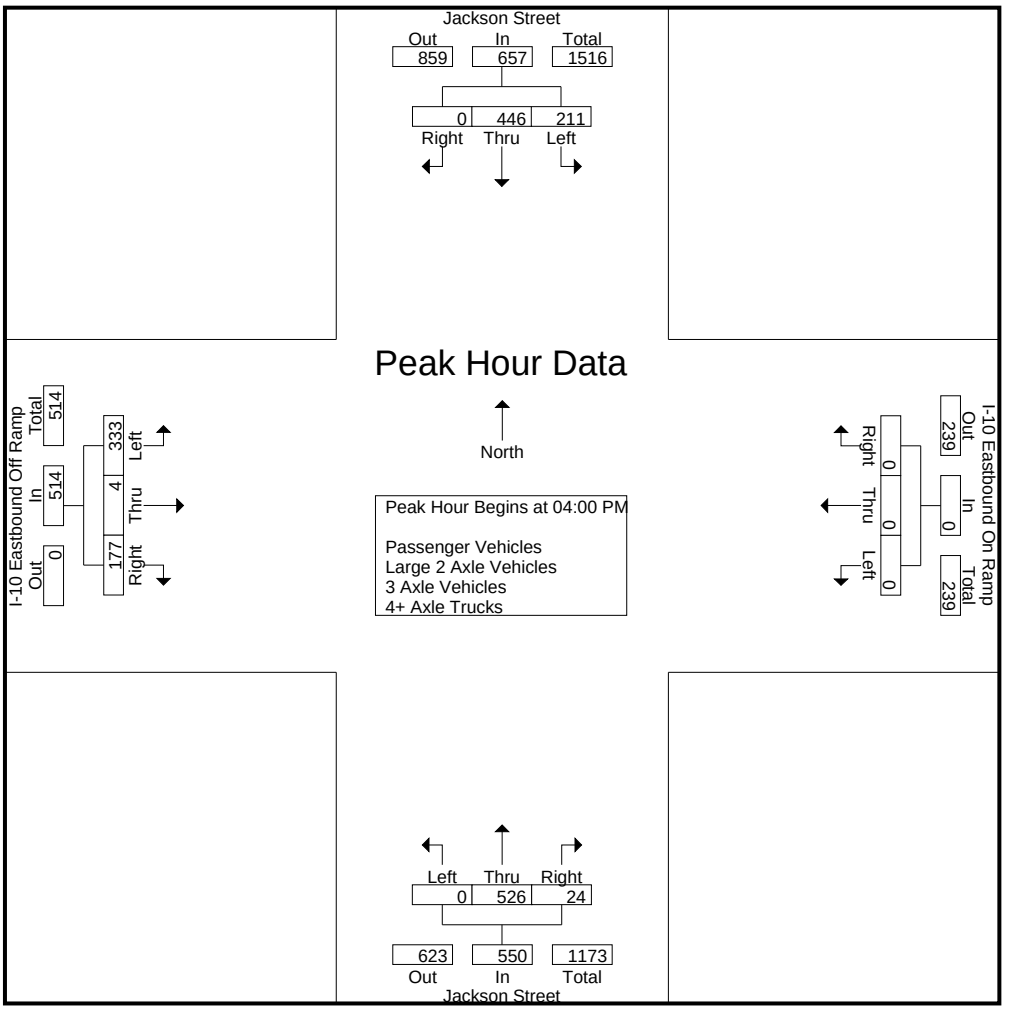

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	**60**	**141**	0	**201**	0	0	0	0	0	152	**13**	165	84	**1**	44	129
+15 mins.	57	116	0	173	0	0	0	0	0	110	6	116	86	1	46	133
+30 mins.	51	92	0	143	0	0	0	0	0	149	0	149	77	0	**50**	127
+45 mins.	43	97	0	140	0	0	0	0	0	**175**	0	**175**	**112**	0	49	**161**
Total Volume	211	446	0	657	0	0	0	0	0	586	19	605	359	2	189	550
% App. Total	32.1	67.9	0		0	0	0		0	96.9	3.1		65.3	0.4	34.4	
PHF	.879	.791	.000	.817	.000	.000	.000	.000	.000	.837	.365	.864	.801	.500	.945	.854

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File Name : 06_IND_Jack_10E PM
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	59	137	0	196	0	0	0	0	0	121	6	127	84	2	41	127	450
04:15 PM	57	116	0	173	0	0	0	0	0	125	2	127	78	0	45	123	423
04:30 PM	50	89	0	139	0	0	0	0	0	155	6	161	80	1	43	124	424
04:45 PM	43	97	0	140	0	0	0	0	0	117	9	126	83	1	46	130	396
Total	209	439	0	648	0	0	0	0	0	518	23	541	325	4	175	504	1693
05:00 PM	40	101	0	141	0	0	0	0	0	151	13	164	76	0	50	126	431
05:15 PM	44	97	0	141	0	0	0	0	0	106	6	112	111	0	49	160	413
05:30 PM	45	107	0	152	0	0	0	0	0	145	0	145	83	0	37	120	417
05:45 PM	50	101	0	151	0	0	0	0	0	173	0	173	71	0	40	111	435
Total	179	406	0	585	0	0	0	0	0	575	19	594	341	0	176	517	1696
Grand Total	388	845	0	1233	0	0	0	0	0	1093	42	1135	666	4	351	1021	3389
Apprch %	31.5	68.5	0		0	0	0		0	96.3	3.7		65.2	0.4	34.4		
Total %	11.4	24.9	0	36.4	0	0	0	0	0	32.3	1.2	33.5	19.7	0.1	10.4	30.1	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**59**	**137**	0	**196**	0	0	0	0	0	121	6	127	**84**	**2**	41	127	**450**
04:15 PM	57	116	0	173	0	0	0	0	0	125	2	127	78	0	45	123	423
04:30 PM	50	89	0	139	0	0	0	0	0	**155**	6	**161**	80	1	43	124	424
04:45 PM	43	97	0	140	0	0	0	0	0	117	**9**	126	83	1	**46**	**130**	396
Total Volume	209	439	0	648	0	0	0	0	0	518	23	541	325	4	175	504	1693
% App. Total	32.3	67.7	0		0	0	0		0	95.7	4.3		64.5	0.8	34.7		
PHF	.886	.801	.000	.827	.000	.000	.000	.000	.000	.835	.639	.840	.967	.500	.951	.969	.941

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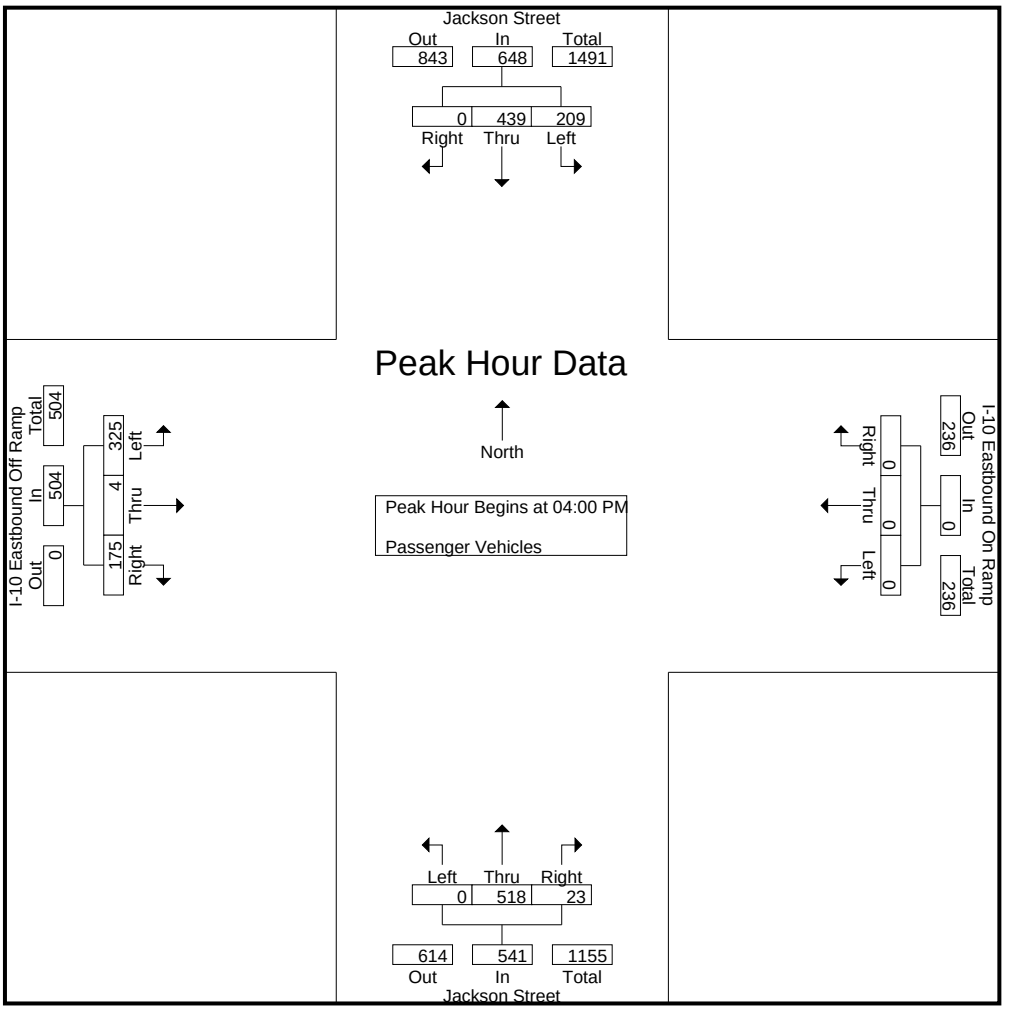

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**59**	**137**	0	**196**	0	0	0	0	0	121	6	127	**84**	**2**	41	127
+15 mins.	57	116	0	173	0	0	0	0	0	125	2	127	78	0	45	123
+30 mins.	50	89	0	139	0	0	0	0	0	**155**	6	**161**	80	1	43	124
+45 mins.	43	97	0	140	0	0	0	0	0	117	**9**	126	83	1	**46**	**130**
Total Volume	209	439	0	648	0	0	0	0	0	518	23	541	325	4	175	504
% App. Total	32.3	67.7	0		0	0	0		0	95.7	4.3		64.5	0.8	34.7	
PHF	.886	.801	.000	.827	.000	.000	.000	.000	.000	.835	.639	.840	.967	.500	.951	.969

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City of Indio
N/S: Jackson Street
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 06_IND_Jack_10E PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	1	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	3	6
Total	0	7	0	7	0	0	0	0	0	8	0	8	4	0	2	6	21
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	2	3	7
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
Total	0	4	0	4	0	0	0	0	0	8	0	8	2	0	2	4	16
Grand Total	0	11	0	11	0	0	0	0	0	16	0	16	6	0	4	10	37
Apprch %	0	100	0		0	0	0		0	100	0		60	0	40		
Total %	0	29.7	0	29.7	0	0	0	0	0	43.2	0	43.2	16.2	0	10.8	27	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	0	**4**	0	0	0	0	0	1	0	1	1	0	**1**	2	**7**
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**	0	0	**3**	6
Total Volume	0	7	0	7	0	0	0	0	0	8	0	8	4	0	2	6	21
% App. Total	0	100	0		0	0	0		0	100	0		66.7	0	33.3		
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	.333	.000	.500	.500	.750

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File Name : 06_IND_Jack_10E PM
Site Code : 05722739
Start Date : 8/24/2022
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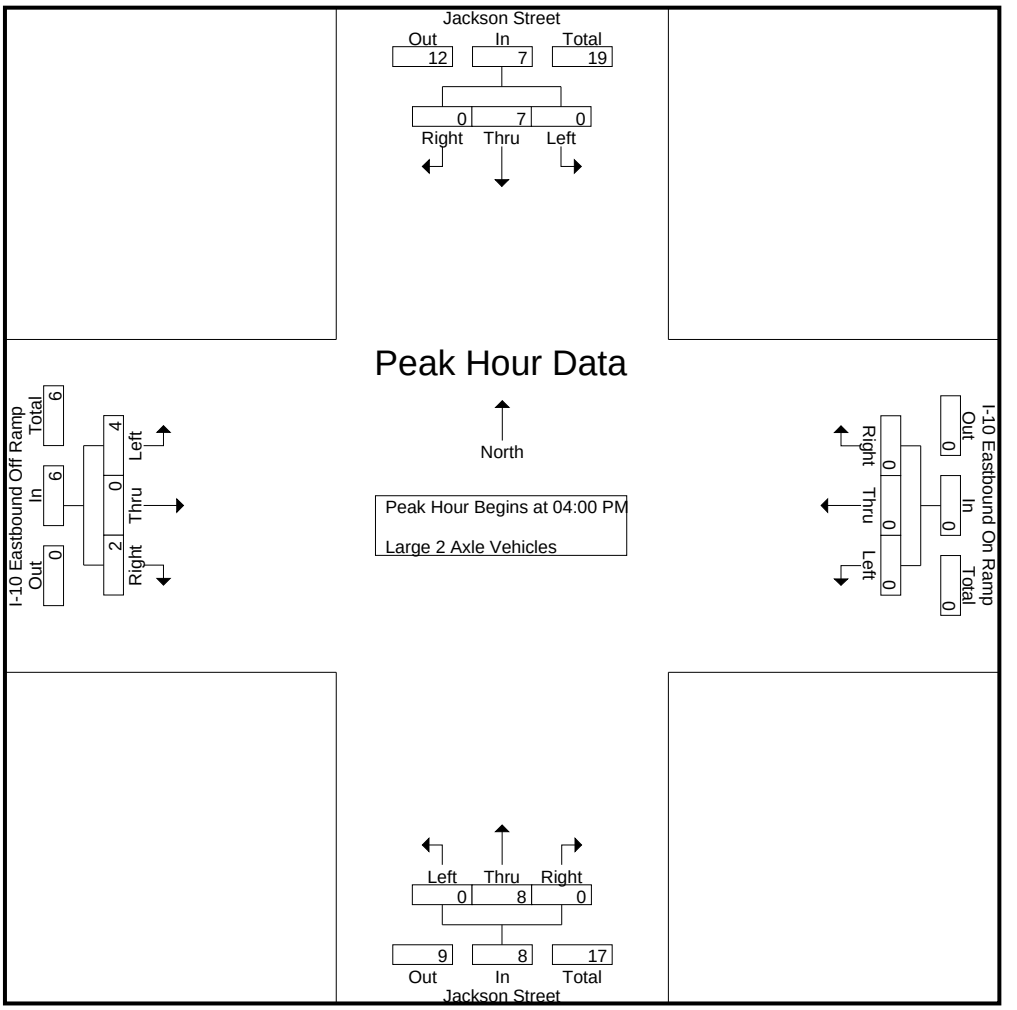

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**4**	0	**4**	0	0	0	0	0	1	0	1	1	0	**1**	2
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	**3**	0	0	**3**
Total Volume	0	7	0	7	0	0	0	0	0	8	0	8	4	0	2	6
% App. Total	0	100	0		0	0	0		0	100	0		66.7	0	33.3	
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	.333	.000	.500	.500

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File Name : 06_IND_Jack_10E PM
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	50	0	0	50	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 06_IND_Jack_10E PM
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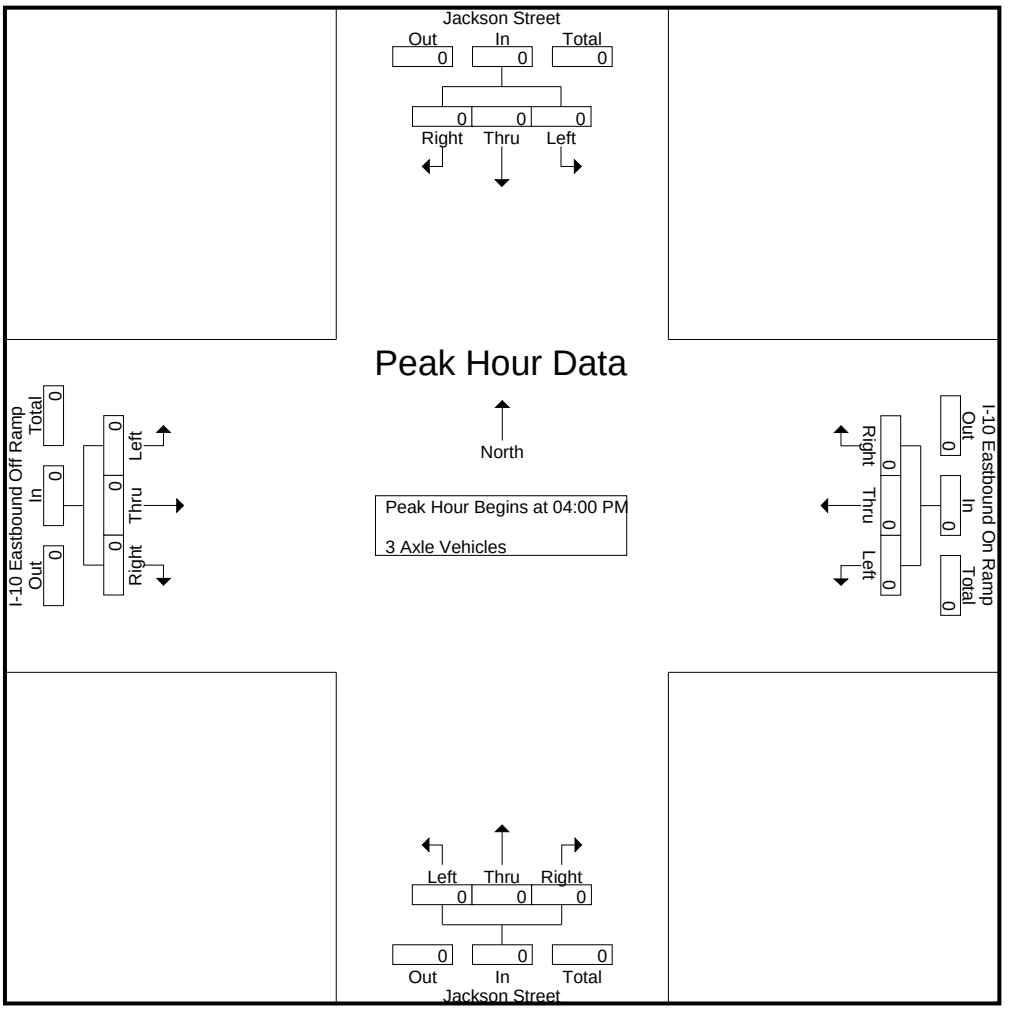

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
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File Name : 06_IND_Jack_10E PM
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	1	1	4	0	0	4	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	2	0	2	2	0	0	2	7
Grand Total	5	0	0	5	0	0	0	0	0	2	1	3	6	0	0	6	14
Apprch %	100	0	0		0	0	0		0	66.7	33.3		100	0	0		
Total %	35.7	0	0	35.7	0	0	0	0	0	14.3	7.1	21.4	42.9	0	0	42.9	

	Jackson Street Southbound				I-10 Eastbound On Ramp Westbound				Jackson Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	**4**	0	0	**4**	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	1	1	4	0	0	4	7
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.350

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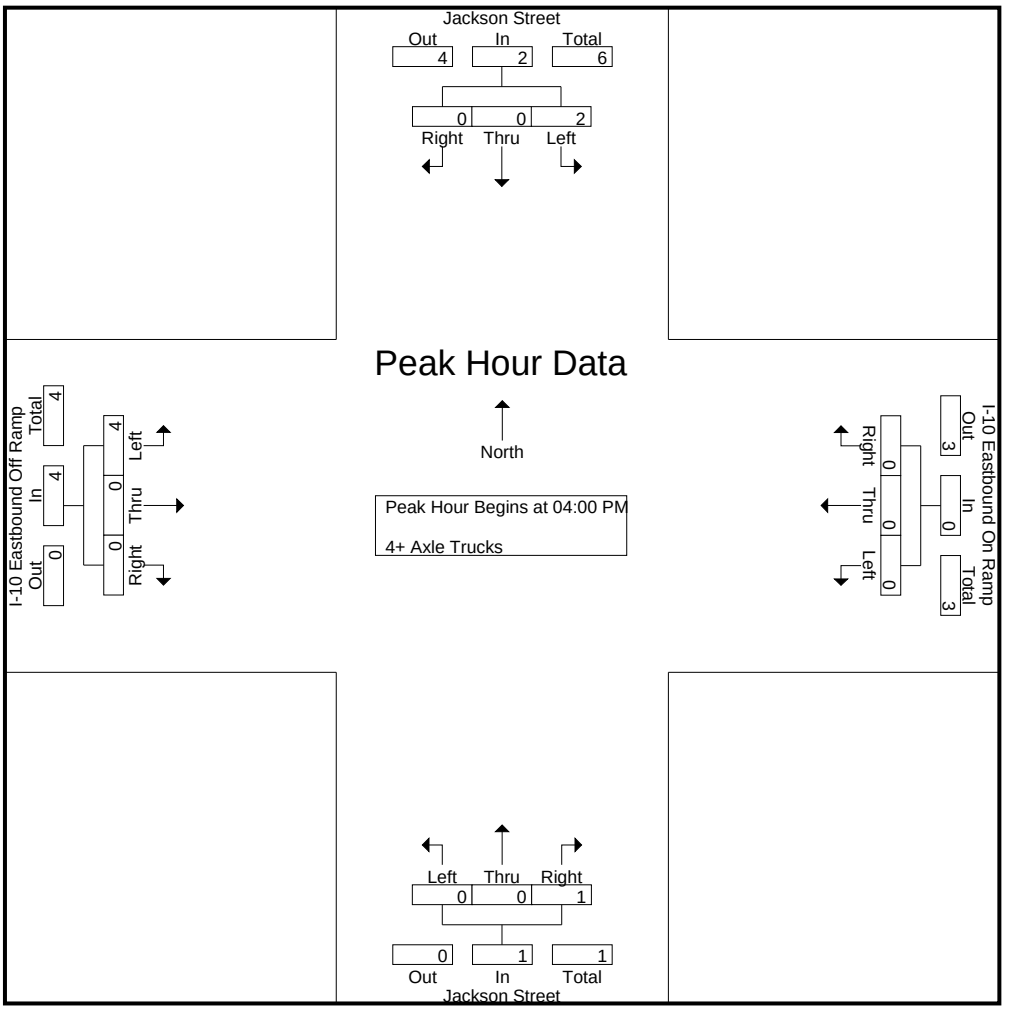

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	**4**	0	0	**4**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	1	1	4	0	0	4
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	78	20	99	25	26	0	51	17	79	20	116	5	18	21	44	310
07:15 AM	6	115	29	150	43	27	0	70	15	128	29	172	7	18	36	61	453
07:30 AM	4	127	51	182	45	40	5	90	39	180	51	270	14	25	29	68	610
07:45 AM	6	136	60	202	40	55	1	96	59	165	60	284	12	41	37	90	672
Total	17	456	160	633	153	148	6	307	130	552	160	842	38	102	123	263	2045
08:00 AM	8	116	71	195	41	41	6	88	79	138	71	288	13	32	38	83	654
08:15 AM	7	87	56	150	31	50	7	88	52	102	56	210	14	36	30	80	528
08:30 AM	9	83	29	121	31	47	6	84	32	98	29	159	7	55	29	91	455
08:45 AM	8	80	26	114	24	46	8	78	39	124	26	189	13	45	13	71	452
Total	32	366	182	580	127	184	27	338	202	462	182	846	47	168	110	325	2089
Grand Total	49	822	342	1213	280	332	33	645	332	1014	342	1688	85	270	233	588	4134
Apprch %	4	67.8	28.2		43.4	51.5	5.1		19.7	60.1	20.3		14.5	45.9	39.6		
Total %	1.2	19.9	8.3	29.3	6.8	8	0.8	15.6	8	24.5	8.3	40.8	2.1	6.5	5.6	14.2	
Passenger Vehicles	46	804	338	1188	272	311	33	616	332	992	337	1661	82	252	231	565	4030
% Passenger Vehicles	93.9	97.8	98.8	97.9	97.1	93.7	100	95.5	100	97.8	98.5	98.4	96.5	93.3	99.1	96.1	97.5
Large 2 Axle Vehicles	2	9	3	14	4	13	0	17	0	17	5	22	3	12	1	16	69
% Large 2 Axle Vehicles	4.1	1.1	0.9	1.2	1.4	3.9	0	2.6	0	1.7	1.5	1.3	3.5	4.4	0.4	2.7	1.7
3 Axle Vehicles	1	3	0	4	4	4	0	8	0	5	0	5	0	3	1	4	21
% 3 Axle Vehicles	2	0.4	0	0.3	1.4	1.2	0	1.2	0	0.5	0	0.3	0	1.1	0.4	0.7	0.5
4+ Axle Trucks	0	6	1	7	0	4	0	4	0	0	0	0	0	3	0	3	14
% 4+ Axle Trucks	0	0.7	0.3	0.6	0	1.2	0	0.6	0	0	0	0	0	1.1	0	0.5	0.3

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	127	51	182	**45**	40	5	90	39	**180**	51	270	**14**	25	29	68	610
07:45 AM	6	**136**	60	**202**	40	**55**	1	**96**	59	165	60	284	12	**41**	37	**90**	**672**
08:00 AM	**8**	116	**71**	195	41	41	6	88	**79**	138	**71**	**288**	13	32	**38**	83	654
08:15 AM	7	87	56	150	31	50	**7**	88	52	102	56	210	14	36	30	80	528
Total Volume	25	466	238	729	157	186	19	362	229	585	238	1052	53	134	134	321	2464
% App. Total	3.4	63.9	32.6		43.4	51.4	5.2		21.8	55.6	22.6		16.5	41.7	41.7		
PHF	.781	.857	.838	.902	.872	.845	.679	.943	.725	.813	.838	.913	.946	.817	.882	.892	.917

Counts Unlimited, Inc.
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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 AM
Site Code : 05722739
Start Date : 8/24/2022
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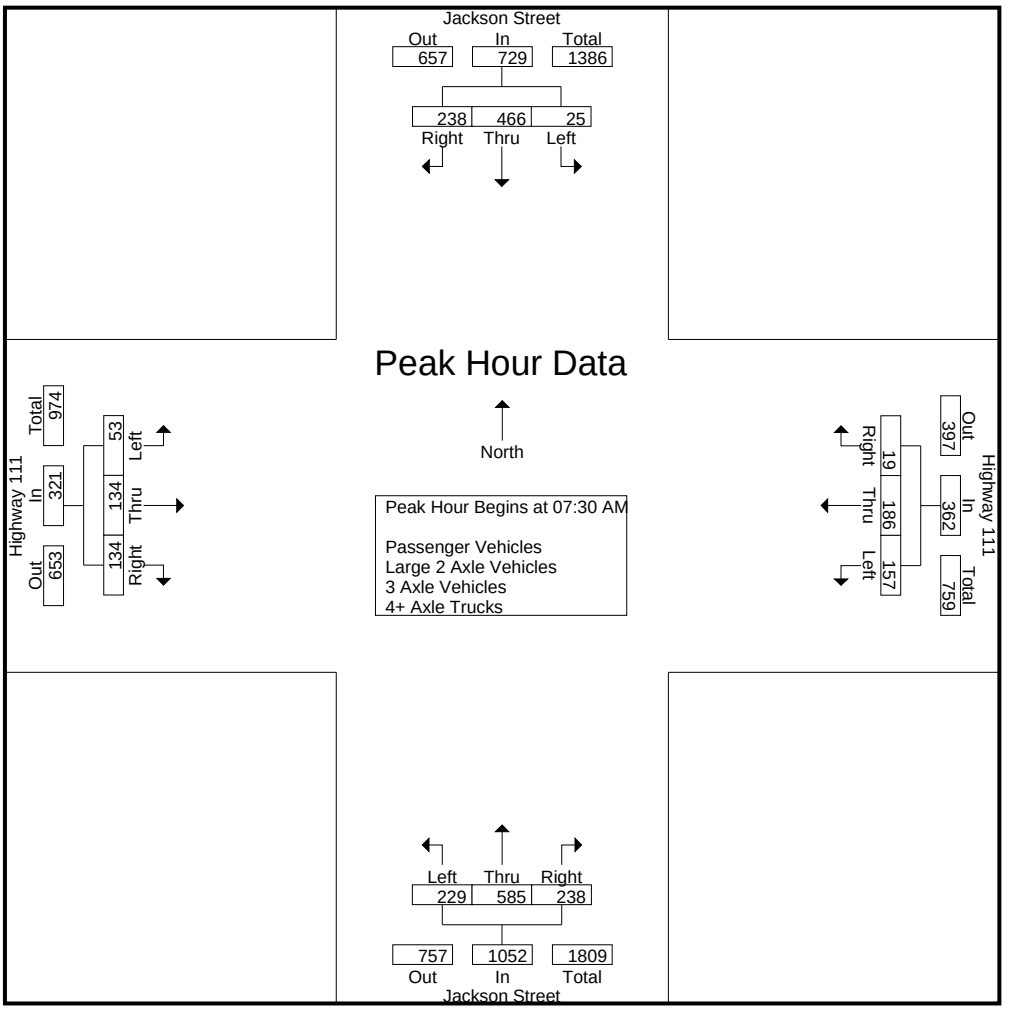

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	6	115	29	150	**45**	40	5	90	39	**180**	51	270	12	41	37	90
+15 mins.	4	127	51	182	40	**55**	1	**96**	59	165	60	284	13	32	**38**	83
+30 mins.	6	**136**	60	**202**	41	41	6	88	**79**	138	**71**	**288**	**14**	36	30	80
+45 mins.	**8**	116	**71**	195	31	50	**7**	88	52	102	56	210	7	**55**	29	**91**
Total Volume	24	494	211	729	157	186	19	362	229	585	238	1052	46	164	134	344
% App. Total	3.3	67.8	28.9		43.4	51.4	5.2		21.8	55.6	22.6		13.4	47.7	39	
PHF	.750	.908	.743	.902	.872	.845	.679	.943	.725	.813	.838	.913	.821	.745	.882	.945

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Weather: Clear

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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	77	19	97	19	22	0	41	17	77	19	113	5	14	21	40	291
07:15 AM	5	115	28	148	43	25	0	68	15	128	28	171	5	18	36	59	446
07:30 AM	4	124	51	179	43	37	5	85	39	177	51	267	14	21	28	63	594
07:45 AM	6	129	60	195	40	53	1	94	59	162	59	280	11	39	37	87	656
Total	16	445	158	619	145	137	6	288	130	544	157	831	35	92	122	249	1987
08:00 AM	7	115	69	191	41	35	6	82	79	132	69	280	13	31	38	82	635
08:15 AM	7	87	56	150	31	48	7	86	52	102	56	210	14	35	30	79	525
08:30 AM	8	82	29	119	31	46	6	83	32	97	29	158	7	52	28	87	447
08:45 AM	8	75	26	109	24	45	8	77	39	117	26	182	13	42	13	68	436
Total	30	359	180	569	127	174	27	328	202	448	180	830	47	160	109	316	2043
Grand Total	46	804	338	1188	272	311	33	616	332	992	337	1661	82	252	231	565	4030
Apprch %	3.9	67.7	28.5		44.2	50.5	5.4		20	59.7	20.3		14.5	44.6	40.9		
Total %	1.1	20	8.4	29.5	6.7	7.7	0.8	15.3	8.2	24.6	8.4	41.2	2	6.3	5.7	14	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	124	51	179	**43**	37	5	85	39	**177**	51	267	**14**	21	28	63	594
07:45 AM	6	**129**	60	**195**	40	**53**	1	**94**	59	162	59	**280**	11	**39**	37	**87**	**656**
08:00 AM	**7**	115	**69**	191	41	35	6	82	**79**	132	**69**	280	13	31	**38**	82	635
08:15 AM	7	87	56	150	31	48	**7**	86	52	102	56	210	14	35	30	79	525
Total Volume	24	455	236	715	155	173	19	347	229	573	235	1037	52	126	133	311	2410
% App. Total	3.4	63.6	33		44.7	49.9	5.5		22.1	55.3	22.7		16.7	40.5	42.8		
PHF	.857	.882	.855	.917	.901	.816	.679	.923	.725	.809	.851	.926	.929	.808	.875	.894	.918

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 AM
Site Code : 05722739
Start Date : 8/24/2022
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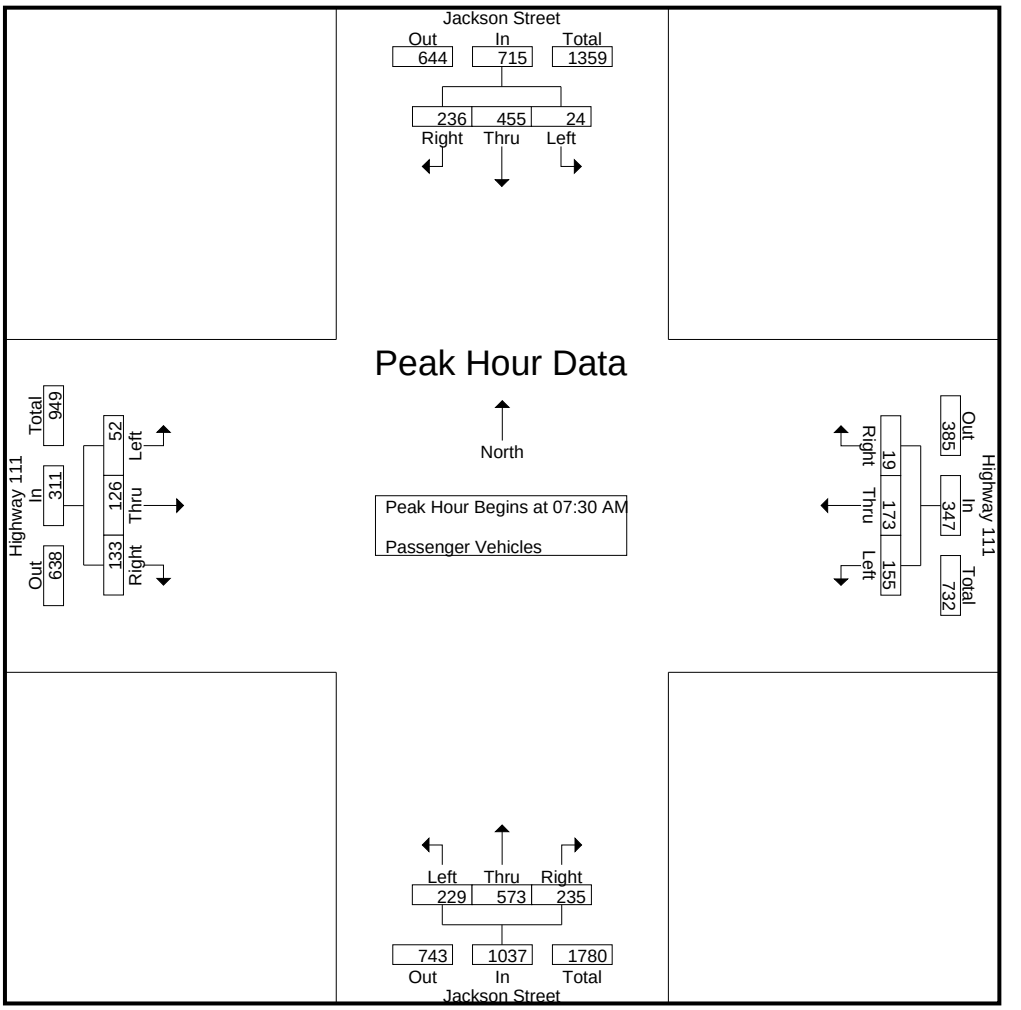

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	124	51	179	**43**	37	5	85	39	**177**	51	267	**14**	21	28	63
+15 mins.	6	**129**	60	**195**	40	**53**	1	**94**	59	162	59	**280**	11	**39**	37	**87**
+30 mins.	**7**	115	**69**	191	41	35	6	82	**79**	132	**69**	280	13	31	**38**	82
+45 mins.	7	87	56	150	31	48	**7**	86	52	102	56	210	14	35	30	79
Total Volume	24	455	236	715	155	173	19	347	229	573	235	1037	52	126	133	311
% App. Total	3.4	63.6	33		44.7	49.9	5.5		22.1	55.3	22.7		16.7	40.5	42.8	
PHF	.857	.882	.855	.917	.901	.816	.679	.923	.725	.809	.851	.926	.929	.808	.875	.894

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City of Indio
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File Name : 07_IND_Jack_111 AM
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	2	0	5	0	2	1	3	0	3	0	3	11
07:15 AM	1	0	1	2	0	2	0	2	0	0	1	1	2	0	0	2	7
07:30 AM	0	2	0	2	1	2	0	3	0	3	0	3	0	3	0	3	11
07:45 AM	0	3	0	3	0	1	0	1	0	2	1	3	1	1	0	2	9
Total	1	5	1	7	4	7	0	11	0	7	3	10	3	7	0	10	38
08:00 AM	0	0	2	2	0	5	0	5	0	3	2	5	0	1	0	1	13
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	1	1	2	5
08:45 AM	0	3	0	3	0	1	0	1	0	6	0	6	0	2	0	2	12
Total	1	4	2	7	0	6	0	6	0	10	2	12	0	5	1	6	31
Grand Total	2	9	3	14	4	13	0	17	0	17	5	22	3	12	1	16	69
Apprch %	14.3	64.3	21.4		23.5	76.5	0		0	77.3	22.7		18.8	75	6.2		
Total %	2.9	13	4.3	20.3	5.8	18.8	0	24.6	0	24.6	7.2	31.9	4.3	17.4	1.4	23.2	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	**1**	2	0	3	0	**3**	0	3	0	**3**	0	**3**	11
07:45 AM	0	**3**	0	**3**	0	1	0	1	0	2	1	3	**1**	1	0	2	9
08:00 AM	0	0	**2**	2	0	**5**	0	**5**	0	3	**2**	**5**	0	1	0	1	**13**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	5	2	7	1	8	0	9	0	8	3	11	1	6	0	7	34
% App. Total	0	71.4	28.6		11.1	88.9	0		0	72.7	27.3		14.3	85.7	0		
PHF	.000	.417	.250	.583	.250	.400	.000	.450	.000	.667	.375	.550	.250	.500	.000	.583	.654

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City of Indio
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File Name : 07_IND_Jack_111 AM
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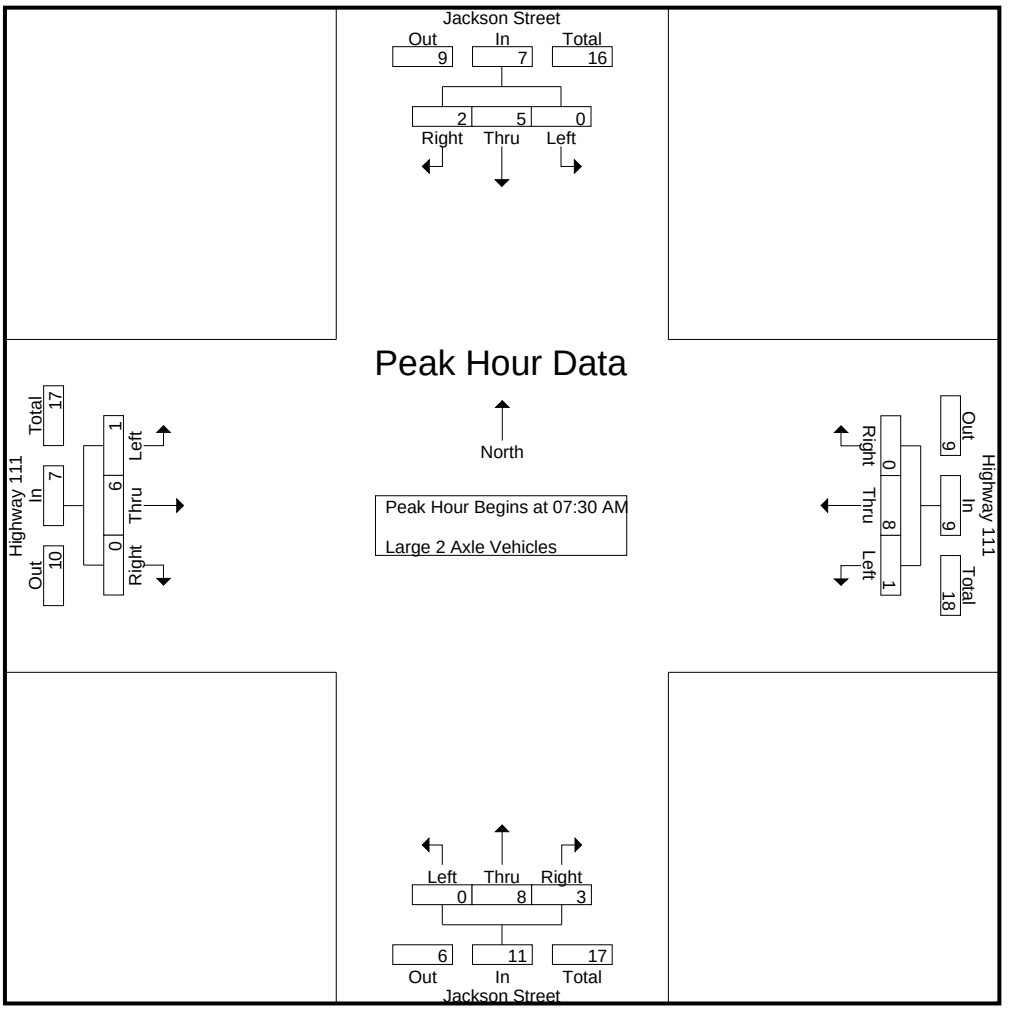

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	**1**	2	0	3	0	**3**	0	3	0	**3**	0	**3**
+15 mins.	0	**3**	0	**3**	0	1	0	1	0	2	1	3	**1**	1	0	2
+30 mins.	0	0	**2**	2	0	**5**	0	**5**	0	3	**2**	**5**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	5	2	7	1	8	0	9	0	8	3	11	1	6	0	7
% App. Total	0	71.4	28.6		11.1	88.9	0		0	72.7	27.3		14.3	85.7	0	
PHF	.000	.417	.250	.583	.250	.400	.000	.450	.000	.667	.375	.550	.250	.500	.000	.583

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City of Indio
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	1	3
07:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	2	0	2	4	3	0	7	0	1	0	1	0	0	1	1	11
08:00 AM	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	1	1	0	2	0	1	0	1	0	4	0	4	0	3	0	3	10
Grand Total	1	3	0	4	4	4	0	8	0	5	0	5	0	3	1	4	21
Apprch %	25	75	0		50	50	0		0	100	0		0	75	25		
Total %	4.8	14.3	0	19	19	19	0	38.1	0	23.8	0	23.8	0	14.3	4.8	19	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**	3
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	**1**	1	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	3	0	4	1	2	0	3	0	4	0	4	0	0	1	1	12
% App. Total	25	75	0		33.3	66.7	0		0	100	0		0	0	100		
PHF	.250	.375	.000	.500	.250	.500	.000	.375	.000	.333	.000	.333	.000	.000	.250	.250	.600

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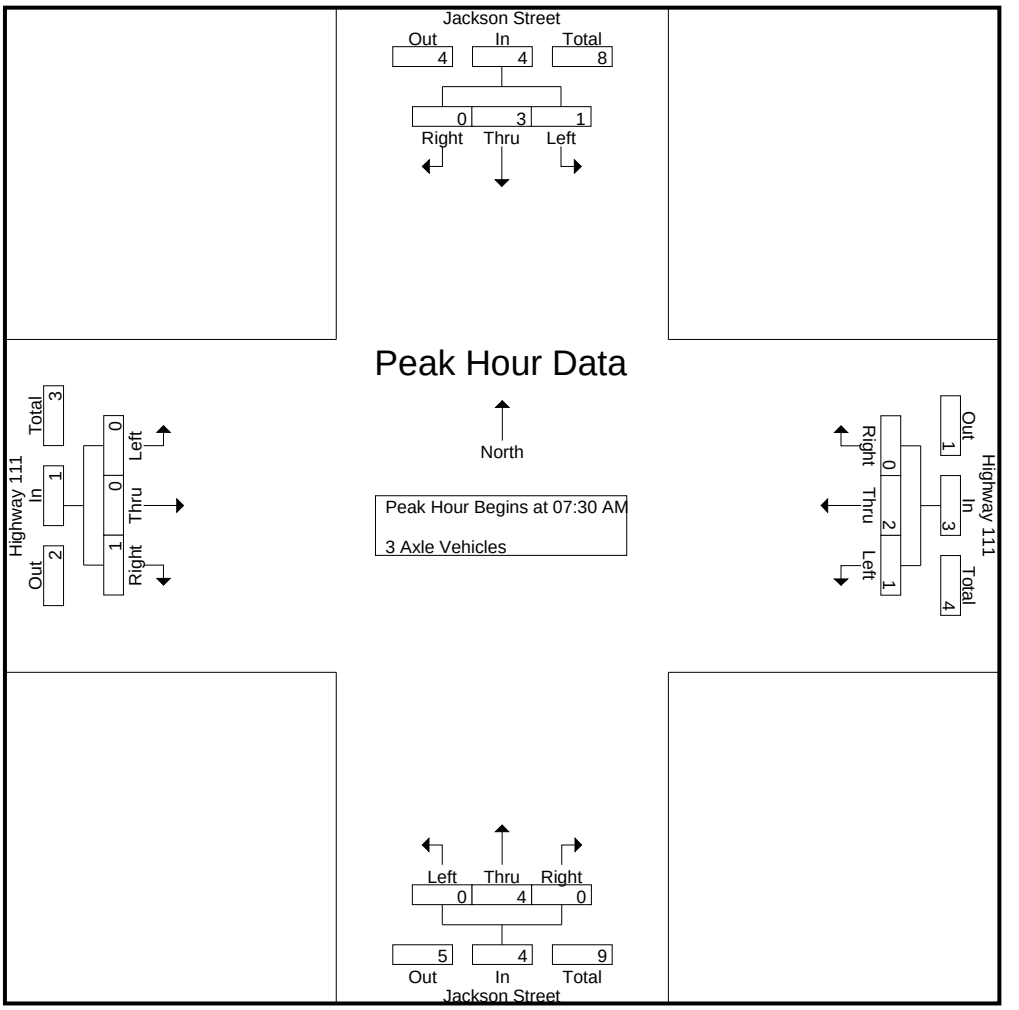

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	**1**	1	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	3	0	4	1	2	0	3	0	4	0	4	0	0	1	1
% App. Total	25	75	0		33.3	66.7	0		0	100	0		0	0	100	
PHF	.250	.375	.000	.500	.250	.500	.000	.375	.000	.333	.000	.333	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
Total	0	4	1	5	0	1	0	1	0	0	0	0	0	3	0	3	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
Grand Total	0	6	1	7	0	4	0	4	0	0	0	0	0	3	0	3	14
Apprch %	0	85.7	14.3		0	100	0		0	0	0		0	100	0		
Total %	0	42.9	7.1	50	0	28.6	0	28.6	0	0	0	0	0	21.4	0	21.4	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
07:45 AM	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	1	0	1	**4**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	3	0	3	0	0	0	0	0	2	0	2	8
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.500

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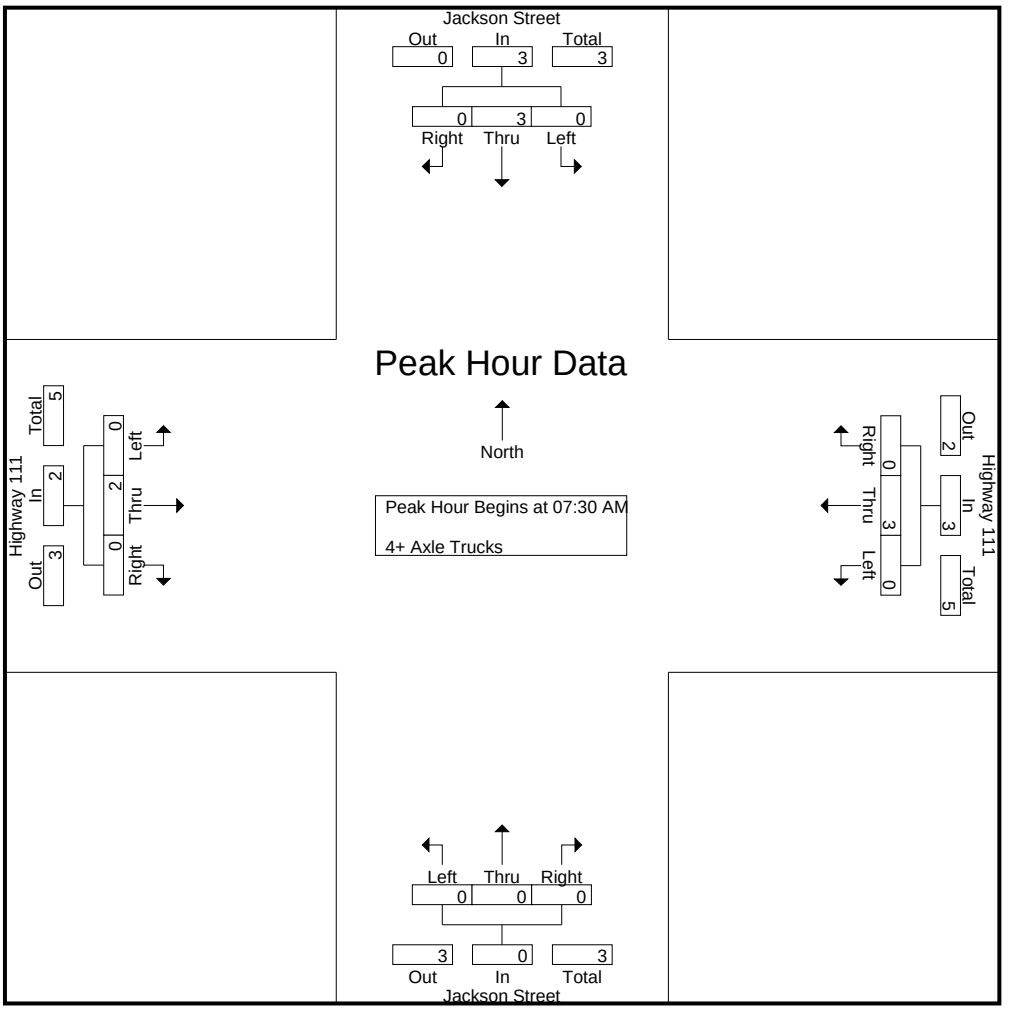

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	**2**	0	**2**	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	3	0	3	0	0	0	0	0	2	0	2
% App. Total	0	100	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.375	.000	.375	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	135	32	179	32	45	6	83	27	108	32	167	32	50	16	98	527
04:15 PM	15	124	38	177	33	60	4	97	40	126	38	204	33	66	24	123	601
04:30 PM	15	121	43	179	42	41	6	89	28	101	43	172	42	54	19	115	555
04:45 PM	17	114	31	162	28	62	9	99	30	96	31	157	28	60	12	100	518
Total	59	494	144	697	135	208	25	368	125	431	144	700	135	230	71	436	2201
05:00 PM	10	130	40	180	33	60	7	100	31	110	40	181	33	63	17	113	574
05:15 PM	8	140	50	198	30	51	6	87	24	102	50	176	30	53	13	96	557
05:30 PM	8	133	40	181	26	46	5	77	30	100	40	170	26	61	31	118	546
05:45 PM	10	104	48	162	21	32	5	58	26	93	48	167	21	54	14	89	476
Total	36	507	178	721	110	189	23	322	111	405	178	694	110	231	75	416	2153
Grand Total	95	1001	322	1418	245	397	48	690	236	836	322	1394	245	461	146	852	4354
Apprch %	6.7	70.6	22.7		35.5	57.5	7		16.9	60	23.1		28.8	54.1	17.1		
Total %	2.2	23	7.4	32.6	5.6	9.1	1.1	15.8	5.4	19.2	7.4	32	5.6	10.6	3.4	19.6	
Passenger Vehicles	93	989	322	1404	241	386	47	674	234	825	320	1379	244	448	145	837	4294
% Passenger Vehicles	97.9	98.8	100	99	98.4	97.2	97.9	97.7	99.2	98.7	99.4	98.9	99.6	97.2	99.3	98.2	98.6
Large 2 Axle Vehicles	2	12	0	14	4	6	0	10	2	11	2	15	1	12	1	14	53
% Large 2 Axle Vehicles	2.1	1.2	0	1	1.6	1.5	0	1.4	0.8	1.3	0.6	1.1	0.4	2.6	0.7	1.6	1.2
3 Axle Vehicles	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
% 3 Axle Vehicles	0	0	0	0	0	0.8	2.1	0.6	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	0	0	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	124	38	177	33	60	4	97	**40**	**126**	38	**204**	33	**66**	**24**	**123**	**601**
04:30 PM	15	121	**43**	179	**42**	41	6	89	28	101	**43**	172	**42**	54	19	115	555
04:45 PM	**17**	114	31	162	28	**62**	**9**	99	30	96	31	157	28	60	12	100	518
05:00 PM	10	**130**	40	**180**	33	60	7	**100**	31	110	40	181	33	63	17	113	574
Total Volume	57	489	152	698	136	223	26	385	129	433	152	714	136	243	72	451	2248
% App. Total	8.2	70.1	21.8		35.3	57.9	6.8		18.1	60.6	21.3		30.2	53.9	16		
PHF	.838	.940	.884	.969	.810	.899	.722	.963	.806	.859	.884	.875	.810	.920	.750	.917	.935

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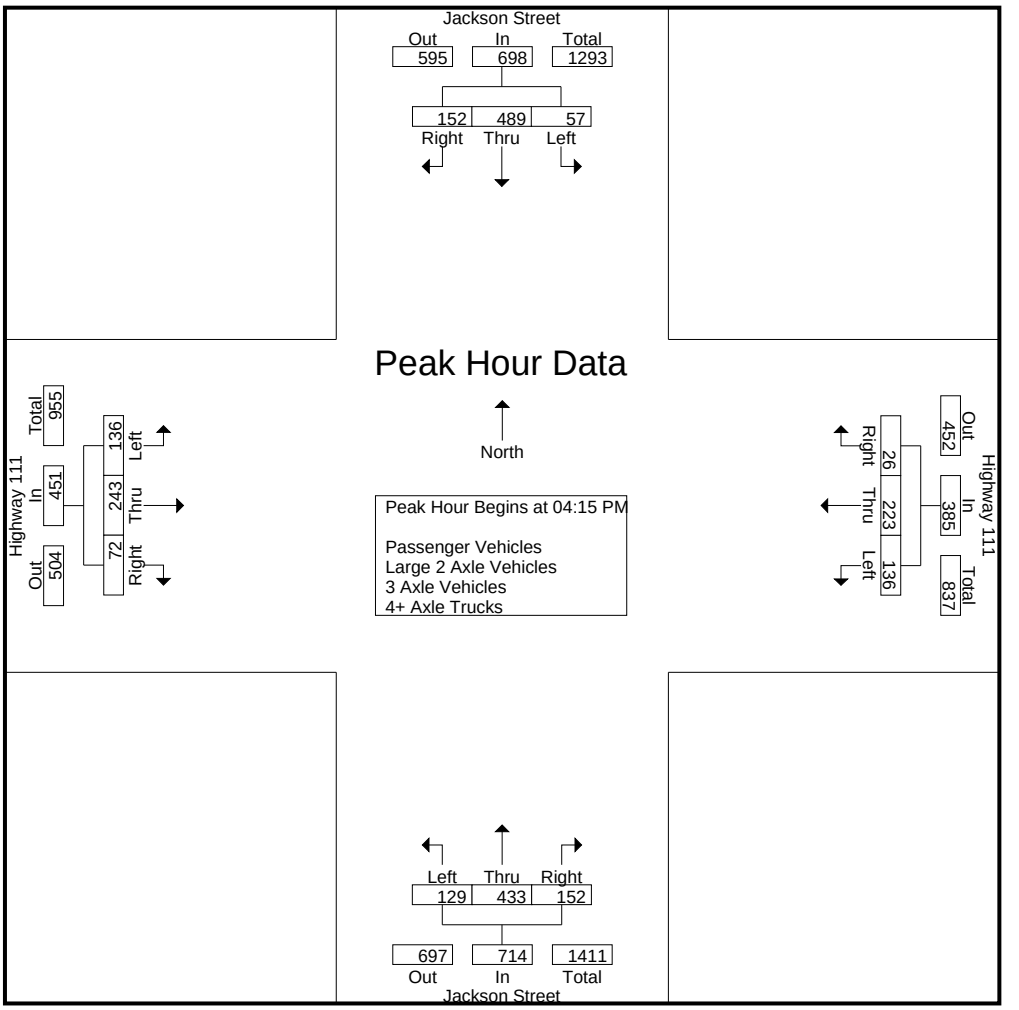
City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**17**	114	31	162	33	60	4	97	**40**	**126**	38	**204**	33	**66**	**24**	**123**
+15 mins.	10	130	40	180	**42**	41	6	89	28	101	**43**	172	**42**	54	19	115
+30 mins.	8	**140**	**50**	**198**	28	**62**	**9**	99	30	96	31	157	28	60	12	100
+45 mins.	8	133	40	181	33	60	7	**100**	31	110	40	181	33	63	17	113
Total Volume	43	517	161	721	136	223	26	385	129	433	152	714	136	243	72	451
% App. Total	6	71.7	22.3		35.3	57.9	6.8		18.1	60.6	21.3		30.2	53.9	16	
PHF	.632	.923	.805	.910	.810	.899	.722	.963	.806	.859	.884	.875	.810	.920	.750	.917

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	133	32	177	31	43	6	80	26	107	32	165	32	50	16	98	520
04:15 PM	15	121	38	174	33	58	4	95	40	124	38	202	32	63	24	119	590
04:30 PM	15	119	43	177	40	40	5	85	27	100	43	170	42	53	18	113	545
04:45 PM	16	113	31	160	28	61	9	98	30	95	30	155	28	58	12	98	511
Total	58	486	144	688	132	202	24	358	123	426	143	692	134	224	70	428	2166
05:00 PM	9	129	40	178	33	60	7	100	31	110	40	181	33	60	17	110	569
05:15 PM	8	139	50	197	30	50	6	86	24	100	50	174	30	52	13	95	552
05:30 PM	8	131	40	179	26	44	5	75	30	98	40	168	26	59	31	116	538
05:45 PM	10	104	48	162	20	30	5	55	26	91	47	164	21	53	14	88	469
Total	35	503	178	716	109	184	23	316	111	399	177	687	110	224	75	409	2128
Grand Total	93	989	322	1404	241	386	47	674	234	825	320	1379	244	448	145	837	4294
Apprch %	6.6	70.4	22.9		35.8	57.3	7		17	59.8	23.2		29.2	53.5	17.3		
Total %	2.2	23	7.5	32.7	5.6	9	1.1	15.7	5.4	19.2	7.5	32.1	5.7	10.4	3.4	19.5	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	15	121	38	174	33	58	4	95	**40**	**124**	38	**202**	32	**63**	**24**	**119**	**590**
04:30 PM	15	119	**43**	177	**40**	40	5	85	27	100	**43**	170	**42**	53	18	113	545
04:45 PM	**16**	113	31	160	28	**61**	**9**	98	30	95	30	155	28	58	12	98	511
05:00 PM	9	**129**	40	**178**	33	60	7	**100**	31	110	40	181	33	60	17	110	569
Total Volume	55	482	152	689	134	219	25	378	128	429	151	708	135	234	71	440	2215
% App. Total	8	70	22.1		35.4	57.9	6.6		18.1	60.6	21.3		30.7	53.2	16.1		
PHF	.859	.934	.884	.968	.838	.898	.694	.945	.800	.865	.878	.876	.804	.929	.740	.924	.939

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City of Indio
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File Name : 07_IND_Jack_111 PM
Site Code : 05722739
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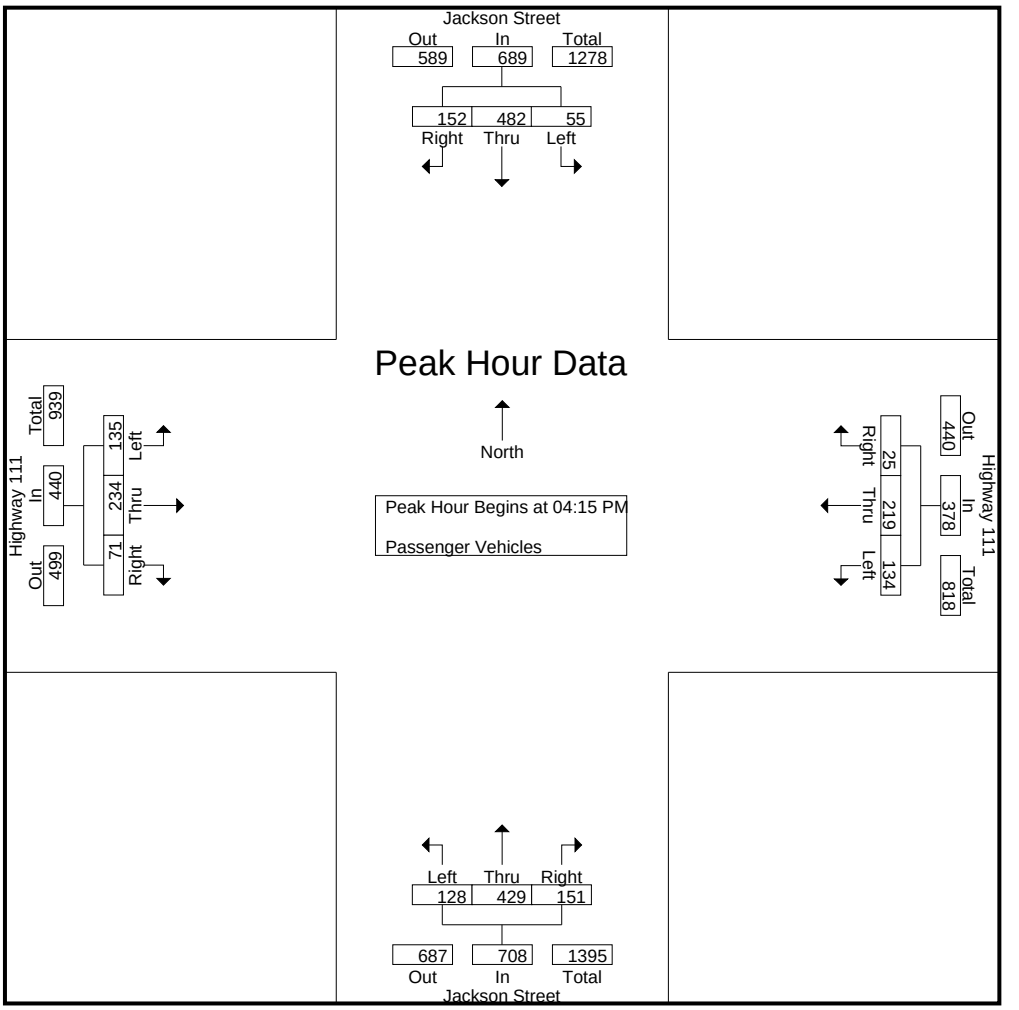

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	15	121	38	174	33	58	4	95	**40**	**124**	38	**202**	32	**63**	**24**	**119**
+15 mins.	15	119	**43**	177	**40**	40	5	85	27	100	**43**	170	**42**	53	18	113
+30 mins.	**16**	113	31	160	28	**61**	**9**	98	30	95	30	155	28	58	12	98
+45 mins.	9	**129**	40	**178**	33	60	7	**100**	31	110	40	181	33	60	17	110
Total Volume	55	482	152	689	134	219	25	378	128	429	151	708	135	234	71	440
% App. Total	8	70	22.1		35.4	57.9	6.6		18.1	60.6	21.3		30.7	53.2	16.1	
PHF	.859	.934	.884	.968	.838	.898	.694	.945	.800	.865	.878	.876	.804	.929	.740	.924

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City of Indio
N/S: Jackson Street
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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	2	0	3	1	1	0	2	0	0	0	0	7
04:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	1	3	0	4	9
04:30 PM	0	2	0	2	2	1	0	3	1	1	0	2	0	1	1	2	9
04:45 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	2	0	2	6
Total	1	8	0	9	3	3	0	6	2	5	1	8	1	6	1	8	31
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
05:15 PM	0	1	0	1	0	1	0	1	0	2	0	2	0	1	0	1	5
05:30 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	2	0	2	7
05:45 PM	0	0	0	0	1	1	0	2	0	2	1	3	0	1	0	1	6
Total	1	4	0	5	1	3	0	4	0	6	1	7	0	6	0	6	22
Grand Total	2	12	0	14	4	6	0	10	2	11	2	15	1	12	1	14	53
Apprch %	14.3	85.7	0		40	60	0		13.3	73.3	13.3		7.1	85.7	7.1		
Total %	3.8	22.6	0	26.4	7.5	11.3	0	18.9	3.8	20.8	3.8	28.3	1.9	22.6	1.9	26.4	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	**1**	**3**	0	**4**	**9**
04:30 PM	0	2	0	2	**2**	**1**	0	**3**	**1**	1	0	2	0	1	**1**	2	9
04:45 PM	**1**	1	0	2	0	0	0	0	0	1	**1**	2	0	2	0	2	6
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	2	7	0	9	2	1	0	3	1	4	1	6	1	8	1	10	28
% App. Total	22.2	77.8	0		66.7	33.3	0		16.7	66.7	16.7		10	80	10		
PHF	.500	.583	.000	.750	.250	.250	.000	.250	.250	.500	.250	.750	.250	.667	.250	.625	.778

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City of Indio
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Weather: Clear

File Name : 07_IND_Jack_111 PM
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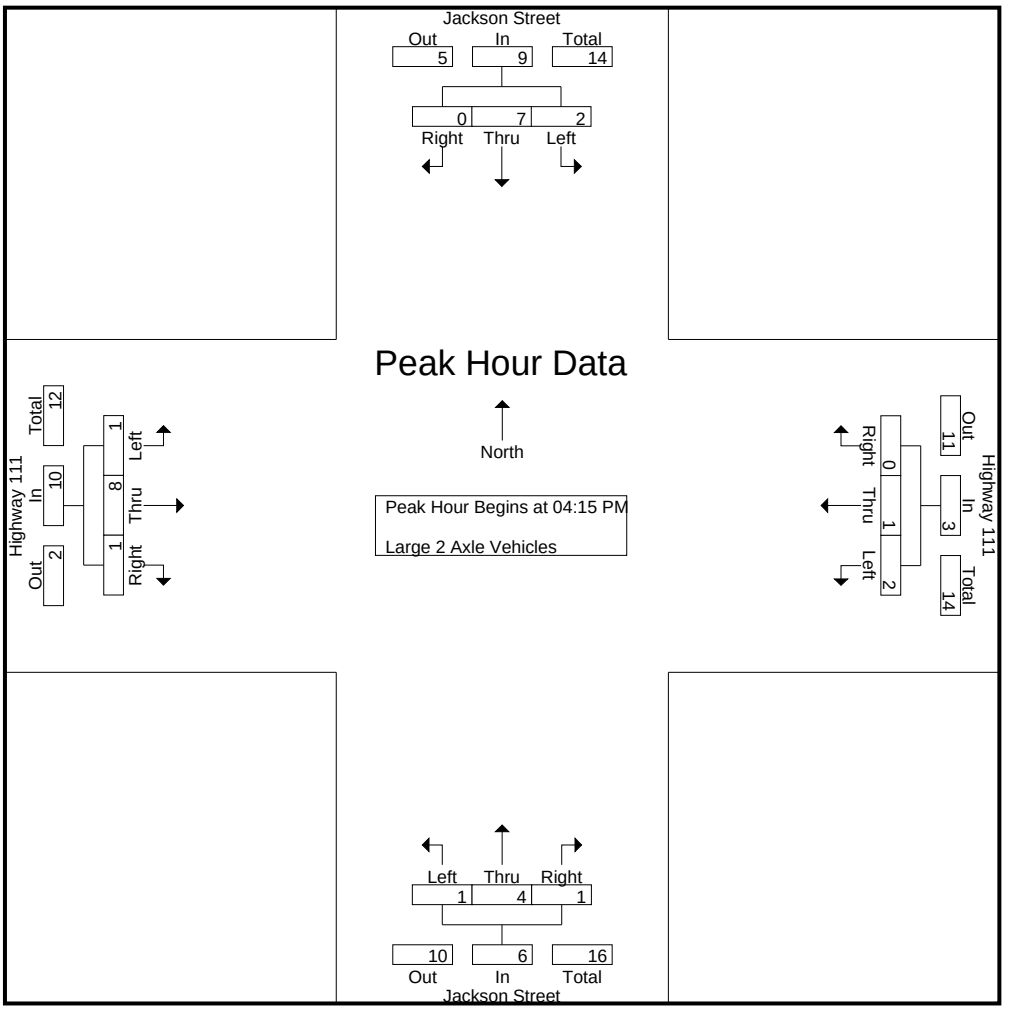

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	**1**	**3**	0	**4**
+15 mins.	0	2	0	2	**2**	**1**	0	**3**	**1**	1	0	2	0	1	**1**	2
+30 mins.	**1**	1	0	2	0	0	0	0	0	1	**1**	2	0	2	0	2
+45 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	2	7	0	9	2	1	0	3	1	4	1	6	1	8	1	10
% App. Total	22.2	77.8	0		66.7	33.3	0		16.7	66.7	16.7		10	80	10	
PHF	.500	.583	.000	.750	.250	.250	.000	.250	.250	.500	.250	.750	.250	.667	.250	.625

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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
Apprch %	0	0	0		0	75	25		0	0	0		0	100	0		
Total %	0	0	0	0	0	60	20	80	0	0	0	0	0	20	0	20	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	1.00

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 PM
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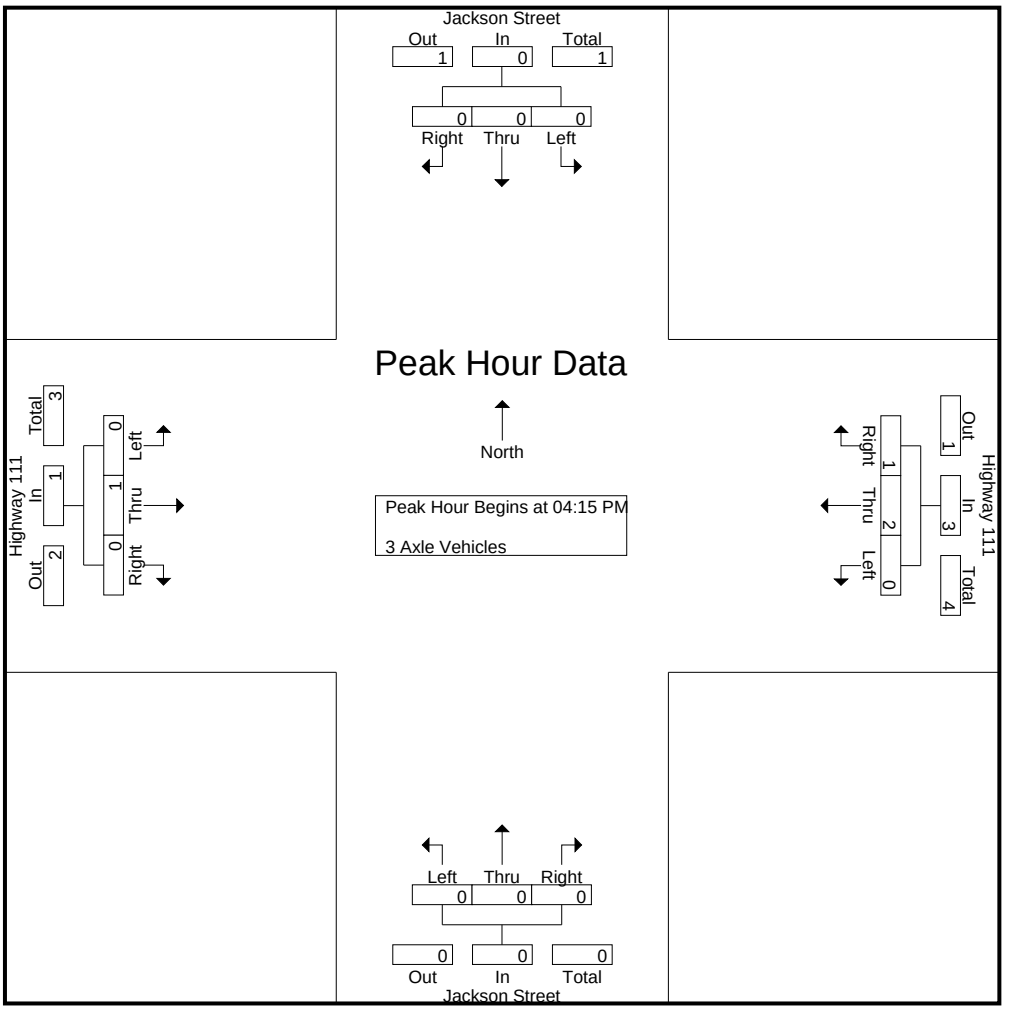

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	66.7	33.3		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 PM
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Jackson Street Southbound				Highway 111 Westbound				Jackson Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Indio
N/S: Jackson Street
E/W: Highway 111
Weather: Clear

File Name : 07_IND_Jack_111 PM
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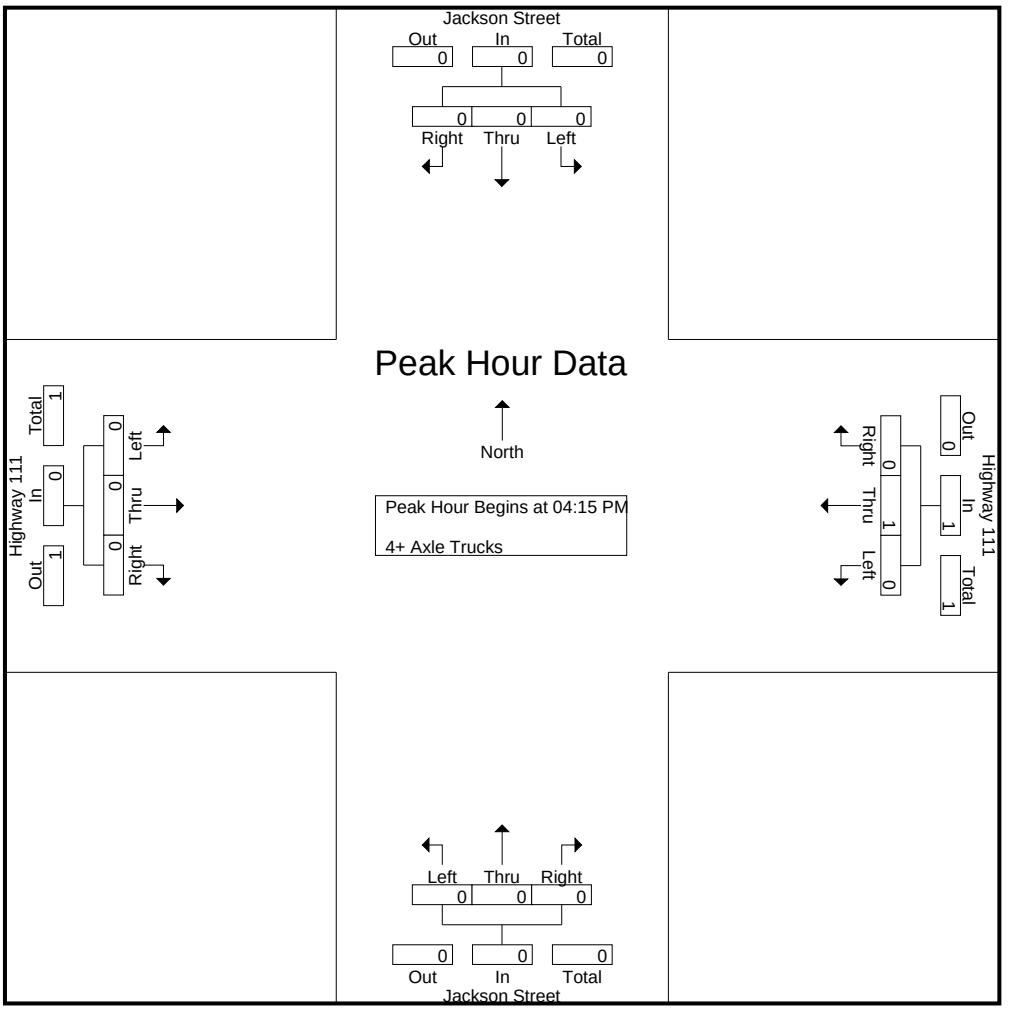

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	51	14	82	8	86	5	99	47	77	13	137	17	56	16	89	407
07:15 AM	16	73	20	109	14	122	13	149	44	106	12	162	24	56	20	100	520
07:30 AM	27	74	35	136	14	151	18	183	60	78	13	151	28	75	33	136	606
07:45 AM	20	99	29	148	17	185	31	233	77	105	21	203	35	91	30	156	740
Total	80	297	98	475	53	544	67	664	228	366	59	653	104	278	99	481	2273
08:00 AM	20	61	25	106	18	195	23	236	65	76	17	158	21	99	44	164	664
08:15 AM	25	60	23	108	14	122	18	154	53	76	16	145	25	114	43	182	589
08:30 AM	10	43	17	70	11	107	14	132	46	67	19	132	13	126	36	175	509
08:45 AM	13	53	14	80	10	80	10	100	51	74	12	137	18	76	27	121	438
Total	68	217	79	364	53	504	65	622	215	293	64	572	77	415	150	642	2200
Grand Total	148	514	177	839	106	1048	132	1286	443	659	123	1225	181	693	249	1123	4473
Apprch %	17.6	61.3	21.1		8.2	81.5	10.3		36.2	53.8	10		16.1	61.7	22.2		
Total %	3.3	11.5	4	18.8	2.4	23.4	3	28.8	9.9	14.7	2.7	27.4	4	15.5	5.6	25.1	
Passenger Vehicles	145	501	173	819	100	1024	130	1254	433	649	113	1195	173	673	246	1092	4360
% Passenger Vehicles	98	97.5	97.7	97.6	94.3	97.7	98.5	97.5	97.7	98.5	91.9	97.6	95.6	97.1	98.8	97.2	97.5
Large 2 Axle Vehicles	3	11	1	15	2	18	2	22	8	7	4	19	8	12	2	22	78
% Large 2 Axle Vehicles	2	2.1	0.6	1.8	1.9	1.7	1.5	1.7	1.8	1.1	3.3	1.6	4.4	1.7	0.8	2	1.7
3 Axle Vehicles	0	2	2	4	3	6	0	9	0	2	4	6	0	5	0	5	24
% 3 Axle Vehicles	0	0.4	1.1	0.5	2.8	0.6	0	0.7	0	0.3	3.3	0.5	0	0.7	0	0.4	0.5
4+ Axle Trucks	0	0	1	1	1	0	0	1	2	1	2	5	0	3	1	4	11
% 4+ Axle Trucks	0	0	0.6	0.1	0.9	0	0	0.1	0.5	0.2	1.6	0.4	0	0.4	0.4	0.4	0.2

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**27**	74	**35**	136	14	151	18	183	60	78	13	151	28	75	33	136	606
07:45 AM	20	**99**	29	**148**	17	185	**31**	233	**77**	**105**	**21**	**203**	**35**	91	30	156	**740**
08:00 AM	20	61	25	106	**18**	**195**	23	**236**	65	76	17	158	21	99	**44**	164	664
08:15 AM	25	60	23	108	14	122	18	154	53	76	16	145	25	**114**	43	**182**	589
Total Volume	92	294	112	498	63	653	90	806	255	335	67	657	109	379	150	638	2599
% App. Total	18.5	59	22.5		7.8	81	11.2		38.8	51	10.2		17.1	59.4	23.5		
PHF	.852	.742	.800	.841	.875	.837	.726	.854	.828	.798	.798	.809	.779	.831	.852	.876	.878

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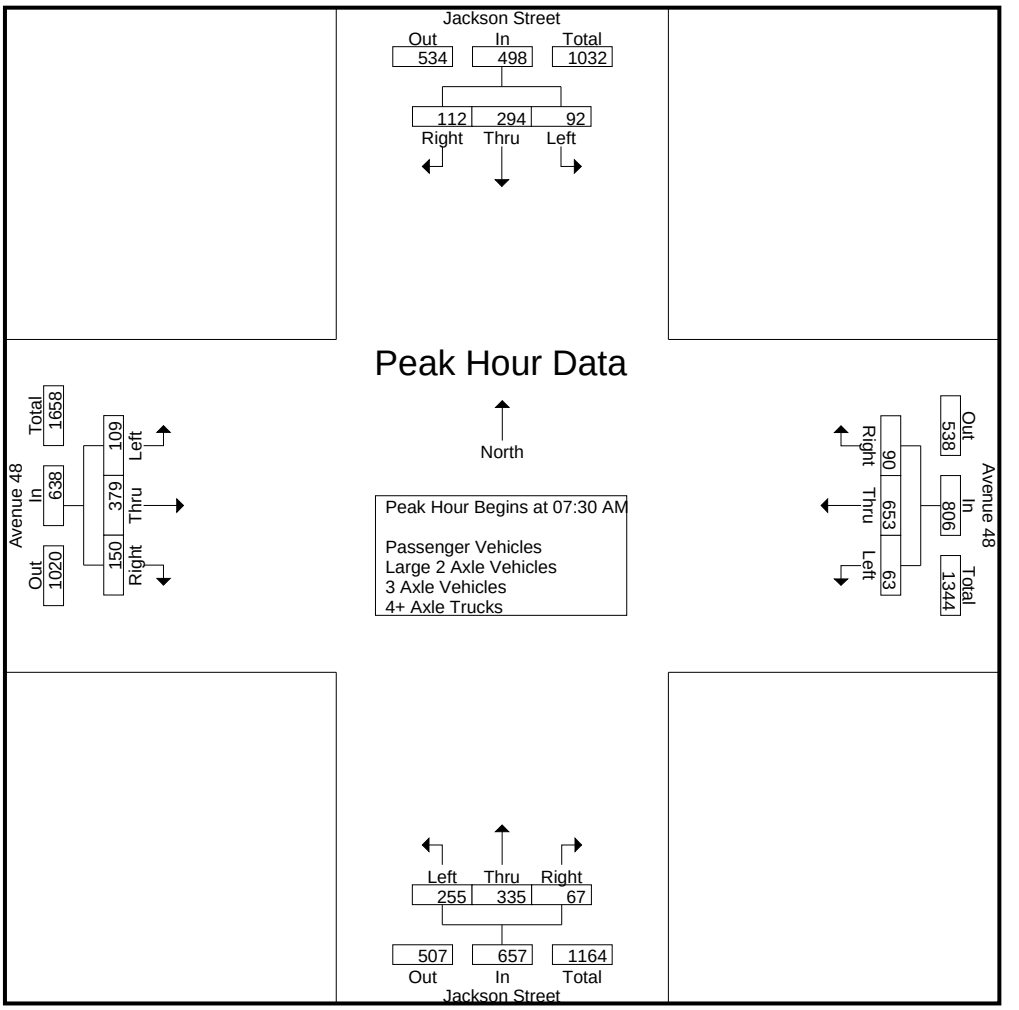
City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	16	73	20	109	14	151	18	183	44	**106**	12	162	**35**	91	30	156
+15 mins.	**27**	74	**35**	136	17	185	**31**	233	60	78	13	151	21	99	**44**	164
+30 mins.	20	**99**	29	**148**	**18**	**195**	23	**236**	**77**	105	**21**	**203**	25	114	43	**182**
+45 mins.	20	61	25	106	14	122	18	154	65	76	17	158	13	**126**	36	175
Total Volume	83	307	109	499	63	653	90	806	246	365	63	674	94	430	153	677
% App. Total	16.6	61.5	21.8		7.8	81	11.2		36.5	54.2	9.3		13.9	63.5	22.6	
PHF	.769	.775	.779	.843	.875	.837	.726	.854	.799	.861	.750	.830	.671	.853	.869	.930

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	50	13	79	8	85	5	98	46	75	13	134	16	53	15	84	395
07:15 AM	15	71	20	106	13	118	13	144	44	104	12	160	21	54	20	95	505
07:30 AM	27	71	35	133	12	145	18	175	57	78	10	145	28	74	33	135	588
07:45 AM	20	99	29	148	17	180	29	226	74	104	21	199	35	85	30	150	723
Total	78	291	97	466	50	528	65	643	221	361	56	638	100	266	98	464	2211
08:00 AM	20	59	24	103	18	193	23	234	65	75	15	155	20	97	44	161	653
08:15 AM	24	56	23	103	14	120	18	152	51	75	15	141	24	114	42	180	576
08:30 AM	10	43	15	68	9	105	14	128	45	64	17	126	12	122	35	169	491
08:45 AM	13	52	14	79	9	78	10	97	51	74	10	135	17	74	27	118	429
Total	67	210	76	353	50	496	65	611	212	288	57	557	73	407	148	628	2149
Grand Total	145	501	173	819	100	1024	130	1254	433	649	113	1195	173	673	246	1092	4360
Apprch %	17.7	61.2	21.1		8	81.7	10.4		36.2	54.3	9.5		15.8	61.6	22.5		
Total %	3.3	11.5	4	18.8	2.3	23.5	3	28.8	9.9	14.9	2.6	27.4	4	15.4	5.6	25	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**27**	71	**35**	133	12	145	18	175	57	78	10	145	28	74	33	135	588
07:45 AM	20	**99**	29	**148**	17	180	**29**	226	**74**	**104**	**21**	**199**	**35**	85	30	150	**723**
08:00 AM	20	59	24	103	**18**	**193**	23	**234**	65	75	15	155	20	97	**44**	161	653
08:15 AM	24	56	23	103	14	120	18	152	51	75	15	141	24	**114**	42	**180**	576
Total Volume	91	285	111	487	61	638	88	787	247	332	61	640	107	370	149	626	2540
% App. Total	18.7	58.5	22.8		7.8	81.1	11.2		38.6	51.9	9.5		17.1	59.1	23.8		
PHF	.843	.720	.793	.823	.847	.826	.759	.841	.834	.798	.726	.804	.764	.811	.847	.869	.878

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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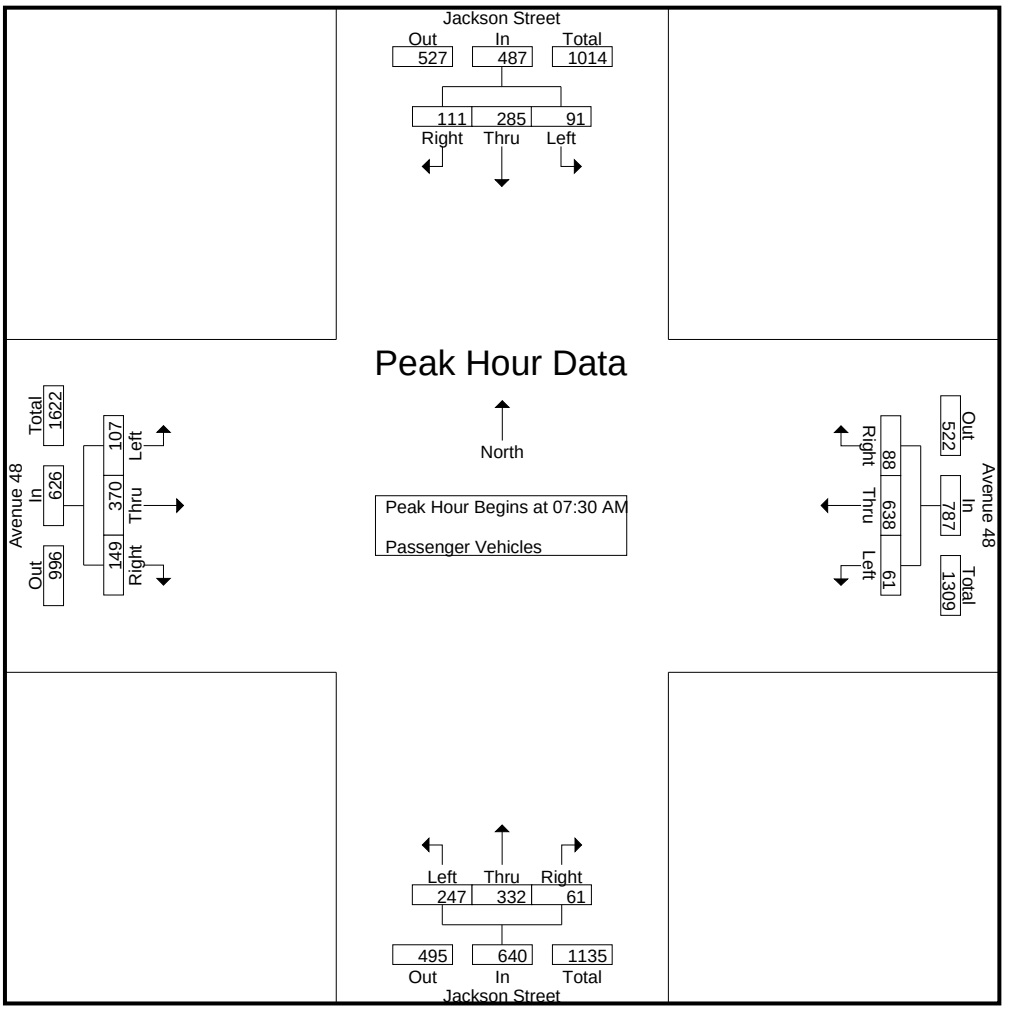

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**27**	71	**35**	133	12	145	18	175	57	78	10	145	28	74	33	135
+15 mins.	20	**99**	29	**148**	17	180	**29**	226	**74**	**104**	**21**	**199**	**35**	85	30	150
+30 mins.	20	59	24	103	**18**	**193**	23	**234**	65	75	15	155	20	97	**44**	161
+45 mins.	24	56	23	103	14	120	18	152	51	75	15	141	24	**114**	42	**180**
Total Volume	91	285	111	487	61	638	88	787	247	332	61	640	107	370	149	626
% App. Total	18.7	58.5	22.8		7.8	81.1	11.2		38.6	51.9	9.5		17.1	59.1	23.8	
PHF	.843	.720	.793	.823	.847	.826	.759	.841	.834	.798	.726	.804	.764	.811	.847	.869

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	1	3	0	0	0	0	0	1	0	1	1	0	1	2	6
07:15 AM	1	1	0	2	1	4	0	5	0	2	0	2	3	2	0	5	14
07:30 AM	0	3	0	3	0	5	0	5	3	0	2	5	0	0	0	0	13
07:45 AM	0	0	0	0	0	3	2	5	3	1	0	4	0	5	0	5	14
Total	2	5	1	8	1	12	2	15	6	4	2	12	4	7	1	12	47
08:00 AM	0	2	0	2	0	2	0	2	0	0	0	0	1	1	0	2	6
08:15 AM	1	3	0	4	0	2	0	2	2	1	1	4	1	0	1	2	12
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	1	3	0	4	7
08:45 AM	0	1	0	1	1	1	0	2	0	0	1	1	1	1	0	2	6
Total	1	6	0	7	1	6	0	7	2	3	2	7	4	5	1	10	31
Grand Total	3	11	1	15	2	18	2	22	8	7	4	19	8	12	2	22	78
Apprch %	20	73.3	6.7		9.1	81.8	9.1		42.1	36.8	21.1		36.4	54.5	9.1		
Total %	3.8	14.1	1.3	19.2	2.6	23.1	2.6	28.2	10.3	9	5.1	24.4	10.3	15.4	2.6	28.2	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	0	3	0	**5**	0	**5**	**3**	0	**2**	**5**	0	0	0	0	13
07:45 AM	0	0	0	0	0	3	**2**	5	3	**1**	0	4	0	**5**	0	**5**	**14**
08:00 AM	0	2	0	2	0	2	0	2	0	0	0	0	**1**	1	0	2	6
08:15 AM	**1**	3	0	**4**	0	2	0	2	2	1	1	4	1	0	**1**	2	12
Total Volume	1	8	0	9	0	12	2	14	8	2	3	13	2	6	1	9	45
% App. Total	11.1	88.9	0		0	85.7	14.3		61.5	15.4	23.1		22.2	66.7	11.1		
PHF	.250	.667	.000	.563	.000	.600	.250	.700	.667	.500	.375	.650	.500	.300	.250	.450	.804

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
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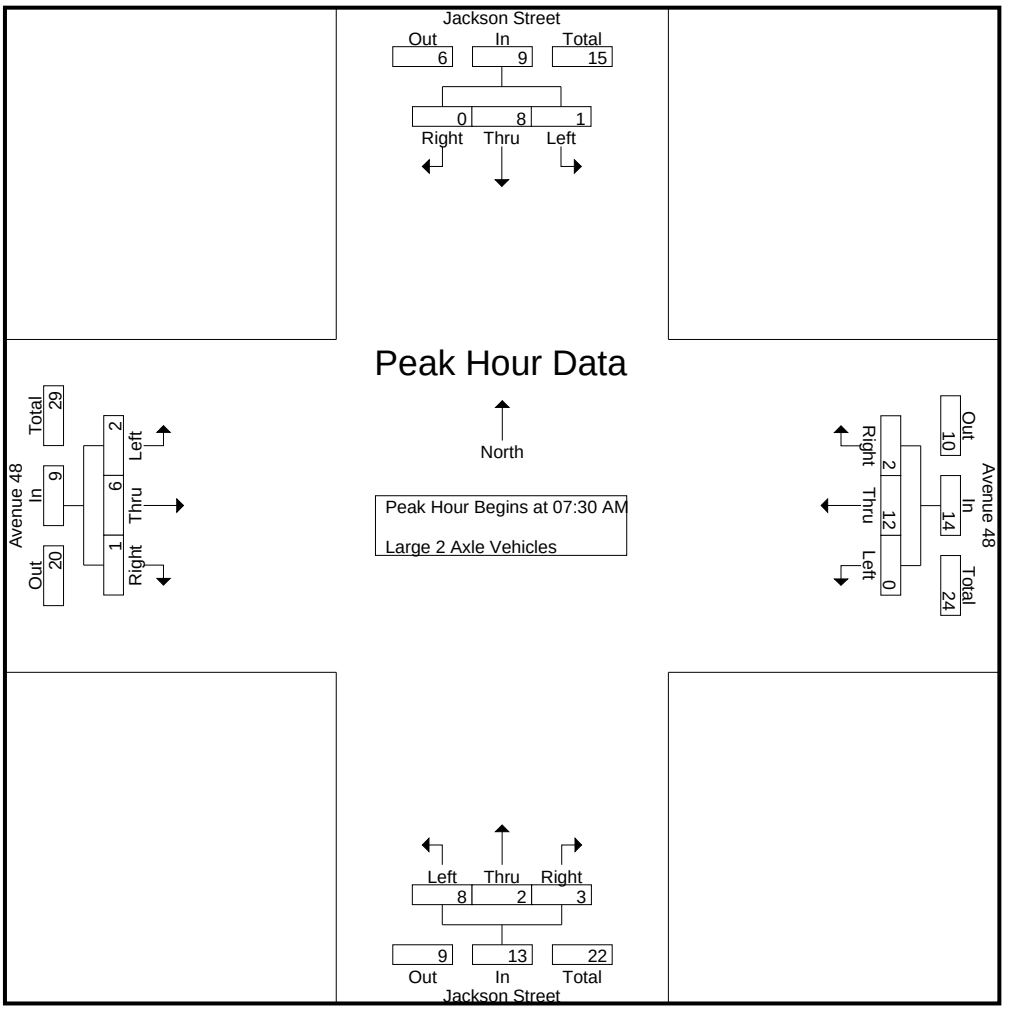

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**3**	0	3	0	**5**	0	**5**	**3**	0	**2**	**5**	0	0	0	0
+15 mins.	0	0	0	0	0	3	**2**	5	3	**1**	0	4	0	**5**	0	**5**
+30 mins.	0	2	0	2	0	2	0	2	0	0	0	0	**1**	1	0	2
+45 mins.	**1**	3	0	**4**	0	2	0	2	2	1	1	4	1	0	**1**	2
Total Volume	1	8	0	9	0	12	2	14	8	2	3	13	2	6	1	9
% App. Total	11.1	88.9	0		0	85.7	14.3		61.5	15.4	23.1		22.2	66.7	11.1	
PHF	.250	.667	.000	.563	.000	.600	.250	.700	.667	.500	.375	.650	.500	.300	.250	.450

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
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Page No : 1

Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	1	0	1	1	4	0	5	0	1	0	1	0	3	0	3	10
08:00 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	1	0	1	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	2	1	0	3	0	1	2	3	0	0	0	0	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
Total	0	1	2	3	2	2	0	4	0	1	4	5	0	2	0	2	14
Grand Total	0	2	2	4	3	6	0	9	0	2	4	6	0	5	0	5	24
Apprch %	0	50	50		33.3	66.7	0		0	33.3	66.7		0	100	0		
Total %	0	8.3	8.3	16.7	12.5	25	0	37.5	0	8.3	16.7	25	0	20.8	0	20.8	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	**1**	0	**1**	**3**
07:45 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	1	0	1	3
08:15 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	1	3	0	4	0	0	1	1	0	3	0	3	10
% App. Total	0	50	50		25	75	0		0	0	100		0	100	0		
PHF	.000	.250	.250	.500	.250	.375	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750	.833

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City of Indio
N/S: Jackson Street
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File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
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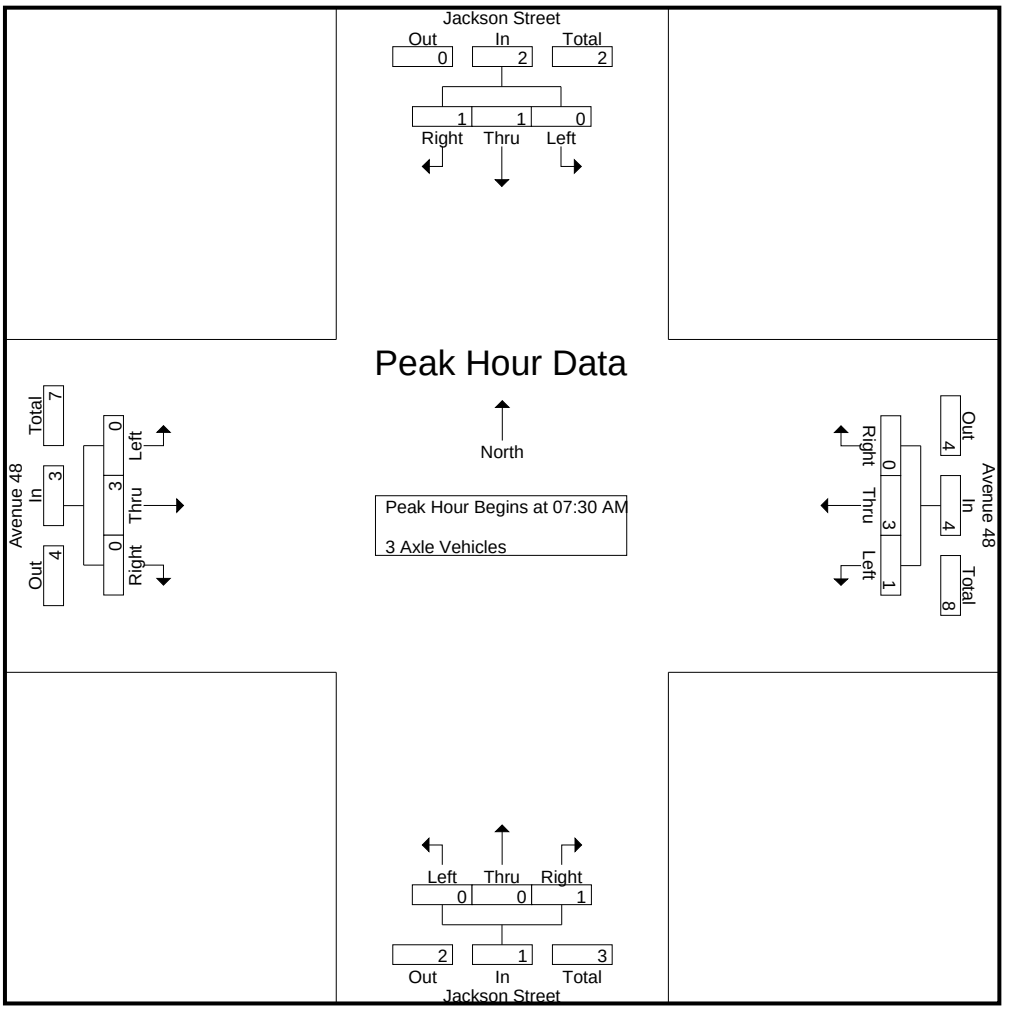

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	1	0	1
+45 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	1	3	0	4	0	0	1	1	0	3	0	3
% App. Total	0	50	50		25	75	0		0	0	100		0	100	0	
PHF	.000	.250	.250	.500	.250	.375	.000	.500	.000	.000	.250	.250	.000	.750	.000	.750

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City of Indio
N/S: Jackson Street
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Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	1	2	0	2	0	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	1	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	1	1	1	3	0	1	1	2	6
Grand Total	0	0	1	1	1	0	0	1	2	1	2	5	0	3	1	4	11
Apprch %	0	0	100		100	0	0		40	20	40		0	75	25		
Total %	0	0	9.1	9.1	9.1	0	0	9.1	18.2	9.1	18.2	45.5	0	27.3	9.1	36.4	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0	4
% App. Total	0	0	0		100	0	0		0	33.3	66.7		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500	.375	.000	.000	.000	.000	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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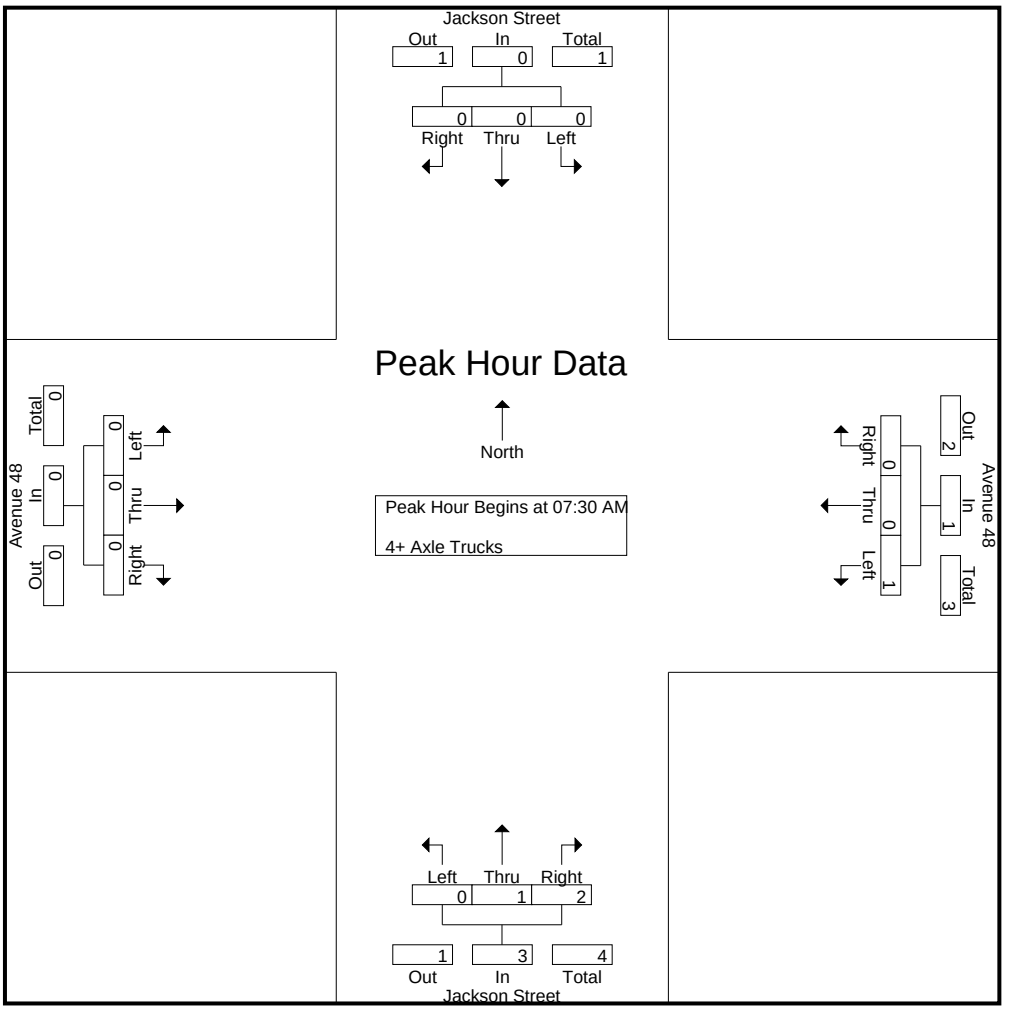

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	1	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	1	2	3	0	0	0	0
% App. Total	0	0	0		100	0	0		0	33.3	66.7		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.500	.375	.000	.000	.000	.000

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City of Indio
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Weather: Clear

File Name : 08_IND_Jack_Ave 48 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	91	24	146	15	87	17	119	43	73	24	140	14	163	64	241	646
04:15 PM	26	95	19	140	9	89	19	117	42	78	8	128	28	152	60	240	625
04:30 PM	31	72	16	119	11	120	11	142	36	59	9	104	21	141	69	231	596
04:45 PM	35	85	21	141	13	82	16	111	51	65	11	127	25	120	50	195	574
Total	123	343	80	546	48	378	63	489	172	275	52	499	88	576	243	907	2441
05:00 PM	40	98	24	162	11	93	12	116	44	85	12	141	22	136	54	212	631
05:15 PM	24	93	23	140	19	99	13	131	43	79	18	140	29	178	74	281	692
05:30 PM	44	83	24	151	15	97	17	129	55	67	15	137	22	158	59	239	656
05:45 PM	19	71	23	113	9	101	18	128	60	92	12	164	19	141	40	200	605
Total	127	345	94	566	54	390	60	504	202	323	57	582	92	613	227	932	2584
Grand Total	250	688	174	1112	102	768	123	993	374	598	109	1081	180	1189	470	1839	5025
Apprch %	22.5	61.9	15.6		10.3	77.3	12.4		34.6	55.3	10.1		9.8	64.7	25.6		
Total %	5	13.7	3.5	22.1	2	15.3	2.4	19.8	7.4	11.9	2.2	21.5	3.6	23.7	9.4	36.6	
Passenger Vehicles	249	684	173	1106	101	753	122	976	372	593	108	1073	178	1175	468	1821	4976
% Passenger Vehicles	99.6	99.4	99.4	99.5	99	98	99.2	98.3	99.5	99.2	99.1	99.3	98.9	98.8	99.6	99	99
Large 2 Axle Vehicles	1	3	1	5	0	14	1	15	2	4	0	6	2	11	2	15	41
% Large 2 Axle Vehicles	0.4	0.4	0.6	0.4	0	1.8	0.8	1.5	0.5	0.7	0	0.6	1.1	0.9	0.4	0.8	0.8
3 Axle Vehicles	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
% 3 Axle Vehicles	0	0	0	0	1	0.1	0	0.2	0	0	0.9	0.1	0	0.3	0	0.2	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	**98**	**24**	**162**	11	93	12	116	44	85	12	141	22	136	54	212	631
05:15 PM	24	93	23	140	**19**	99	13	**131**	43	79	**18**	140	**29**	**178**	**74**	**281**	**692**
05:30 PM	**44**	83	24	151	15	97	17	129	55	67	15	137	22	158	59	239	656
05:45 PM	19	71	23	113	9	**101**	**18**	128	**60**	**92**	12	**164**	19	141	40	200	605
Total Volume	127	345	94	566	54	390	60	504	202	323	57	582	92	613	227	932	2584
% App. Total	22.4	61	16.6		10.7	77.4	11.9		34.7	55.5	9.8		9.9	65.8	24.4		
PHF	.722	.880	.979	.873	.711	.965	.833	.962	.842	.878	.792	.887	.793	.861	.767	.829	.934

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File Name : 08_IND_Jack_Ave 48 PM
Site Code : 05722739
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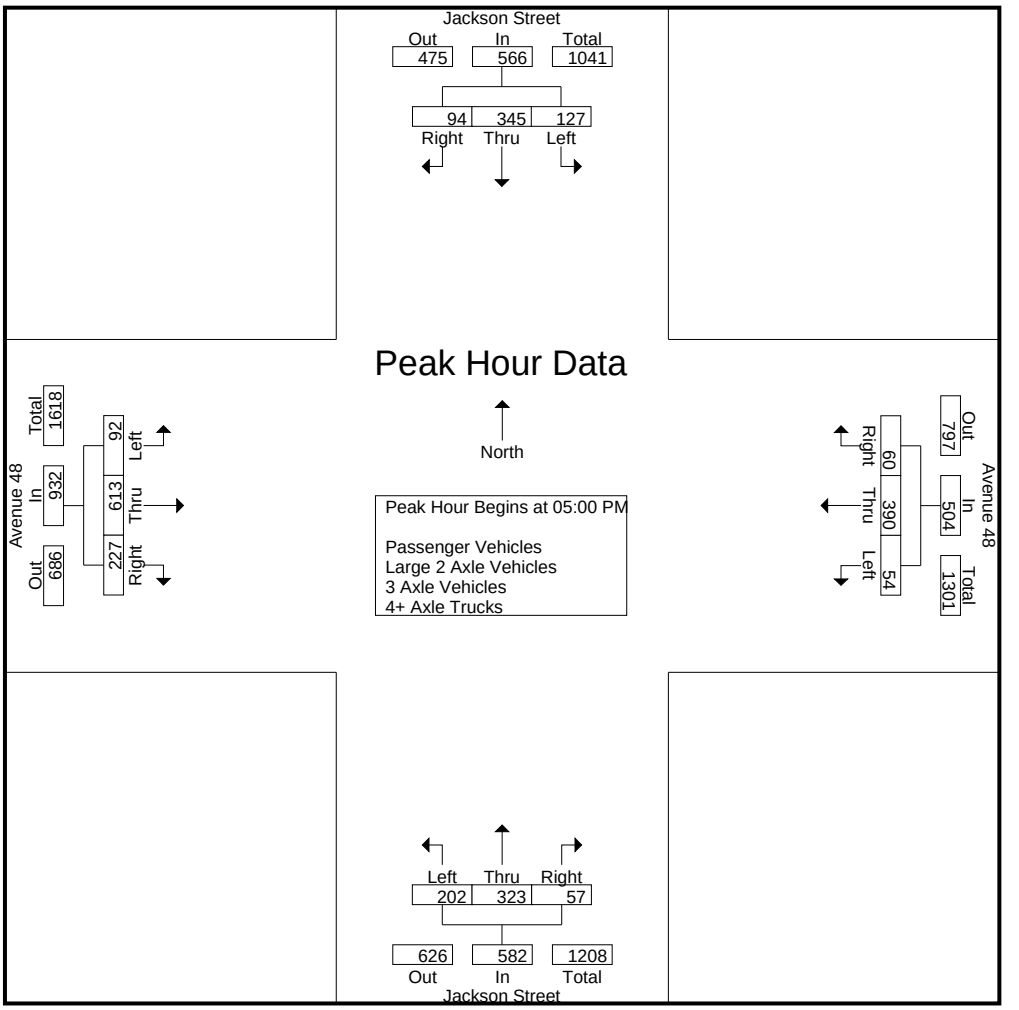

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	35	85	21	141	11	93	12	116	44	85	12	141	22	136	54	212
+15 mins.	40	**98**	**24**	**162**	**19**	99	13	**131**	43	79	**18**	140	**29**	**178**	**74**	**281**
+30 mins.	24	93	23	140	15	97	17	129	55	67	15	137	22	158	59	239
+45 mins.	**44**	83	24	151	9	**101**	**18**	128	**60**	**92**	12	**164**	19	141	40	200
Total Volume	143	359	92	594	54	390	60	504	202	323	57	582	92	613	227	932
% App. Total	24.1	60.4	15.5		10.7	77.4	11.9		34.7	55.5	9.8		9.9	65.8	24.4	
PHF	.813	.916	.958	.917	.711	.965	.833	.962	.842	.878	.792	.887	.793	.861	.767	.829

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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	91	24	146	15	84	17	116	43	72	24	139	13	161	64	238	639
04:15 PM	25	93	19	137	9	85	19	113	42	77	8	127	28	151	60	239	616
04:30 PM	31	71	16	118	11	116	11	138	36	59	9	104	21	139	69	229	589
04:45 PM	35	85	20	140	12	82	16	110	50	65	11	126	24	119	50	193	569
Total	122	340	79	541	47	367	63	477	171	273	52	496	86	570	243	899	2413
05:00 PM	40	98	24	162	11	93	12	116	44	84	12	140	22	133	54	209	627
05:15 PM	24	93	23	140	19	98	12	129	42	79	18	139	29	177	74	280	688
05:30 PM	44	82	24	150	15	94	17	126	55	66	14	135	22	157	58	237	648
05:45 PM	19	71	23	113	9	101	18	128	60	91	12	163	19	138	39	196	600
Total	127	344	94	565	54	386	59	499	201	320	56	577	92	605	225	922	2563
Grand Total	249	684	173	1106	101	753	122	976	372	593	108	1073	178	1175	468	1821	4976
Apprch %	22.5	61.8	15.6		10.3	77.2	12.5		34.7	55.3	10.1		9.8	64.5	25.7		
Total %	5	13.7	3.5	22.2	2	15.1	2.5	19.6	7.5	11.9	2.2	21.6	3.6	23.6	9.4	36.6	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	**98**	**24**	**162**	11	93	12	116	44	84	12	140	22	133	54	209	627
05:15 PM	24	93	23	140	**19**	98	12	**129**	42	79	**18**	139	**29**	**177**	**74**	**280**	**688**
05:30 PM	**44**	82	24	150	15	94	17	126	55	66	14	135	22	157	58	237	648
05:45 PM	19	71	23	113	9	**101**	**18**	128	**60**	**91**	12	**163**	19	138	39	196	600
Total Volume	127	344	94	565	54	386	59	499	201	320	56	577	92	605	225	922	2563
% App. Total	22.5	60.9	16.6		10.8	77.4	11.8		34.8	55.5	9.7		10	65.6	24.4		
PHF	.722	.878	.979	.872	.711	.955	.819	.967	.838	.879	.778	.885	.793	.855	.760	.823	.931

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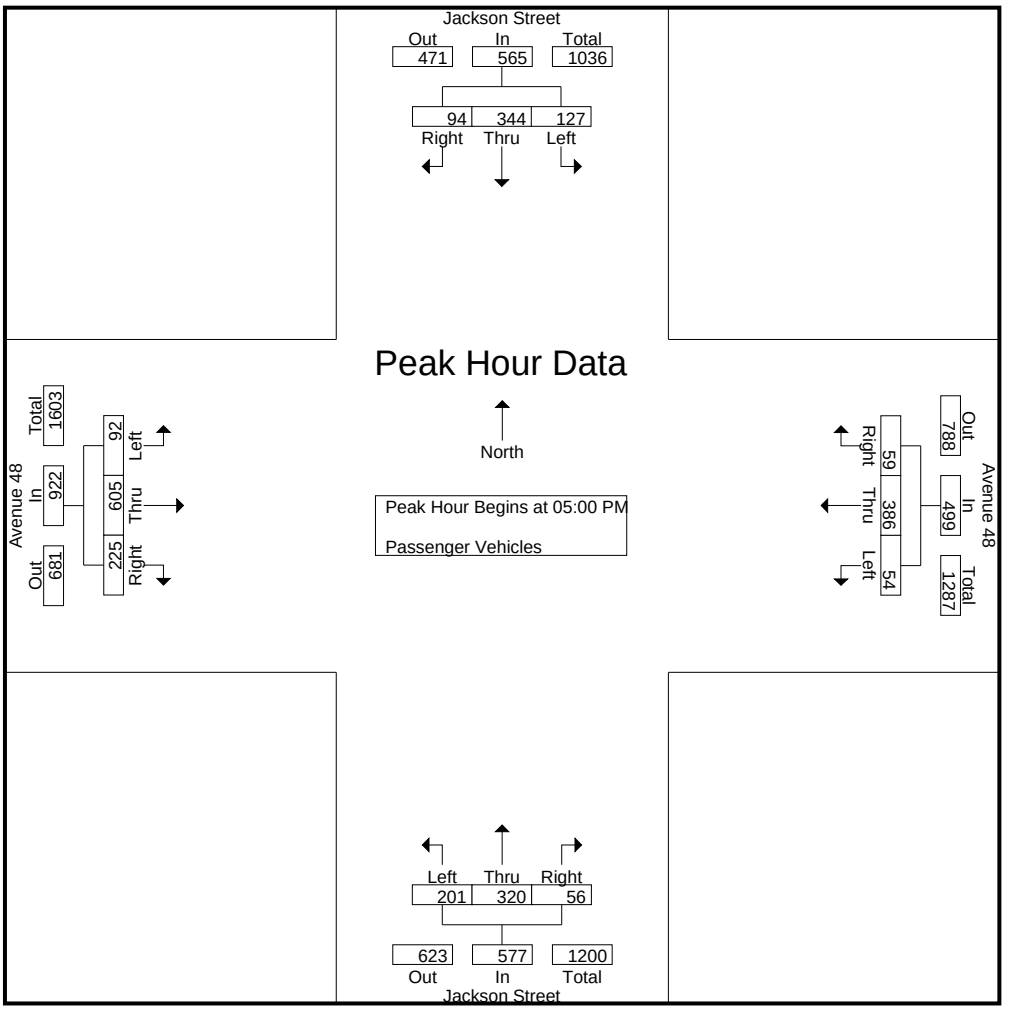

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	40	**98**	**24**	**162**	11	93	12	116	44	84	12	140	22	133	54	209
+15 mins.	24	93	23	140	**19**	98	12	**129**	42	79	**18**	139	**29**	**177**	**74**	**280**
+30 mins.	**44**	82	24	150	15	94	17	126	55	66	14	135	22	157	58	237
+45 mins.	19	71	23	113	9	**101**	**18**	128	**60**	**91**	12	**163**	19	138	39	196
Total Volume	127	344	94	565	54	386	59	499	201	320	56	577	92	605	225	922
% App. Total	22.5	60.9	16.6		10.8	77.4	11.8		34.8	55.5	9.7		10	65.6	24.4	
PHF	.722	.878	.979	.872	.711	.955	.819	.967	.838	.879	.778	.885	.793	.855	.760	.823

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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	1	0	1	1	2	0	3	6
04:15 PM	1	1	0	2	0	4	0	4	0	1	0	1	0	1	0	1	8
04:30 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	1	1	0	0	0	0	1	0	0	1	1	1	0	2	4
Total	1	2	1	4	0	10	0	10	1	2	0	3	2	6	0	8	25
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
05:30 PM	0	1	0	1	0	3	0	3	0	1	0	1	0	1	1	2	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	1	0	1	0	4	1	5	1	2	0	3	0	5	2	7	16
Grand Total	1	3	1	5	0	14	1	15	2	4	0	6	2	11	2	15	41
Apprch %	20	60	20		0	93.3	6.7		33.3	66.7	0		13.3	73.3	13.3		
Total %	2.4	7.3	2.4	12.2	0	34.1	2.4	36.6	4.9	9.8	0	14.6	4.9	26.8	4.9	36.6	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	**1**	2	**1**	0	0	1	0	1	0	1	4
05:30 PM	0	**1**	0	**1**	0	**3**	0	**3**	0	1	0	1	0	1	**1**	2	**7**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	**3**	3
Total Volume	0	1	0	1	0	4	1	5	1	2	0	3	0	5	2	7	16
% App. Total	0	100	0		0	80	20		33.3	66.7	0		0	71.4	28.6		
PHF	.000	.250	.000	.250	.000	.333	.250	.417	.250	.500	.000	.750	.000	.625	.500	.583	.571

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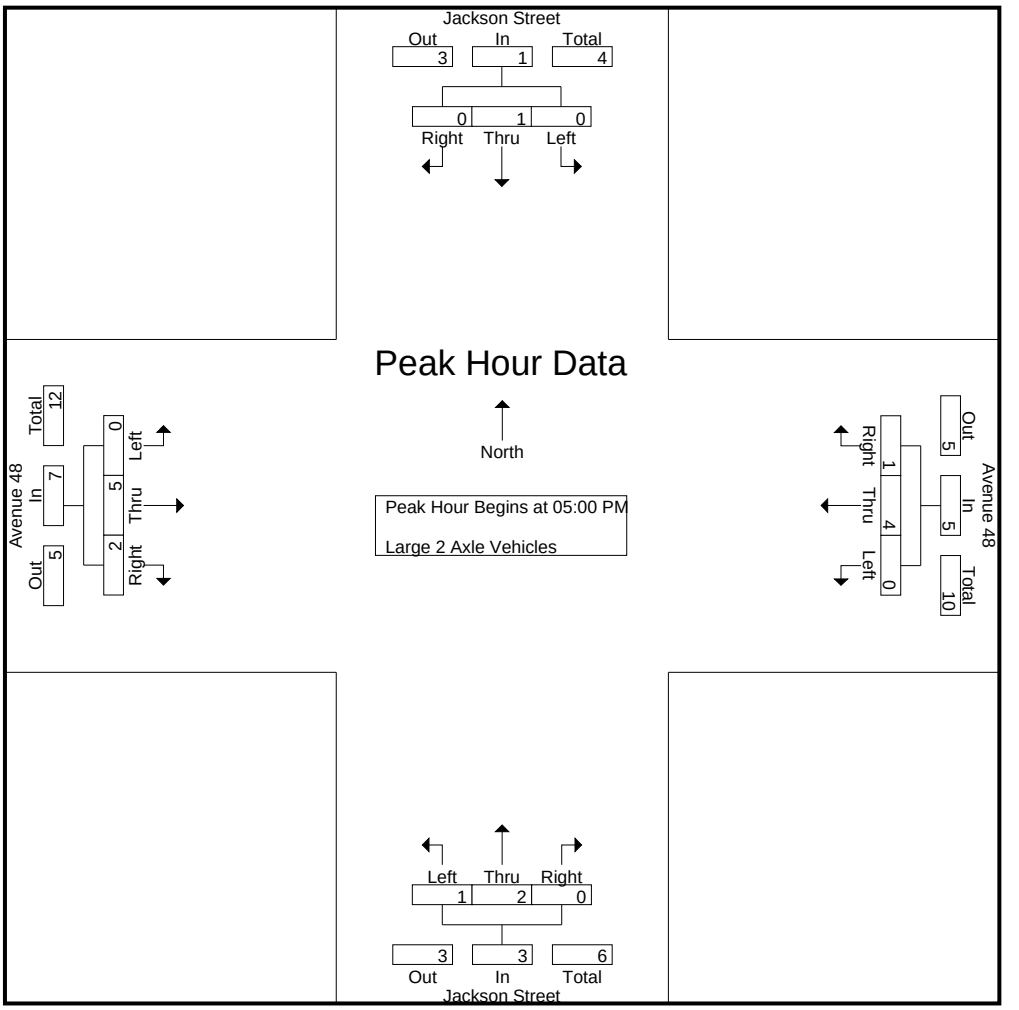

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	1	**1**	2	**1**	0	0	1	0	1	0	1
+30 mins.	0	**1**	0	**1**	0	**3**	0	**3**	0	1	0	1	0	1	**1**	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	1	**3**
Total Volume	0	1	0	1	0	4	1	5	1	2	0	3	0	5	2	7
% App. Total	0	100	0		0	80	20		33.3	66.7	0		0	71.4	28.6	
PHF	.000	.250	.000	.250	.000	.333	.250	.417	.250	.500	.000	.750	.000	.625	.500	.583

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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
Grand Total	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
Apprch %	0	0	0		50	50	0		0	0	100		0	100	0		
Total %	0	0	0	0	16.7	16.7	0	33.3	0	0	16.7	16.7	0	50	0	50	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.375	.000	.375	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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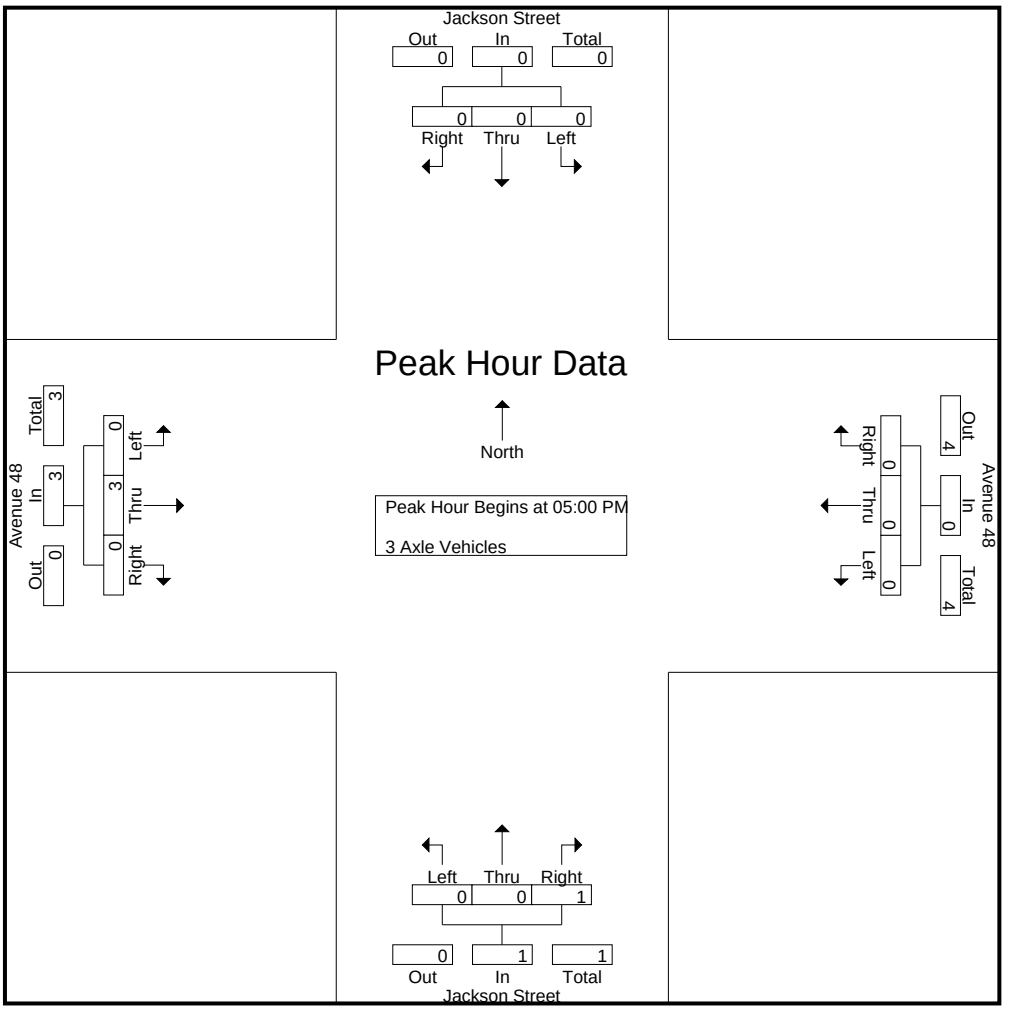

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3
% App. Total	0	0	0		0	0	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.375	.000	.375

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City of Indio
N/S: Jackson Street
E/W: Avenue 48
Weather: Clear

File Name : 08_IND_Jack_Ave 48 PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Jackson Street Southbound				Avenue 48 Westbound				Jackson Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Indio
N/S: Jackson Street
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Weather: Clear

File Name : 08_IND_Jack_Ave 48 PM
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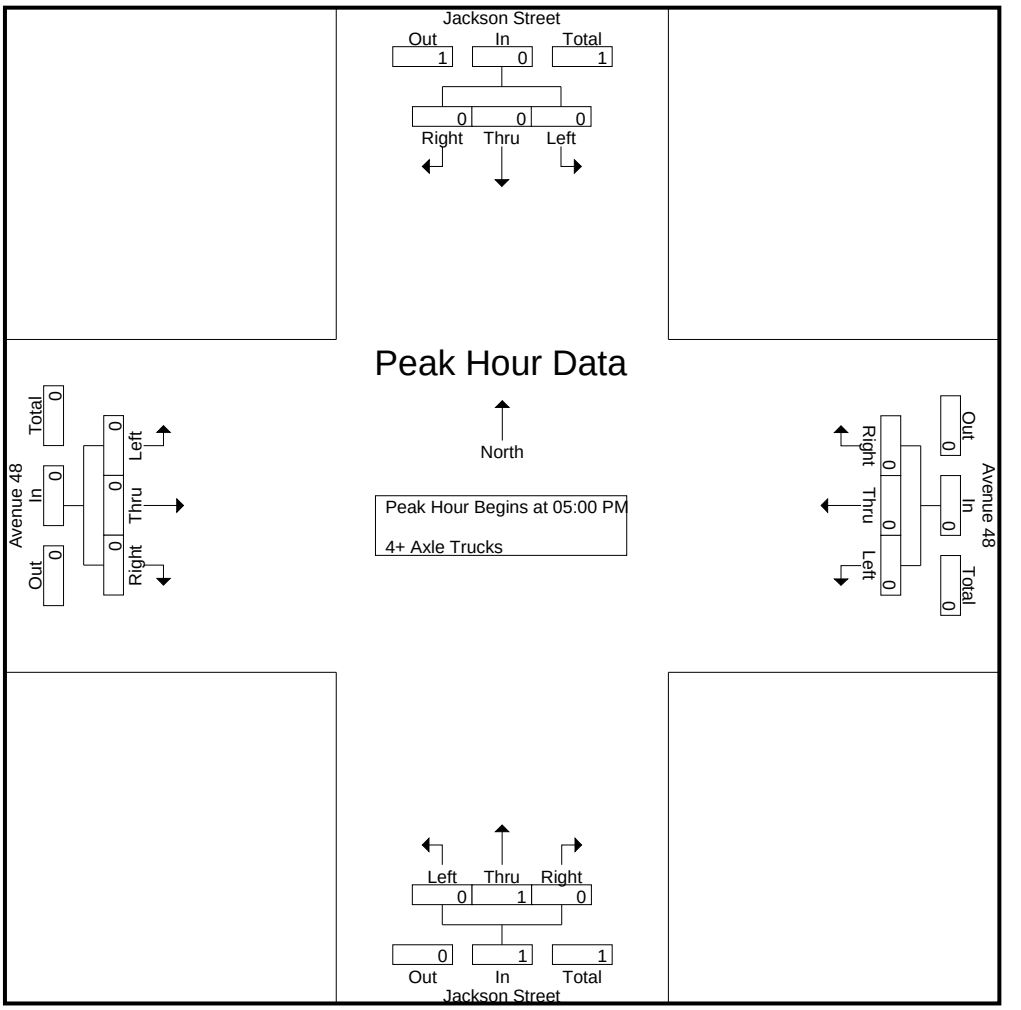

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	63	14	89	6	57	19	82	14	76	2	92	13	30	23	66	329
07:15 AM	10	86	24	120	11	67	17	95	24	101	10	135	21	27	25	73	423
07:30 AM	18	72	38	128	10	94	19	123	38	69	10	117	17	37	35	89	457
07:45 AM	16	94	40	150	20	102	5	127	40	73	7	120	21	49	24	94	491
Total	56	315	116	487	47	320	60	427	116	319	29	464	72	143	107	322	1700
08:00 AM	15	47	27	89	17	104	16	137	27	62	9	98	20	52	17	89	413
08:15 AM	9	60	32	101	19	67	21	107	32	74	7	113	22	49	27	98	419
08:30 AM	14	58	38	110	13	50	14	77	38	70	14	122	24	49	22	95	404
08:45 AM	6	58	22	86	25	55	18	98	22	84	13	119	10	41	12	63	366
Total	44	223	119	386	74	276	69	419	119	290	43	452	76	191	78	345	1602
Grand Total	100	538	235	873	121	596	129	846	235	609	72	916	148	334	185	667	3302
Apprch %	11.5	61.6	26.9		14.3	70.4	15.2		25.7	66.5	7.9		22.2	50.1	27.7		
Total %	3	16.3	7.1	26.4	3.7	18	3.9	25.6	7.1	18.4	2.2	27.7	4.5	10.1	5.6	20.2	
Passenger Vehicles	96	525	222	843	111	582	127	820	230	601	65	896	145	326	179	650	3209
% Passenger Vehicles	96	97.6	94.5	96.6	91.7	97.7	98.4	96.9	97.9	98.7	90.3	97.8	98	97.6	96.8	97.5	97.2
Large 2 Axle Vehicles	3	7	11	21	10	11	2	23	4	5	6	15	2	5	3	10	69
% Large 2 Axle Vehicles	3	1.3	4.7	2.4	8.3	1.8	1.6	2.7	1.7	0.8	8.3	1.6	1.4	1.5	1.6	1.5	2.1
3 Axle Vehicles	1	4	2	7	0	2	0	2	1	2	1	4	1	2	2	5	18
% 3 Axle Vehicles	1	0.7	0.9	0.8	0	0.3	0	0.2	0.4	0.3	1.4	0.4	0.7	0.6	1.1	0.7	0.5
4+ Axle Trucks	0	2	0	2	0	1	0	1	0	1	0	1	0	1	1	2	6
% 4+ Axle Trucks	0	0.4	0	0.2	0	0.2	0	0.1	0	0.2	0	0.1	0	0.3	0.5	0.3	0.2

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	86	24	120	11	67	17	95	24	**101**	**10**	**135**	**21**	27	25	73	423
07:30 AM	**18**	72	38	128	10	94	**19**	123	38	69	10	117	17	37	**35**	89	457
07:45 AM	16	**94**	**40**	**150**	**20**	102	5	127	**40**	73	7	120	21	49	24	**94**	**491**
08:00 AM	15	47	27	89	17	**104**	16	**137**	27	62	9	98	20	**52**	17	89	413
Total Volume	59	299	129	487	58	367	57	482	129	305	36	470	79	165	101	345	1784
% App. Total	12.1	61.4	26.5		12	76.1	11.8		27.4	64.9	7.7		22.9	47.8	29.3		
PHF	.819	.795	.806	.812	.725	.882	.750	.880	.806	.755	.900	.870	.940	.793	.721	.918	.908

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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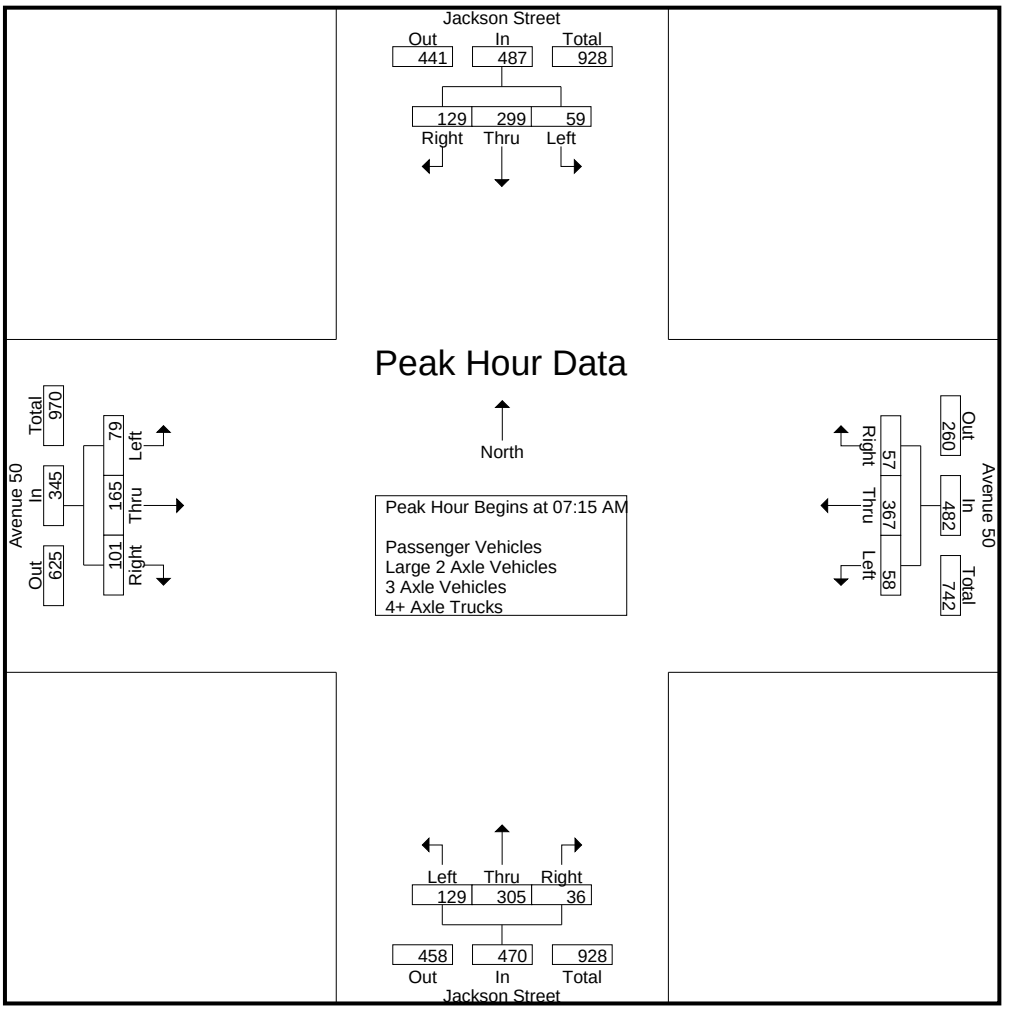

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	12	63	14	89	10	94	19	123	24	**101**	**10**	**135**	21	49	24	94
+15 mins.	10	86	24	120	**20**	102	5	127	38	69	10	117	20	**52**	17	89
+30 mins.	**18**	72	38	128	17	**104**	16	**137**	**40**	73	7	120	22	49	**27**	**98**
+45 mins.	16	**94**	**40**	**150**	19	67	**21**	107	27	62	9	98	**24**	49	22	95
Total Volume	56	315	116	487	66	367	61	494	129	305	36	470	87	199	90	376
% App. Total	11.5	64.7	23.8		13.4	74.3	12.3		27.4	64.9	7.7		23.1	52.9	23.9	
PHF	.778	.838	.725	.812	.825	.882	.726	.901	.806	.755	.900	.870	.906	.957	.833	.959

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City of Indio
N/S: Jackson Street
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Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	62	10	84	5	56	18	79	13	76	2	91	13	30	22	65	319
07:15 AM	9	84	21	114	11	66	17	94	22	100	9	131	19	26	25	70	409
07:30 AM	17	71	36	124	9	90	18	117	38	69	9	116	17	36	34	87	444
07:45 AM	15	91	40	146	19	98	5	122	39	72	5	116	21	49	21	91	475
Total	53	308	107	468	44	310	58	412	112	317	25	454	70	141	102	313	1647
08:00 AM	15	45	27	87	15	102	16	133	26	59	7	92	19	49	17	85	397
08:15 AM	8	57	31	96	14	67	21	102	32	74	7	113	22	48	27	97	408
08:30 AM	14	58	36	108	13	50	14	77	38	69	14	121	24	47	21	92	398
08:45 AM	6	57	21	84	25	53	18	96	22	82	12	116	10	41	12	63	359
Total	43	217	115	375	67	272	69	408	118	284	40	442	75	185	77	337	1562
Grand Total	96	525	222	843	111	582	127	820	230	601	65	896	145	326	179	650	3209
Apprch %	11.4	62.3	26.3		13.5	71	15.5		25.7	67.1	7.3		22.3	50.2	27.5		
Total %	3	16.4	6.9	26.3	3.5	18.1	4	25.6	7.2	18.7	2	27.9	4.5	10.2	5.6	20.3	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	84	21	114	11	66	17	94	22	**100**	**9**	**131**	19	26	25	70	409
07:30 AM	**17**	71	36	124	9	90	**18**	117	38	69	9	116	17	36	**34**	87	444
07:45 AM	15	**91**	**40**	**146**	**19**	98	5	122	**39**	72	5	116	**21**	**49**	21	**91**	**475**
08:00 AM	15	45	27	87	15	**102**	16	**133**	26	59	7	92	19	49	17	85	397
Total Volume	56	291	124	471	54	356	56	466	125	300	30	455	76	160	97	333	1725
% App. Total	11.9	61.8	26.3		11.6	76.4	12		27.5	65.9	6.6		22.8	48	29.1		
PHF	.824	.799	.775	.807	.711	.873	.778	.876	.801	.750	.833	.868	.905	.816	.713	.915	.908

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City of Indio
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File Name : 09_IND_Jack_Ave 50 AM
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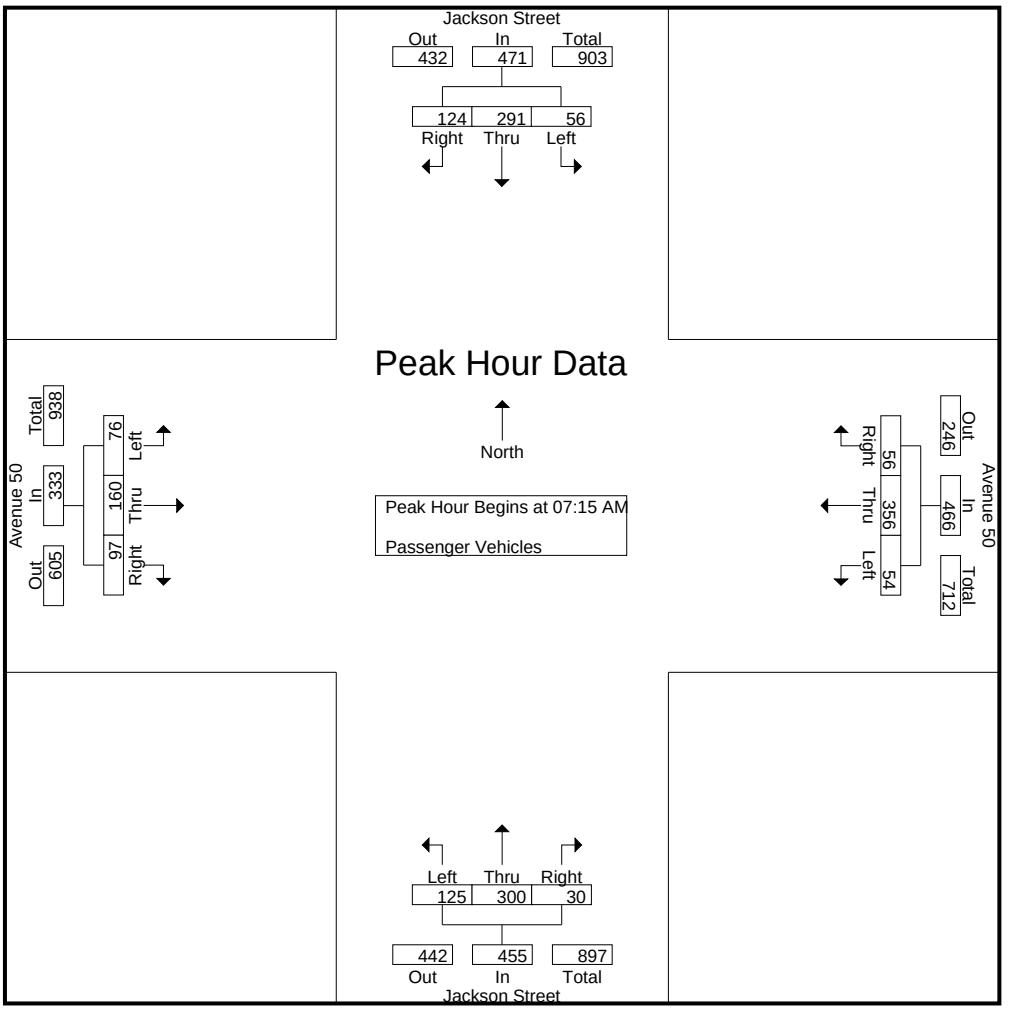

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	9	84	21	114	11	66	17	94	22	**100**	**9**	**131**	19	26	25	70
+15 mins.	**17**	71	36	124	9	90	**18**	117	38	69	9	116	17	36	**34**	87
+30 mins.	15	**91**	**40**	**146**	**19**	98	5	122	**39**	72	5	116	**21**	**49**	21	**91**
+45 mins.	15	45	27	87	15	**102**	16	**133**	26	59	7	92	19	49	17	85
Total Volume	56	291	124	471	54	356	56	466	125	300	30	455	76	160	97	333
% App. Total	11.9	61.8	26.3		11.6	76.4	12		27.5	65.9	6.6		22.8	48	29.1	
PHF	.824	.799	.775	.807	.711	.873	.778	.876	.801	.750	.833	.868	.905	.816	.713	.915

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	4	5	1	0	1	2	1	0	0	1	0	0	1	1	9
07:15 AM	1	1	2	4	0	1	0	1	1	1	1	3	1	1	0	2	10
07:30 AM	1	0	2	3	1	4	1	6	0	0	1	1	0	0	1	1	11
07:45 AM	1	2	0	3	1	3	0	4	1	0	1	2	0	0	0	0	9
Total	3	4	8	15	3	8	2	13	3	1	3	7	1	1	2	4	39
08:00 AM	0	1	0	1	2	2	0	4	1	2	2	5	1	2	0	3	13
08:15 AM	0	2	1	3	5	0	0	5	0	0	0	0	0	0	0	0	8
08:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	2	1	3	5
08:45 AM	0	0	1	1	0	1	0	1	0	1	1	2	0	0	0	0	4
Total	0	3	3	6	7	3	0	10	1	4	3	8	1	4	1	6	30
Grand Total	3	7	11	21	10	11	2	23	4	5	6	15	2	5	3	10	69
Apprch %	14.3	33.3	52.4		43.5	47.8	8.7		26.7	33.3	40		20	50	30		
Total %	4.3	10.1	15.9	30.4	14.5	15.9	2.9	33.3	5.8	7.2	8.7	21.7	2.9	7.2	4.3	14.5	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	1	**2**	**4**	0	1	0	1	**1**	1	1	3	**1**	1	0	2	10
07:30 AM	1	0	2	3	1	**4**	**1**	**6**	0	0	1	1	0	0	**1**	1	11
07:45 AM	1	**2**	0	3	1	3	0	4	1	0	1	2	0	0	0	0	9
08:00 AM	0	1	0	1	**2**	2	0	4	1	**2**	**2**	**5**	1	**2**	0	**3**	**13**
Total Volume	3	4	4	11	4	10	1	15	3	3	5	11	2	3	1	6	43
% App. Total	27.3	36.4	36.4		26.7	66.7	6.7		27.3	27.3	45.5		33.3	50	16.7		
PHF	.750	.500	.500	.688	.500	.625	.250	.625	.750	.375	.625	.550	.500	.375	.250	.500	.827

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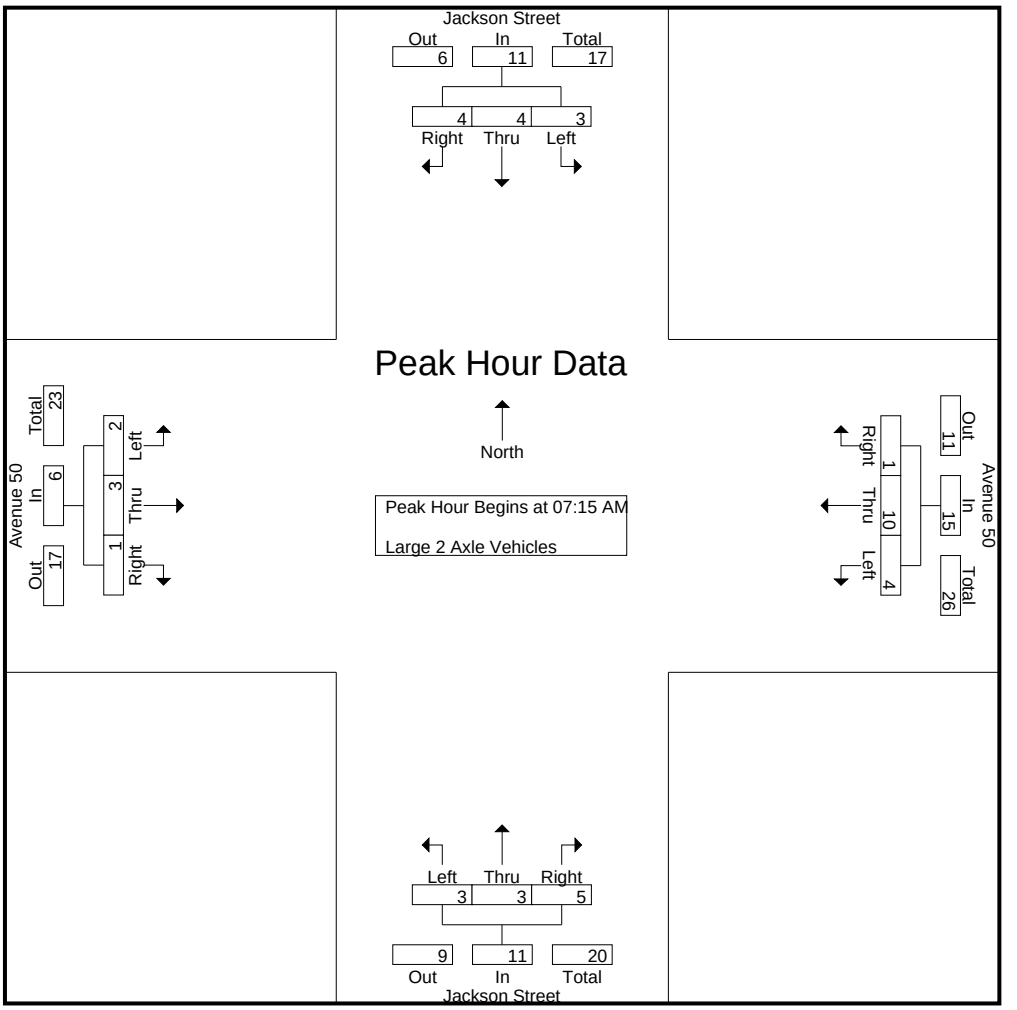
File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	1	**2**	**4**	0	1	0	1	**1**	1	1	3	**1**	1	0	2
+15 mins.	1	0	2	3	1	**4**	**1**	**6**	0	0	1	1	0	0	**1**	1
+30 mins.	1	**2**	0	3	1	3	0	4	1	0	1	2	0	0	0	0
+45 mins.	0	1	0	1	**2**	2	0	4	1	**2**	**2**	**5**	1	**2**	0	**3**
Total Volume	3	4	4	11	4	10	1	15	3	3	5	11	2	3	1	6
% App. Total	27.3	36.4	36.4		26.7	66.7	6.7		27.3	27.3	45.5		33.3	50	16.7	
PHF	.750	.500	.500	.688	.500	.625	.250	.625	.750	.375	.625	.550	.500	.375	.250	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	2	0	0	0	0	1	0	0	1	1	0	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	1	1	2	0	0	2	2	5
Total	0	2	1	3	0	1	0	1	1	1	1	3	1	1	2	4	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Total	1	2	1	4	0	1	0	1	0	1	0	1	0	1	0	1	7
Grand Total	1	4	2	7	0	2	0	2	1	2	1	4	1	2	2	5	18
Apprch %	14.3	57.1	28.6		0	100	0		25	50	25		20	40	40		
Total %	5.6	22.2	11.1	38.9	0	11.1	0	11.1	5.6	11.1	5.6	22.2	5.6	11.1	11.1	27.8	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	1	**1**	0	0	1	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1	2
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**	0	0	**2**	**2**	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	1	0	1	1	1	1	3	1	1	2	4	11
% App. Total	0	66.7	33.3		0	100	0		33.3	33.3	33.3		25	25	50		
PHF	.000	.500	.250	.375	.000	.250	.000	.250	.250	.250	.250	.375	.250	.250	.250	.500	.550

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City of Indio
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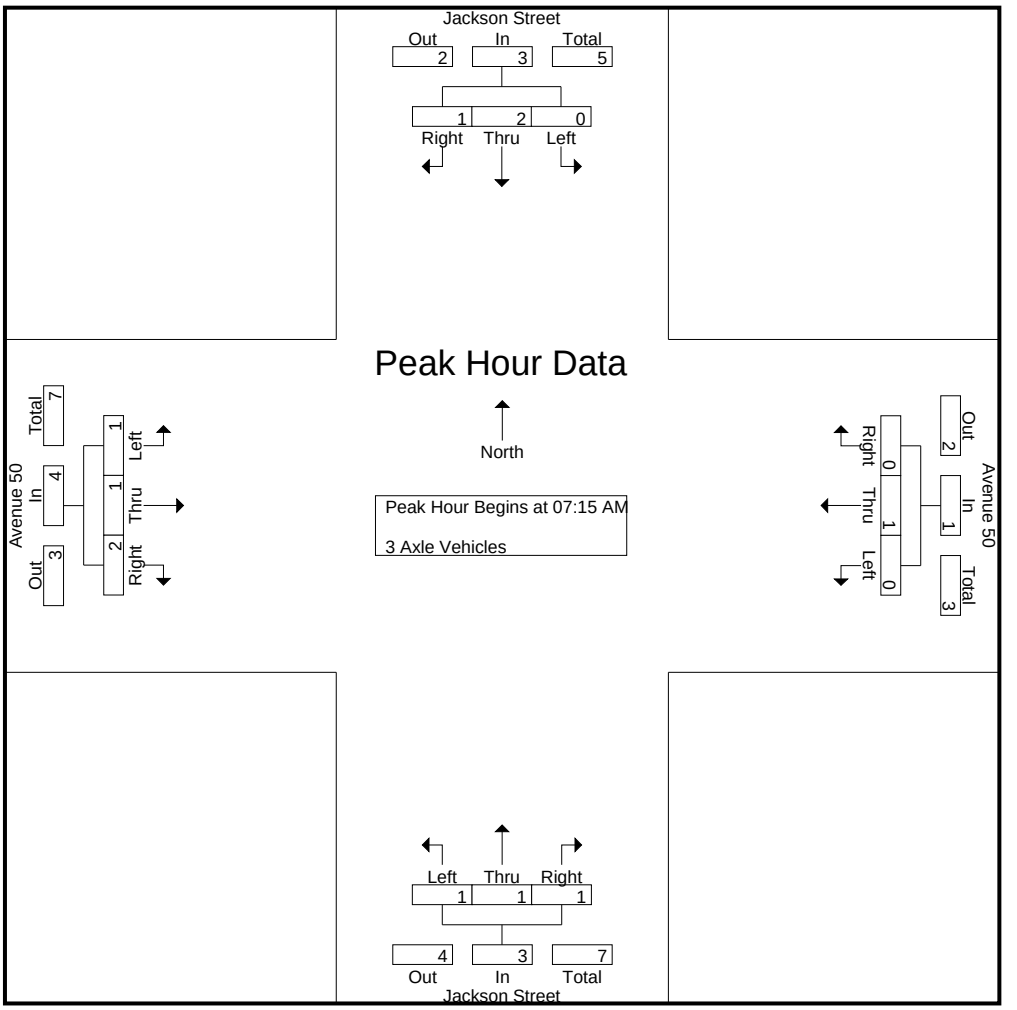

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	1	**1**	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**	0	0	**2**	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	1	0	1	1	1	1	3	1	1	2	4
% App. Total	0	66.7	33.3		0	100	0		33.3	33.3	33.3		25	25	50	
PHF	.000	.500	.250	.375	.000	.250	.000	.250	.250	.250	.250	.375	.250	.250	.250	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Grand Total	0	2	0	2	0	1	0	1	0	1	0	1	0	1	1	2	6
Apprch %	0	100	0		0	100	0		0	100	0		0	50	50		
Total %	0	33.3	0	33.3	0	16.7	0	16.7	0	16.7	0	16.7	0	16.7	16.7	33.3	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
08:00 AM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	**3**
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	1	1	2	5
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500	.417

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City of Indio
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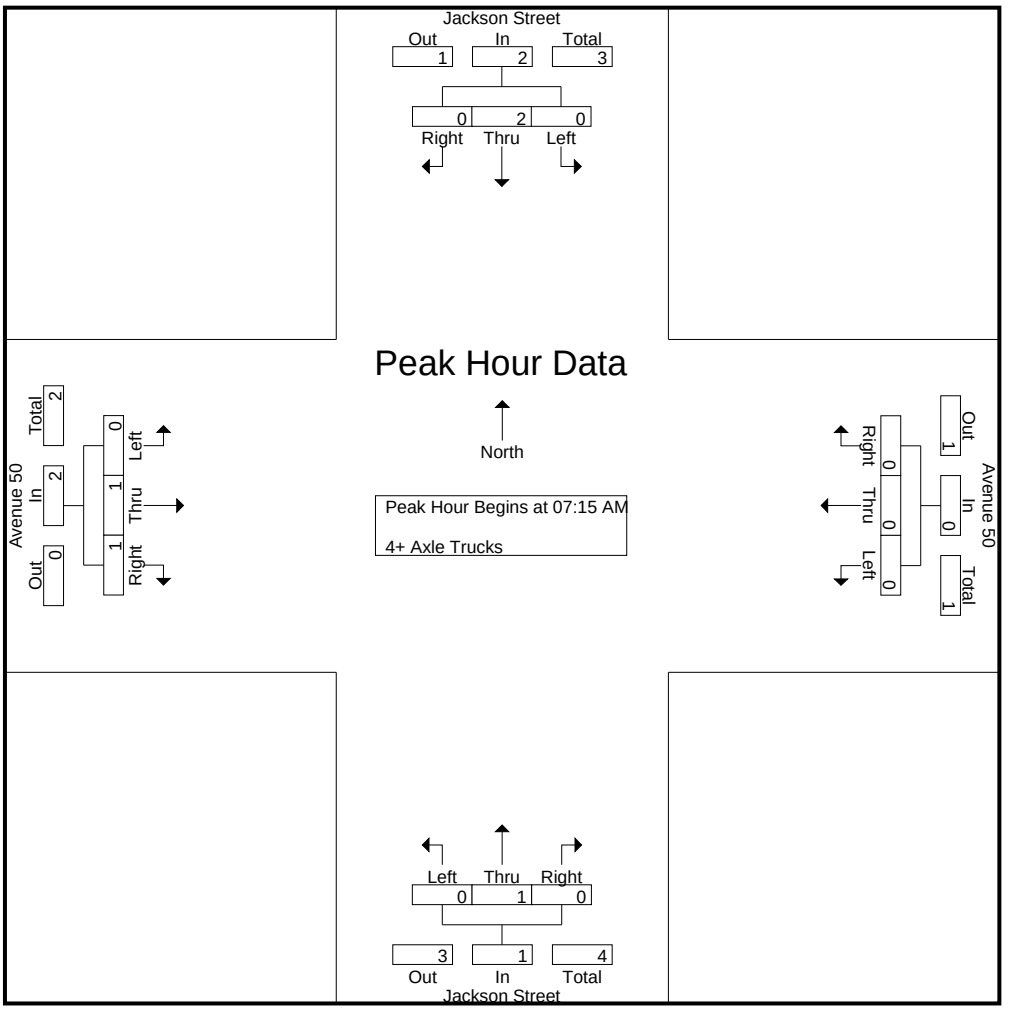

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	1	1	2
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	90	19	122	6	37	25	68	19	66	8	93	6	67	29	102	385
04:15 PM	22	96	16	134	12	45	22	79	16	62	5	83	22	68	28	118	414
04:30 PM	19	67	26	112	11	48	15	74	26	65	4	95	13	57	31	101	382
04:45 PM	19	71	18	108	5	61	22	88	18	74	4	96	26	76	25	127	419
Total	73	324	79	476	34	191	84	309	79	267	21	367	67	268	113	448	1600
05:00 PM	33	94	20	147	11	48	18	77	20	50	3	73	13	48	23	84	381
05:15 PM	24	73	15	112	6	49	23	78	15	48	8	71	16	54	19	89	350
05:30 PM	28	91	18	137	7	51	15	73	18	74	8	100	19	52	20	91	401
05:45 PM	26	70	15	111	8	43	20	71	15	55	4	74	23	44	18	85	341
Total	111	328	68	507	32	191	76	299	68	227	23	318	71	198	80	349	1473
Grand Total	184	652	147	983	66	382	160	608	147	494	44	685	138	466	193	797	3073
Apprch %	18.7	66.3	15		10.9	62.8	26.3		21.5	72.1	6.4		17.3	58.5	24.2		
Total %	6	21.2	4.8	32	2.1	12.4	5.2	19.8	4.8	16.1	1.4	22.3	4.5	15.2	6.3	25.9	
Passenger Vehicles	183	644	147	974	66	378	158	602	147	491	43	681	137	459	191	787	3044
% Passenger Vehicles	99.5	98.8	100	99.1	100	99	98.8	99	100	99.4	97.7	99.4	99.3	98.5	99	98.7	99.1
Large 2 Axle Vehicles	1	7	0	8	0	3	2	5	0	3	0	3	1	6	2	9	25
% Large 2 Axle Vehicles	0.5	1.1	0	0.8	0	0.8	1.2	0.8	0	0.6	0	0.4	0.7	1.3	1	1.1	0.8
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
% 3 Axle Vehicles	0	0.2	0	0.1	0	0.3	0	0.2	0	0	2.3	0.1	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	13	90	19	122	6	37	**25**	68	19	66	**8**	93	6	67	29	102	385
04:15 PM	**22**	**96**	16	**134**	**12**	45	22	79	16	62	5	83	22	68	28	118	414
04:30 PM	19	67	**26**	112	11	48	15	74	**26**	65	4	95	13	57	**31**	101	382
04:45 PM	19	71	18	108	5	**61**	22	**88**	18	**74**	4	**96**	**26**	**76**	25	**127**	**419**
Total Volume	73	324	79	476	34	191	84	309	79	267	21	367	67	268	113	448	1600
% App. Total	15.3	68.1	16.6		11	61.8	27.2		21.5	72.8	5.7		15	59.8	25.2		
PHF	.830	.844	.760	.888	.708	.783	.840	.878	.760	.902	.656	.956	.644	.882	.911	.882	.955

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City of Indio
N/S: Jackson Street
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File Name : 09_IND_Jack_Ave 50 PM
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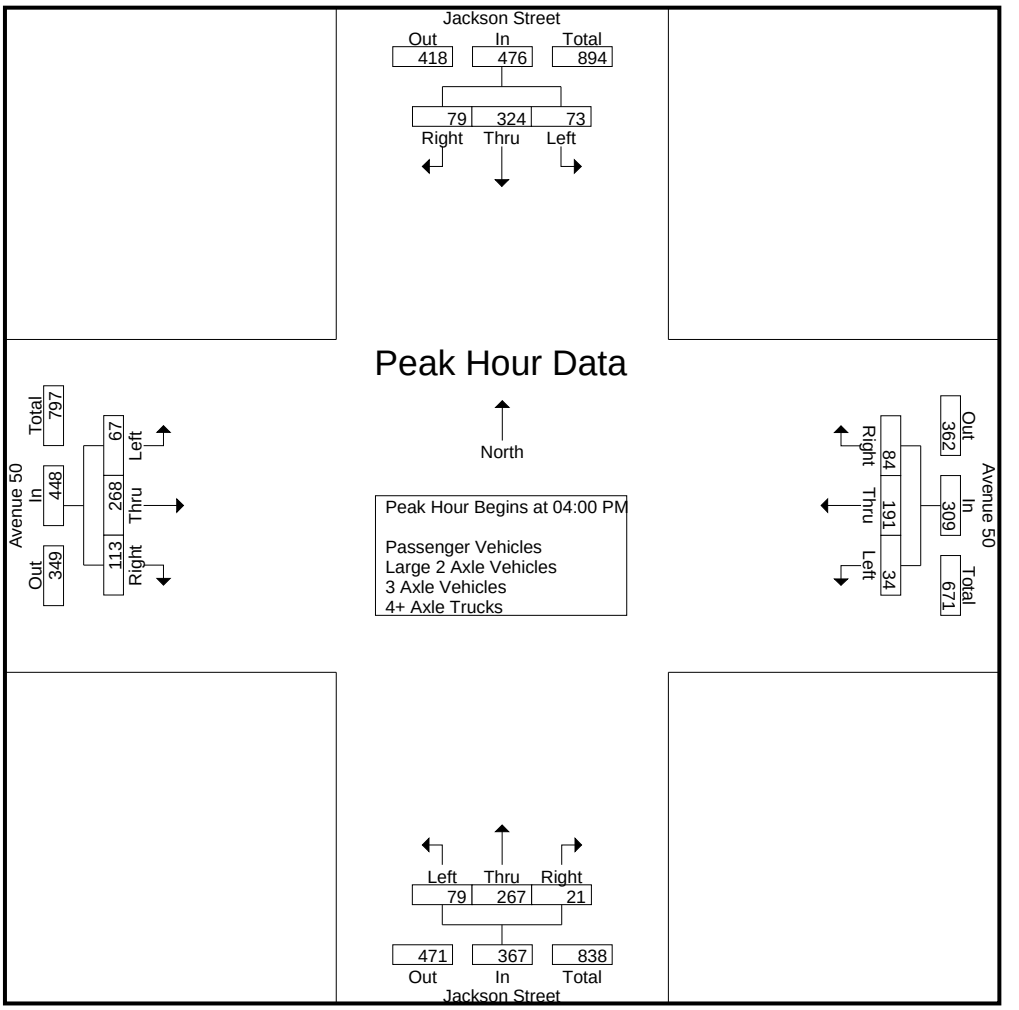

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**33**	**94**	**20**	**147**	**12**	45	**22**	79	19	66	**8**	93	6	67	29	102
+15 mins.	24	73	15	112	11	48	15	74	16	62	5	83	22	68	28	118
+30 mins.	28	91	18	137	5	**61**	22	**88**	**26**	65	4	95	13	57	**31**	101
+45 mins.	26	70	15	111	11	48	18	77	18	**74**	4	**96**	**26**	**76**	25	**127**
Total Volume	111	328	68	507	39	202	77	318	79	267	21	367	67	268	113	448
% App. Total	21.9	64.7	13.4		12.3	63.5	24.2		21.5	72.8	5.7		15	59.8	25.2	
PHF	.841	.872	.850	.862	.813	.828	.875	.903	.760	.902	.656	.956	.644	.882	.911	.882

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City of Indio
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Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	89	19	121	6	37	25	68	19	66	8	93	6	65	28	99	381
04:15 PM	22	94	16	132	12	43	22	77	16	61	4	81	21	67	28	116	406
04:30 PM	19	67	26	112	11	48	15	74	26	65	4	95	13	56	31	100	381
04:45 PM	19	71	18	108	5	59	21	85	18	73	4	95	26	75	25	126	414
Total	73	321	79	473	34	187	83	304	79	265	20	364	66	263	112	441	1582
05:00 PM	33	94	20	147	11	48	18	77	20	50	3	73	13	48	22	83	380
05:15 PM	24	73	15	112	6	49	23	78	15	48	8	71	16	53	19	88	349
05:30 PM	28	89	18	135	7	51	15	73	18	74	8	100	19	52	20	91	399
05:45 PM	25	67	15	107	8	43	19	70	15	54	4	73	23	43	18	84	334
Total	110	323	68	501	32	191	75	298	68	226	23	317	71	196	79	346	1462
Grand Total	183	644	147	974	66	378	158	602	147	491	43	681	137	459	191	787	3044
Apprch %	18.8	66.1	15.1		11	62.8	26.2		21.6	72.1	6.3		17.4	58.3	24.3		
Total %	6	21.2	4.8	32	2.2	12.4	5.2	19.8	4.8	16.1	1.4	22.4	4.5	15.1	6.3	25.9	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	13	89	19	121	6	37	**25**	68	19	66	**8**	93	6	65	28	99	381
04:15 PM	**22**	**94**	16	**132**	**12**	43	22	77	16	61	4	81	21	67	28	116	406
04:30 PM	19	67	**26**	112	11	48	15	74	**26**	65	4	**95**	13	56	**31**	100	381
04:45 PM	19	71	18	108	5	**59**	21	**85**	18	**73**	4	95	**26**	**75**	25	**126**	**414**
Total Volume	73	321	79	473	34	187	83	304	79	265	20	364	66	263	112	441	1582
% App. Total	15.4	67.9	16.7		11.2	61.5	27.3		21.7	72.8	5.5		15	59.6	25.4		
PHF	.830	.854	.760	.896	.708	.792	.830	.894	.760	.908	.625	.958	.635	.877	.903	.875	.955

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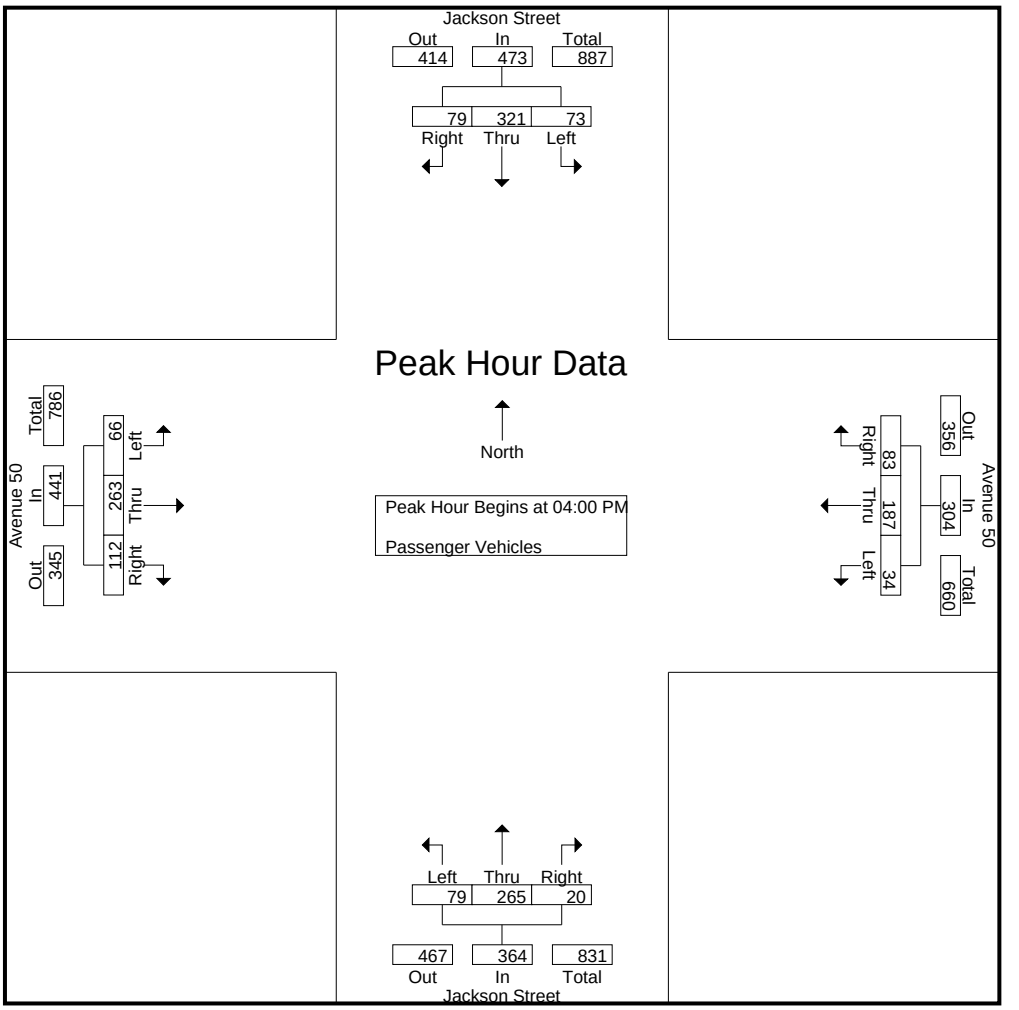

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	13	89	19	121	6	37	**25**	68	19	66	**8**	93	6	65	28	99
+15 mins.	**22**	**94**	16	**132**	**12**	43	22	77	16	61	4	81	21	67	28	116
+30 mins.	19	67	**26**	112	11	48	15	74	**26**	65	4	**95**	13	56	**31**	100
+45 mins.	19	71	18	108	5	**59**	21	**85**	18	**73**	4	95	**26**	**75**	25	**126**
Total Volume	73	321	79	473	34	187	83	304	79	265	20	364	66	263	112	441
% App. Total	15.4	67.9	16.7		11.2	61.5	27.3		21.7	72.8	5.5		15	59.6	25.4	
PHF	.830	.854	.760	.896	.708	.792	.830	.894	.760	.908	.625	.958	.635	.877	.903	.875

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File Name : 09_IND_Jack_Ave 50 PM
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
04:15 PM	0	2	0	2	0	1	0	1	0	1	0	1	1	1	0	2	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	5
Total	0	3	0	3	0	3	1	4	0	2	0	2	1	4	1	6	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	3	0	4	0	0	1	1	0	1	0	1	0	1	0	1	7
Total	1	4	0	5	0	0	1	1	0	1	0	1	0	2	1	3	10
Grand Total	1	7	0	8	0	3	2	5	0	3	0	3	1	6	2	9	25
Apprch %	12.5	87.5	0		0	60	40		0	100	0		11.1	66.7	22.2		
Total %	4	28	0	32	0	12	8	20	0	12	0	12	4	24	8	36	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	3
04:15 PM	0	**2**	0	**2**	0	1	0	1	0	**1**	0	**1**	**1**	1	0	2	**6**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	**2**	**1**	**3**	0	1	0	1	0	1	0	1	5
Total Volume	0	3	0	3	0	3	1	4	0	2	0	2	1	4	1	6	15
% App. Total	0	100	0		0	75	25		0	100	0		16.7	66.7	16.7		
PHF	.000	.375	.000	.375	.000	.375	.250	.333	.000	.500	.000	.500	.250	1.00	.250	.750	.625

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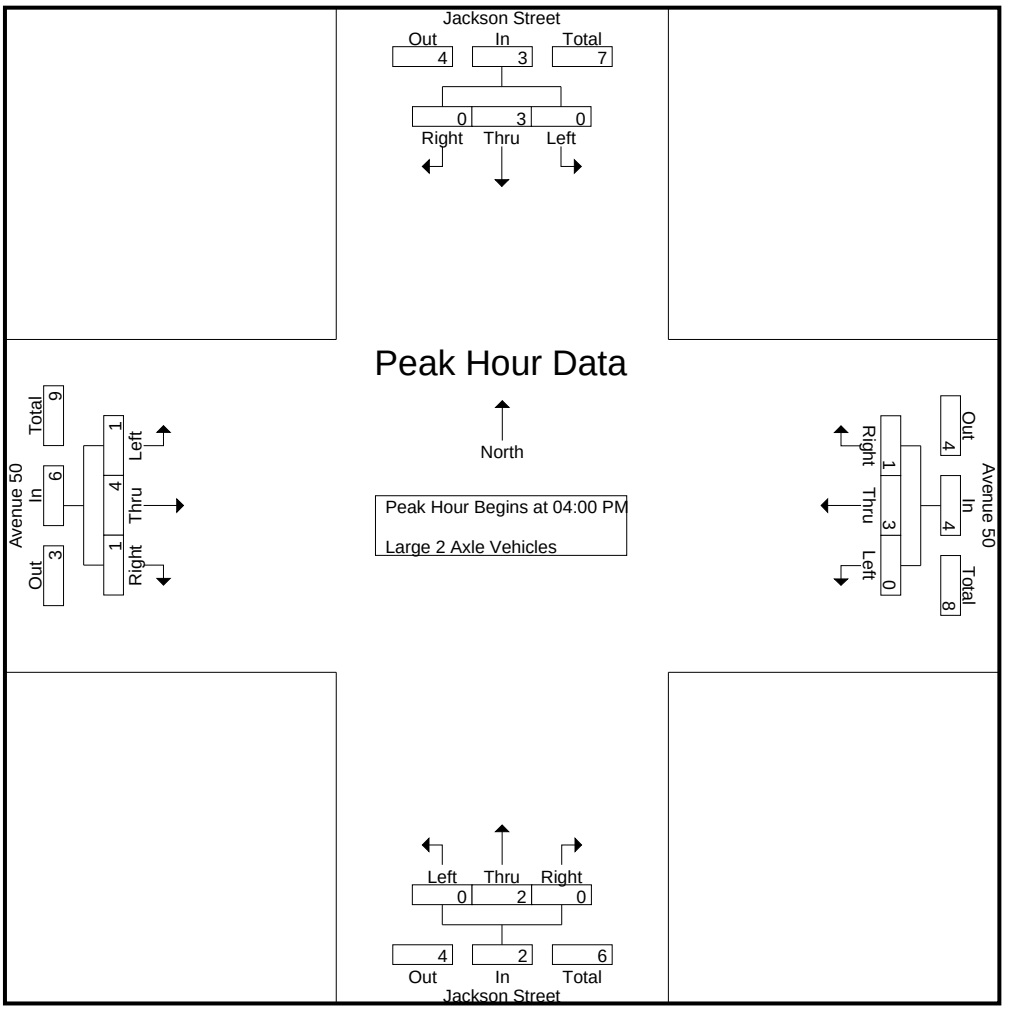
City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	**2**	0	**2**	0	1	0	1	0	**1**	0	**1**	**1**	1	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	**2**	**1**	**3**	0	1	0	1	0	1	0	1
Total Volume	0	3	0	3	0	3	1	4	0	2	0	2	1	4	1	6
% App. Total	0	100	0		0	75	25		0	100	0		16.7	66.7	16.7	
PHF	.000	.375	.000	.375	.000	.375	.250	.333	.000	.500	.000	.500	.250	1.000	.250	.750

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City of Indio
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E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
Apprch %	0	100	0		0	100	0		0	0	100		0	100	0		
Total %	0	25	0	25	0	25	0	25	0	0	25	25	0	25	0	25	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250	.375

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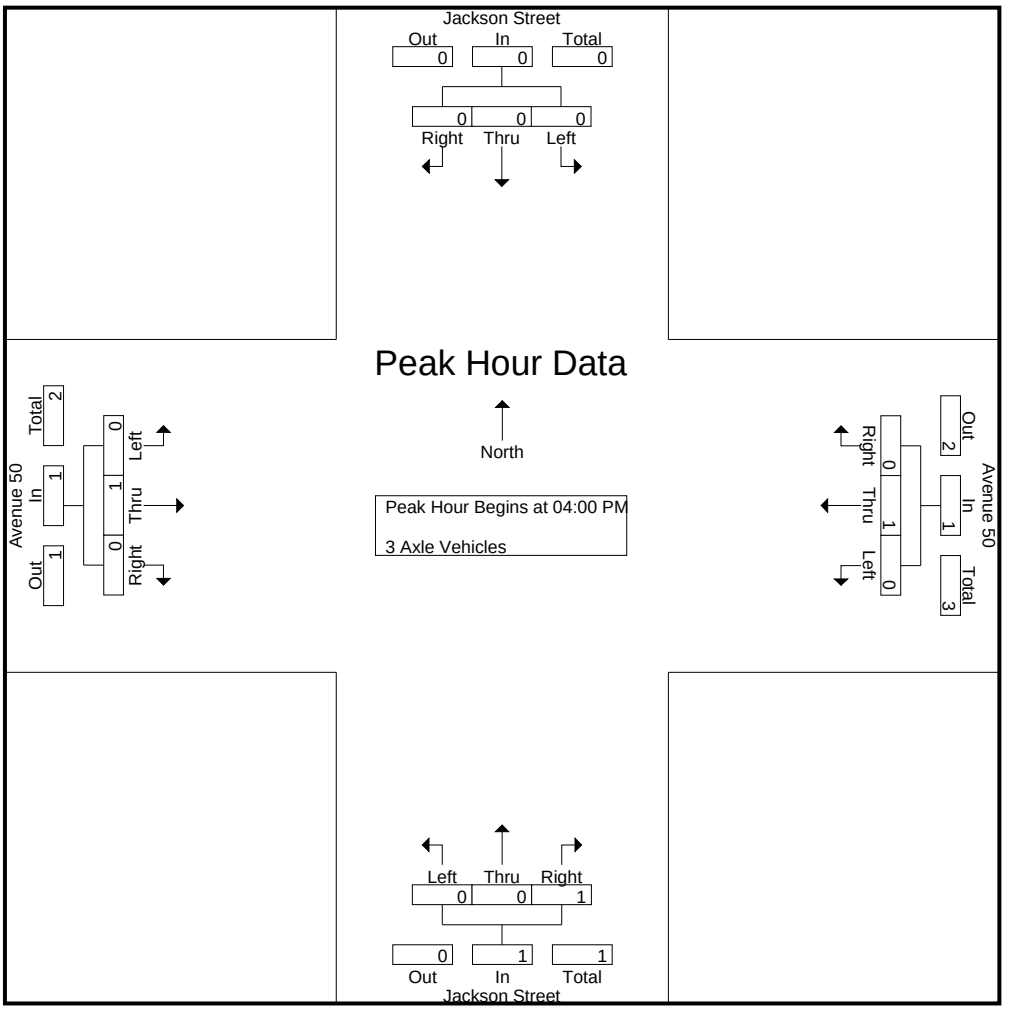
City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250

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City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Jackson Street Southbound				Avenue 50 Westbound				Jackson Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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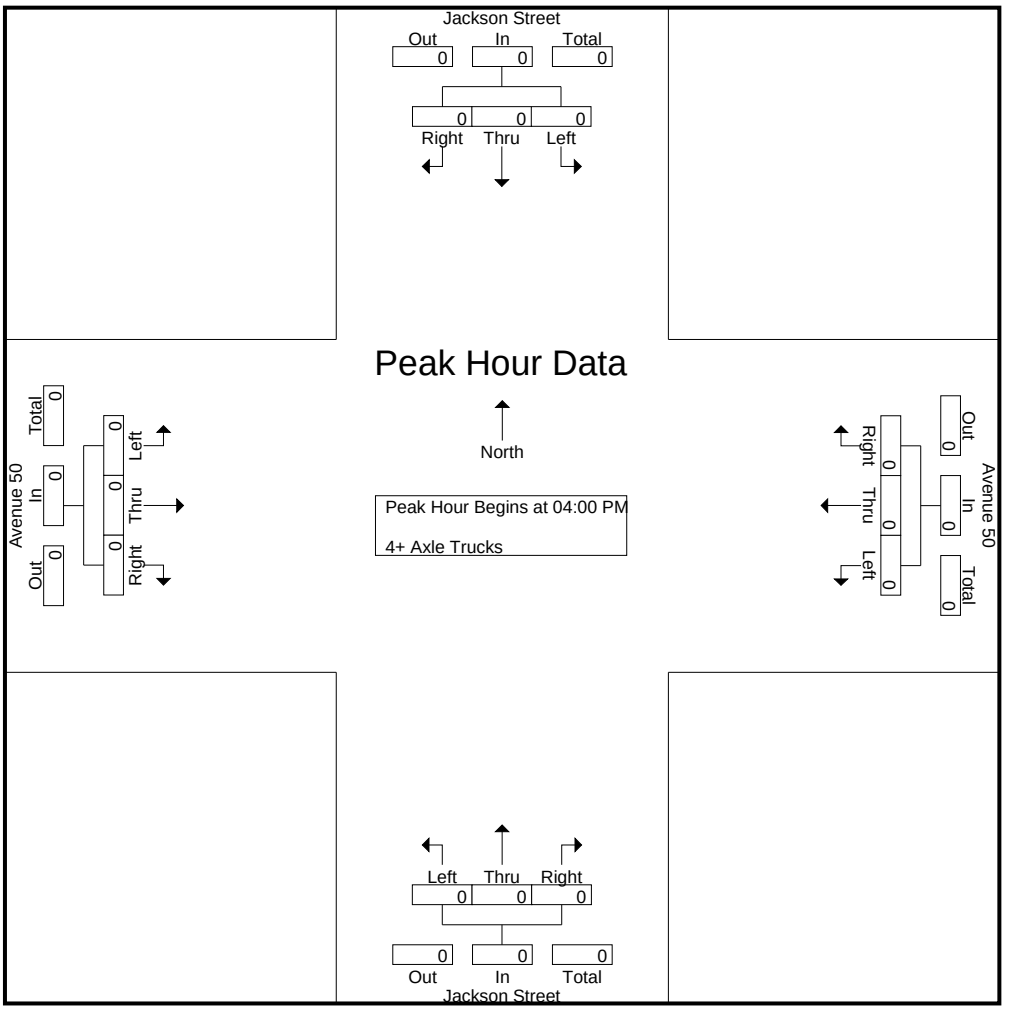
City of Indio
N/S: Jackson Street
E/W: Avenue 50
Weather: Clear

File Name : 09_IND_Jack_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	31	27	65	3	56	13	72	9	53	1	63	19	21	3	43	243
07:15 AM	10	34	35	79	0	66	21	87	9	55	3	67	23	25	1	49	282
07:30 AM	14	32	29	75	2	76	15	93	8	42	0	50	24	39	1	64	282
07:45 AM	15	40	42	97	1	106	22	129	6	43	2	51	13	52	5	70	347
Total	46	137	133	316	6	304	71	381	32	193	6	231	79	137	10	226	1154
08:00 AM	17	28	26	71	0	87	18	105	6	37	2	45	13	43	5	61	282
08:15 AM	10	22	46	78	4	96	19	119	10	33	1	44	39	54	10	103	344
08:30 AM	16	17	42	75	1	81	19	101	9	25	0	34	52	69	18	139	349
08:45 AM	7	24	64	95	1	85	20	106	15	34	0	49	58	63	11	132	382
Total	50	91	178	319	6	349	76	431	40	129	3	172	162	229	44	435	1357
Grand Total	96	228	311	635	12	653	147	812	72	322	9	403	241	366	54	661	2511
Apprch %	15.1	35.9	49		1.5	80.4	18.1		17.9	79.9	2.2		36.5	55.4	8.2		
Total %	3.8	9.1	12.4	25.3	0.5	26	5.9	32.3	2.9	12.8	0.4	16	9.6	14.6	2.2	26.3	
Passenger Vehicles	96	219	298	613	12	643	145	800	66	312	9	387	237	364	41	642	2442
% Passenger Vehicles	100	96.1	95.8	96.5	100	98.5	98.6	98.5	91.7	96.9	100	96	98.3	99.5	75.9	97.1	97.3
Large 2 Axle Vehicles	0	6	8	14	0	6	2	8	5	8	0	13	2	0	13	15	50
% Large 2 Axle Vehicles	0	2.6	2.6	2.2	0	0.9	1.4	1	6.9	2.5	0	3.2	0.8	0	24.1	2.3	2
3 Axle Vehicles	0	2	2	4	0	3	0	3	1	1	0	2	1	2	0	3	12
% 3 Axle Vehicles	0	0.9	0.6	0.6	0	0.5	0	0.4	1.4	0.3	0	0.5	0.4	0.5	0	0.5	0.5
4+ Axle Trucks	0	1	3	4	0	1	0	1	0	1	0	1	1	0	0	1	7
% 4+ Axle Trucks	0	0.4	1	0.6	0	0.2	0	0.1	0	0.3	0	0.2	0.4	0	0	0.2	0.3

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**17**	**28**	26	71	0	87	18	105	6	**37**	**2**	45	13	43	5	61	282
08:15 AM	10	22	46	78	**4**	**96**	19	**119**	10	33	1	44	39	54	10	103	344
08:30 AM	16	17	42	75	1	81	19	101	9	25	0	34	52	**69**	**18**	**139**	349
08:45 AM	7	24	**64**	**95**	1	85	**20**	106	**15**	34	0	**49**	**58**	63	11	132	**382**
Total Volume	50	91	178	319	6	349	76	431	40	129	3	172	162	229	44	435	1357
% App. Total	15.7	28.5	55.8		1.4	81	17.6		23.3	75	1.7		37.2	52.6	10.1		
PHF	.735	.813	.695	.839	.375	.909	.950	.905	.667	.872	.375	.878	.698	.830	.611	.782	.888

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N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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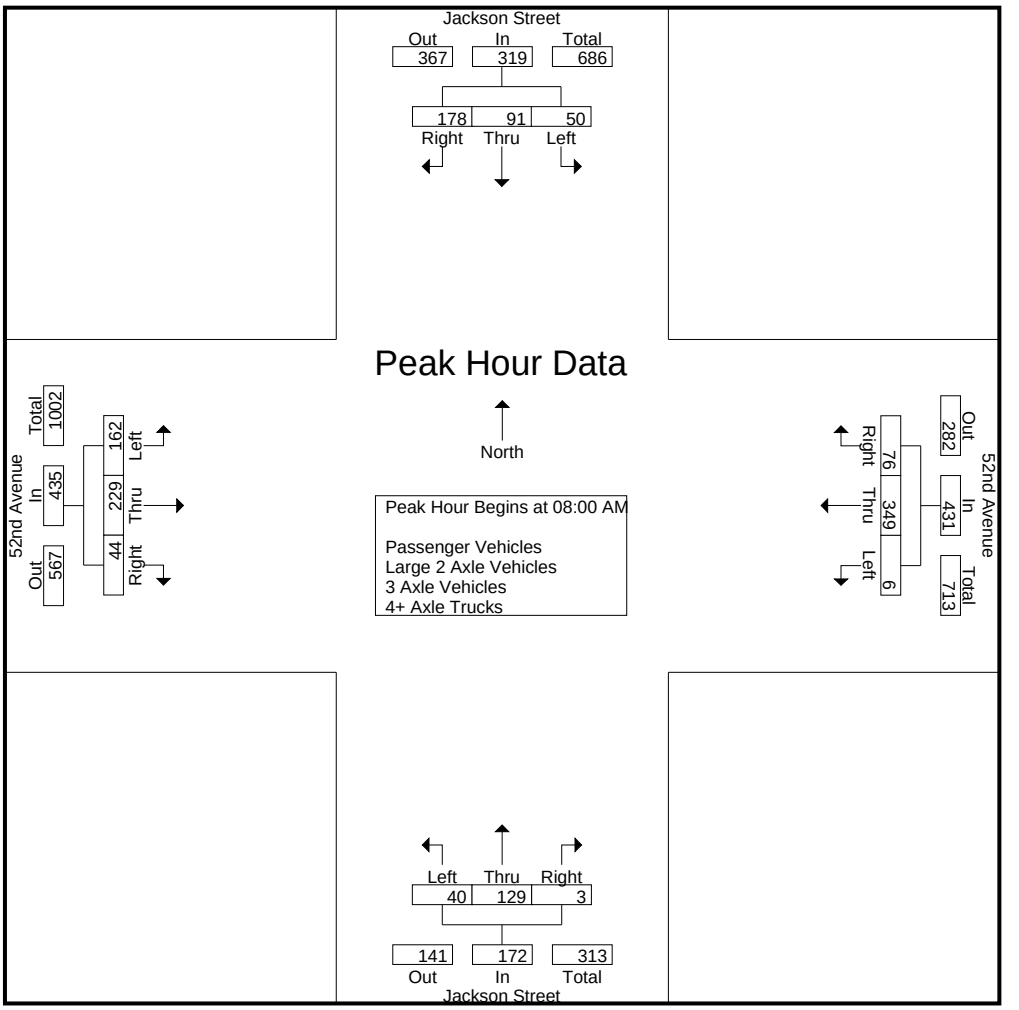

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:00 AM				08:00 AM			
+0 mins.	10	34	35	79	1	**106**	**22**	**129**	**9**	53	1	63	13	43	5	61
+15 mins.	14	32	29	75	0	87	18	105	9	**55**	**3**	**67**	39	54	10	103
+30 mins.	15	**40**	**42**	**97**	**4**	96	19	119	8	42	0	50	52	**69**	**18**	**139**
+45 mins.	**17**	28	26	71	1	81	19	101	6	43	2	51	**58**	63	11	132
Total Volume	56	134	132	322	6	370	78	454	32	193	6	231	162	229	44	435
% App. Total	17.4	41.6	41		1.3	81.5	17.2		13.9	83.5	2.6		37.2	52.6	10.1	
PHF	.824	.838	.786	.830	.375	.873	.886	.880	.889	.877	.500	.862	.698	.830	.611	.782

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	31	26	64	3	53	13	69	8	51	1	60	19	21	3	43	236
07:15 AM	10	34	34	78	0	66	21	87	8	53	3	64	23	25	1	49	278
07:30 AM	14	31	29	74	2	75	15	92	7	42	0	49	22	38	1	61	276
07:45 AM	15	37	40	92	1	106	21	128	6	43	2	51	12	52	4	68	339
Total	46	133	129	308	6	300	70	376	29	189	6	224	76	136	9	221	1129
08:00 AM	17	27	24	68	0	87	18	105	6	32	2	40	12	43	5	60	273
08:15 AM	10	19	41	70	4	93	19	116	9	33	1	43	39	54	8	101	330
08:30 AM	16	17	40	73	1	81	18	100	8	25	0	33	52	68	8	128	334
08:45 AM	7	23	64	94	1	82	20	103	14	33	0	47	58	63	11	132	376
Total	50	86	169	305	6	343	75	424	37	123	3	163	161	228	32	421	1313
Grand Total	96	219	298	613	12	643	145	800	66	312	9	387	237	364	41	642	2442
Apprch %	15.7	35.7	48.6		1.5	80.4	18.1		17.1	80.6	2.3		36.9	56.7	6.4		
Total %	3.9	9	12.2	25.1	0.5	26.3	5.9	32.8	2.7	12.8	0.4	15.8	9.7	14.9	1.7	26.3	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**17**	**27**	24	68	0	87	18	105	6	32	**2**	40	12	43	5	60	273
08:15 AM	10	19	41	70	**4**	**93**	19	**116**	9	**33**	1	43	39	54	8	101	330
08:30 AM	16	17	40	73	1	81	18	100	8	25	0	33	52	**68**	8	128	334
08:45 AM	7	23	**64**	**94**	1	82	**20**	103	**14**	33	0	**47**	**58**	63	**11**	**132**	**376**
Total Volume	50	86	169	305	6	343	75	424	37	123	3	163	161	228	32	421	1313
% App. Total	16.4	28.2	55.4		1.4	80.9	17.7		22.7	75.5	1.8		38.2	54.2	7.6		
PHF	.735	.796	.660	.811	.375	.922	.938	.914	.661	.932	.375	.867	.694	.838	.727	.797	.873

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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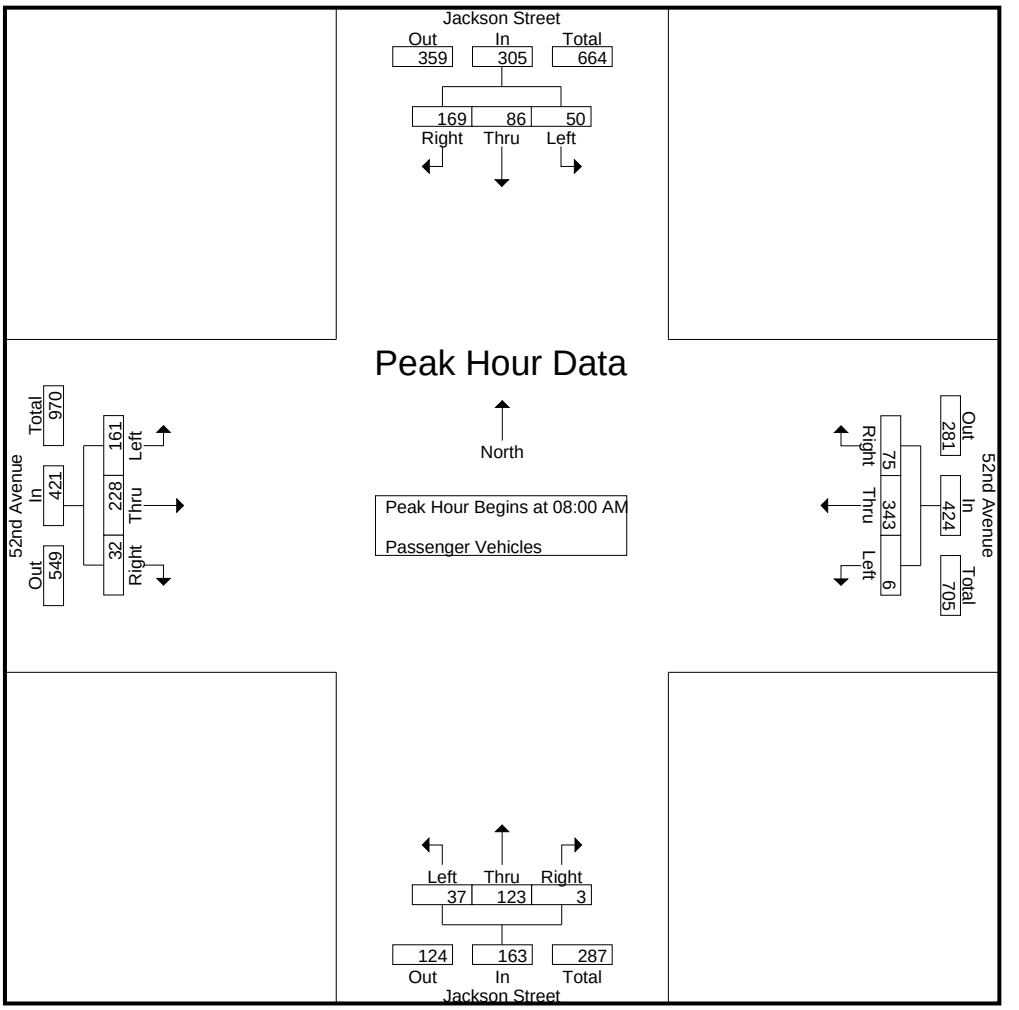

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**17**	**27**	24	68	0	87	18	105	6	32	**2**	40	12	43	5	60
+15 mins.	10	19	41	70	**4**	**93**	19	**116**	9	**33**	1	43	39	54	8	101
+30 mins.	16	17	40	73	1	81	18	100	8	25	0	33	52	**68**	8	128
+45 mins.	7	23	**64**	**94**	1	82	**20**	103	**14**	33	0	**47**	**58**	63	**11**	**132**
Total Volume	50	86	169	305	6	343	75	424	37	123	3	163	161	228	32	421
% App. Total	16.4	28.2	55.4		1.4	80.9	17.7		22.7	75.5	1.8		38.2	54.2	7.6	
PHF	.735	.796	.660	.811	.375	.922	.938	.914	.661	.932	.375	.867	.694	.838	.727	.797

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City of Indio
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File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
07:45 AM	0	2	1	3	0	0	1	1	0	0	0	0	0	0	1	1	5
Total	0	3	1	4	0	2	1	3	2	4	0	6	1	0	1	2	15
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	1	0	0	1	6
08:15 AM	0	2	5	7	0	3	0	3	1	0	0	1	0	0	2	2	13
08:30 AM	0	0	2	2	0	0	1	1	1	0	0	1	0	0	10	10	14
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	3	7	10	0	4	1	5	3	4	0	7	1	0	12	13	35
Grand Total	0	6	8	14	0	6	2	8	5	8	0	13	2	0	13	15	50
Apprch %	0	42.9	57.1		0	75	25		38.5	61.5	0		13.3	0	86.7		
Total %	0	12	16	28	0	12	4	16	10	16	0	26	4	0	26	30	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	**1**	0	0	1	6
08:15 AM	0	**2**	**5**	**7**	0	**3**	0	**3**	**1**	0	0	1	0	0	2	2	13
08:30 AM	0	0	2	2	0	0	**1**	1	1	0	0	1	0	0	**10**	**10**	**14**
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	3	7	10	0	4	1	5	3	4	0	7	1	0	12	13	35
% App. Total	0	30	70		0	80	20		42.9	57.1	0		7.7	0	92.3		
PHF	.000	.375	.350	.357	.000	.333	.250	.417	.750	.250	.000	.438	.250	.000	.300	.325	.625

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City of Indio
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File Name : 10_IND_Jack_52nd AM
Site Code : 05722739
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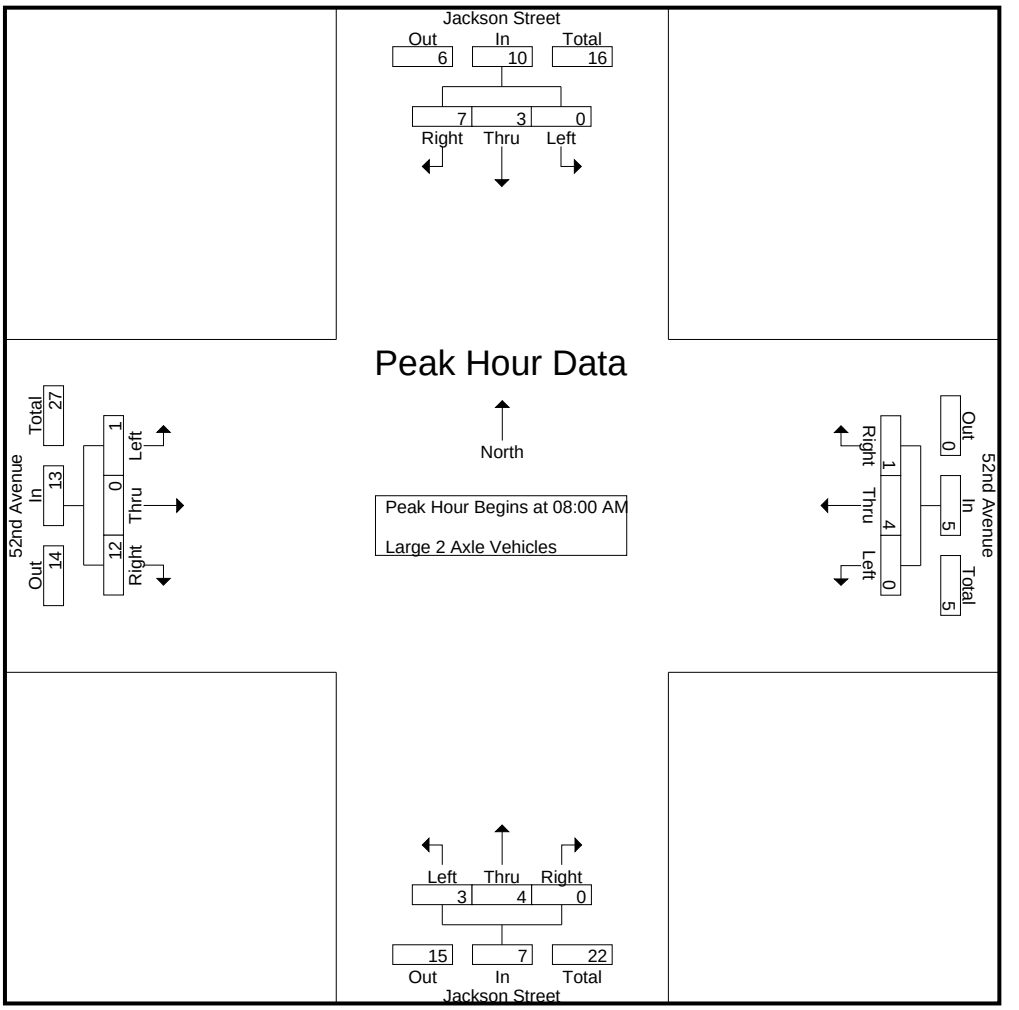

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	**1**	0	0	1
+15 mins.	0	**2**	**5**	**7**	0	**3**	0	**3**	**1**	0	0	1	0	0	2	2
+30 mins.	0	0	2	2	0	0	**1**	1	1	0	0	1	0	0	**10**	**10**
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
Total Volume	0	3	7	10	0	4	1	5	3	4	0	7	1	0	12	13
% App. Total	0	30	70		0	80	20		42.9	57.1	0		7.7	0	92.3	
PHF	.000	.375	.350	.357	.000	.333	.250	.417	.750	.250	.000	.438	.250	.000	.300	.325

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Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	1	2	0	2	0	2	1	0	0	1	1	1	0	2	7
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	1	1	2	0	1	0	1	0	1	0	1	0	1	0	1	5
Grand Total	0	2	2	4	0	3	0	3	1	1	0	2	1	2	0	3	12
Apprch %	0	50	50		0	100	0		50	50	0		33.3	66.7	0		
Total %	0	16.7	16.7	33.3	0	25	0	25	8.3	8.3	0	16.7	8.3	16.7	0	25	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:45 AM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**2**
Total Volume	0	1	1	2	0	1	0	1	0	1	0	1	0	1	0	1	5
% App. Total	0	50	50		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.625

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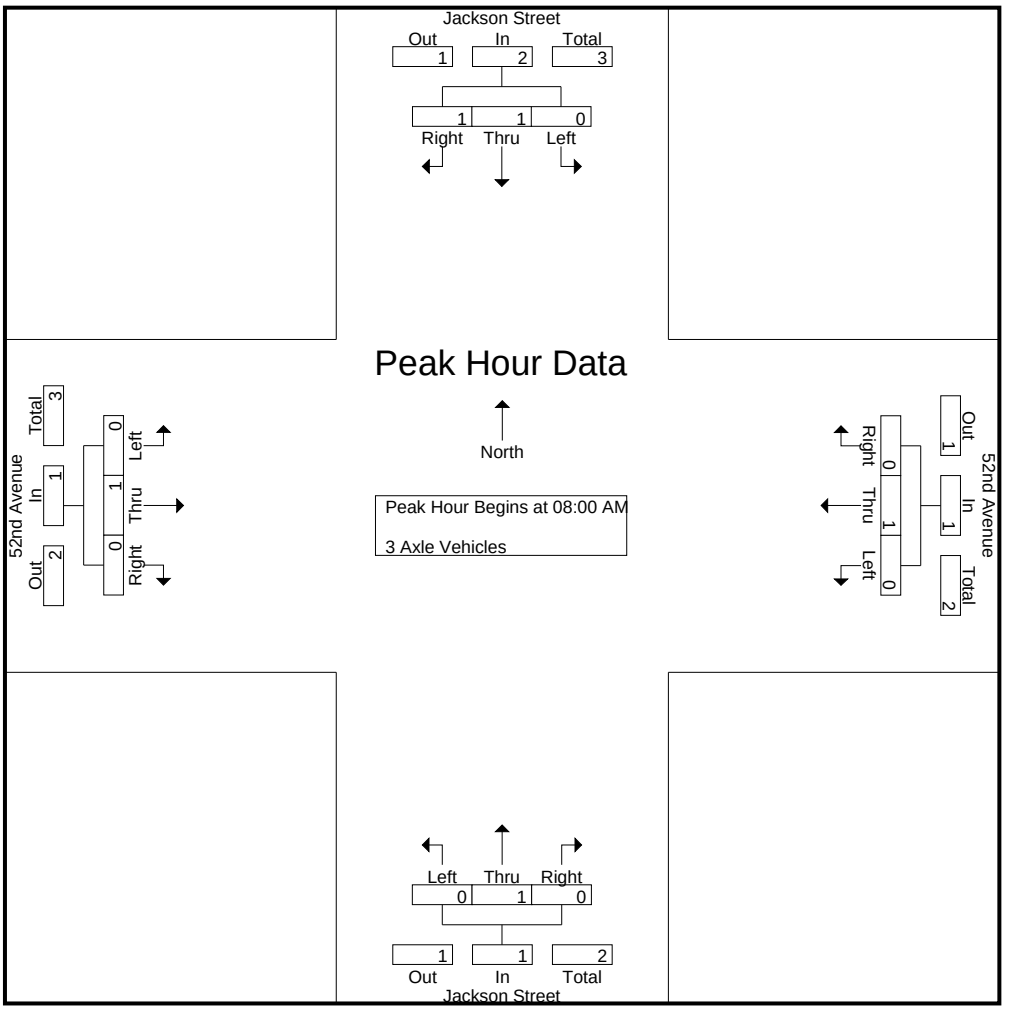

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0
Total Volume	0	1	1	2	0	1	0	1	0	1	0	1	0	1	0	1
% App. Total	0	50	50		0	100	0		0	100	0		0	100	0	
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Grand Total	0	1	3	4	0	1	0	1	0	1	0	1	1	0	0	1	7
Apprch %	0	25	75		0	100	0		0	100	0		100	0	0		
Total %	0	14.3	42.9	57.1	0	14.3	0	14.3	0	14.3	0	14.3	14.3	0	0	14.3	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	**1**	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

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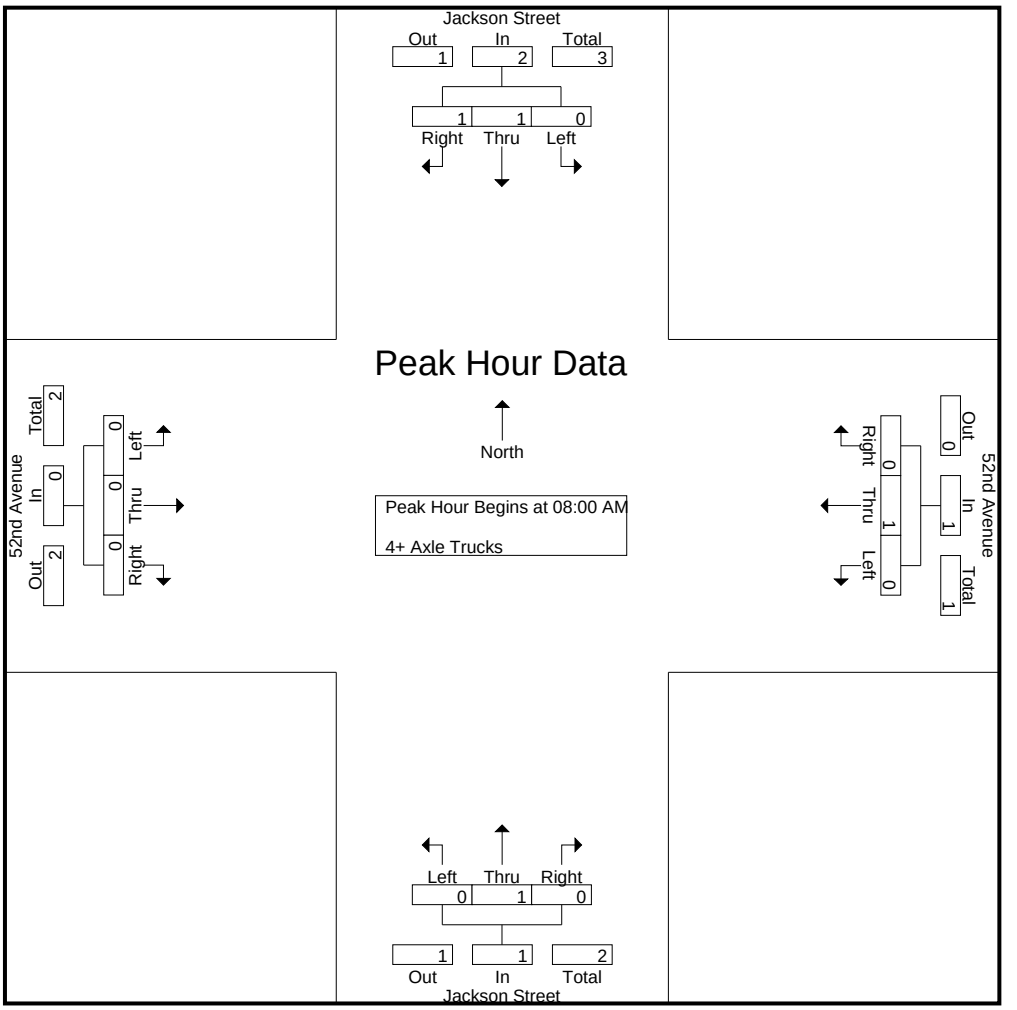

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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E/W: 52nd Avenue
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File Name : 10_IND_Jack_52nd PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	34	24	74	1	34	15	50	6	31	0	37	24	79	6	109	270
04:15 PM	17	40	29	86	1	32	12	45	2	30	0	32	23	74	5	102	265
04:30 PM	16	29	24	69	1	47	16	64	6	30	2	38	25	70	4	99	270
04:45 PM	17	28	19	64	2	37	11	50	6	34	2	42	19	70	3	92	248
Total	66	131	96	293	5	150	54	209	20	125	4	149	91	293	18	402	1053
05:00 PM	24	27	37	88	0	50	9	59	8	33	2	43	21	67	8	96	286
05:15 PM	24	25	30	79	0	48	14	62	7	30	0	37	12	71	6	89	267
05:30 PM	21	32	31	84	0	49	21	70	7	30	0	37	47	84	10	141	332
05:45 PM	16	25	15	56	0	46	11	57	4	29	0	33	31	74	3	108	254
Total	85	109	113	307	0	193	55	248	26	122	2	150	111	296	27	434	1139
Grand Total	151	240	209	600	5	343	109	457	46	247	6	299	202	589	45	836	2192
Apprch %	25.2	40	34.8		1.1	75.1	23.9		15.4	82.6	2		24.2	70.5	5.4		
Total %	6.9	10.9	9.5	27.4	0.2	15.6	5	20.8	2.1	11.3	0.3	13.6	9.2	26.9	2.1	38.1	
Passenger Vehicles	151	234	209	594	5	342	109	456	45	245	6	296	202	585	45	832	2178
% Passenger Vehicles	100	97.5	100	99	100	99.7	100	99.8	97.8	99.2	100	99	100	99.3	100	99.5	99.4
Large 2 Axle Vehicles	0	5	0	5	0	1	0	1	1	2	0	3	0	3	0	3	12
% Large 2 Axle Vehicles	0	2.1	0	0.8	0	0.3	0	0.2	2.2	0.8	0	1	0	0.5	0	0.4	0.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**24**	27	**37**	**88**	0	**50**	9	59	**8**	**33**	**2**	**43**	21	67	8	96	286
05:15 PM	24	25	30	79	0	48	14	62	7	30	0	37	12	71	6	89	267
05:30 PM	21	**32**	31	84	0	49	**21**	**70**	7	30	0	37	**47**	**84**	**10**	**141**	**332**
05:45 PM	16	25	15	56	0	46	11	57	4	29	0	33	31	74	3	108	254
Total Volume	85	109	113	307	0	193	55	248	26	122	2	150	111	296	27	434	1139
% App. Total	27.7	35.5	36.8		0	77.8	22.2		17.3	81.3	1.3		25.6	68.2	6.2		
PHF	.885	.852	.764	.872	.000	.965	.655	.886	.813	.924	.250	.872	.590	.881	.675	.770	.858

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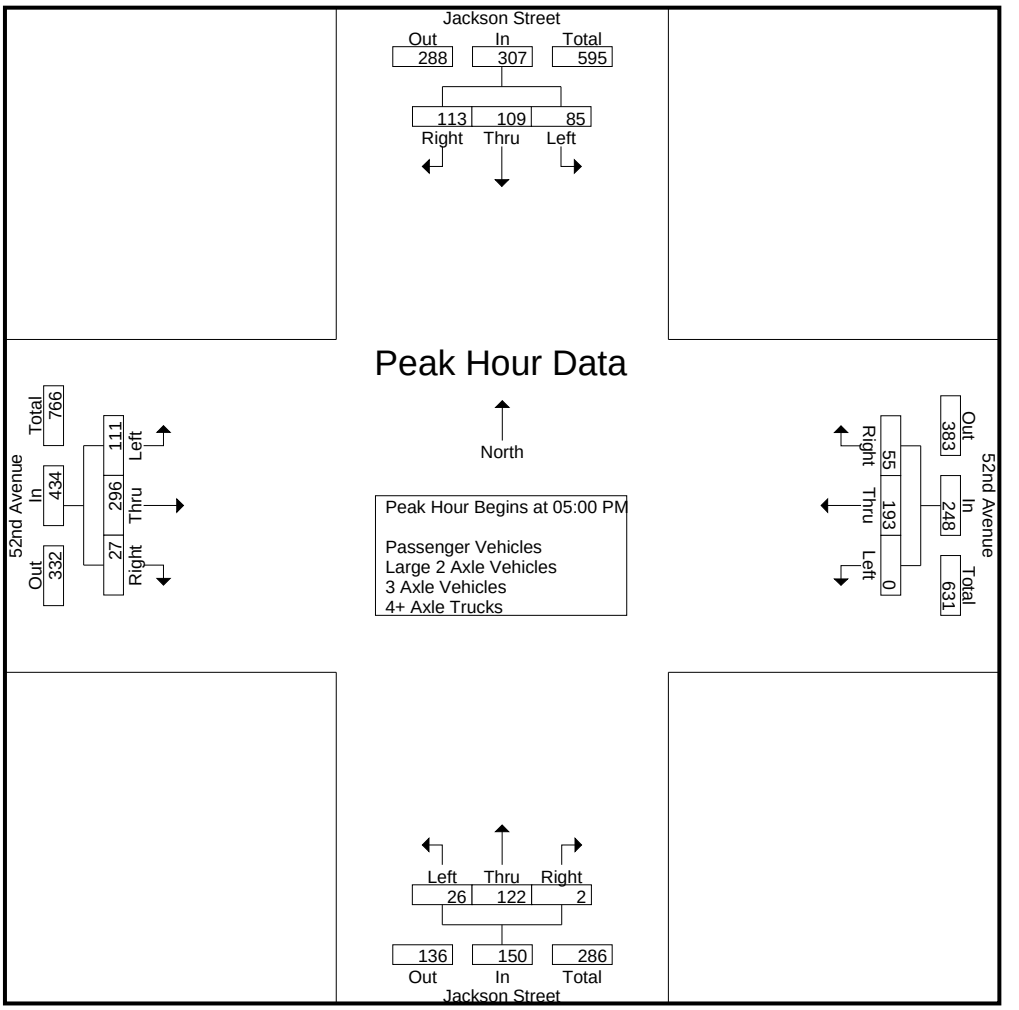

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	17	28	19	64	0	**50**	9	59	6	30	**2**	38	21	67	8	96
+15 mins.	**24**	27	**37**	**88**	0	48	14	62	6	**34**	2	42	12	71	6	89
+30 mins.	24	25	30	79	0	49	**21**	**70**	**8**	33	2	**43**	**47**	**84**	**10**	**141**
+45 mins.	21	**32**	31	84	0	46	11	57	7	30	0	37	31	74	3	108
Total Volume	86	112	117	315	0	193	55	248	27	127	6	160	111	296	27	434
% App. Total	27.3	35.6	37.1		0	77.8	22.2		16.9	79.4	3.8		25.6	68.2	6.2	
PHF	.896	.875	.791	.895	.000	.965	.655	.886	.844	.934	.750	.930	.590	.881	.675	.770

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	33	24	73	1	34	15	50	6	31	0	37	24	78	6	108	268
04:15 PM	17	39	29	85	1	32	12	45	2	29	0	31	23	74	5	102	263
04:30 PM	16	29	24	69	1	47	16	64	6	30	2	38	25	70	4	99	270
04:45 PM	17	28	19	64	2	37	11	50	6	33	2	41	19	69	3	91	246
Total	66	129	96	291	5	150	54	209	20	123	4	147	91	291	18	400	1047
05:00 PM	24	27	37	88	0	50	9	59	8	33	2	43	21	67	8	96	286
05:15 PM	24	25	30	79	0	47	14	61	7	30	0	37	12	70	6	88	265
05:30 PM	21	30	31	82	0	49	21	70	6	30	0	36	47	83	10	140	328
05:45 PM	16	23	15	54	0	46	11	57	4	29	0	33	31	74	3	108	252
Total	85	105	113	303	0	192	55	247	25	122	2	149	111	294	27	432	1131
Grand Total	151	234	209	594	5	342	109	456	45	245	6	296	202	585	45	832	2178
Apprch %	25.4	39.4	35.2		1.1	75	23.9		15.2	82.8	2		24.3	70.3	5.4		
Total %	6.9	10.7	9.6	27.3	0.2	15.7	5	20.9	2.1	11.2	0.3	13.6	9.3	26.9	2.1	38.2	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**24**	27	**37**	**88**	0	**50**	9	59	**8**	**33**	**2**	**43**	21	67	8	96	286
05:15 PM	24	25	30	79	0	47	14	61	7	30	0	37	12	70	6	88	265
05:30 PM	21	**30**	31	82	0	49	**21**	**70**	6	30	0	36	**47**	**83**	**10**	**140**	**328**
05:45 PM	16	23	15	54	0	46	11	57	4	29	0	33	31	74	3	108	252
Total Volume	85	105	113	303	0	192	55	247	25	122	2	149	111	294	27	432	1131
% App. Total	28.1	34.7	37.3		0	77.7	22.3		16.8	81.9	1.3		25.7	68.1	6.2		
PHF	.885	.875	.764	.861	.000	.960	.655	.882	.781	.924	.250	.866	.590	.886	.675	.771	.862

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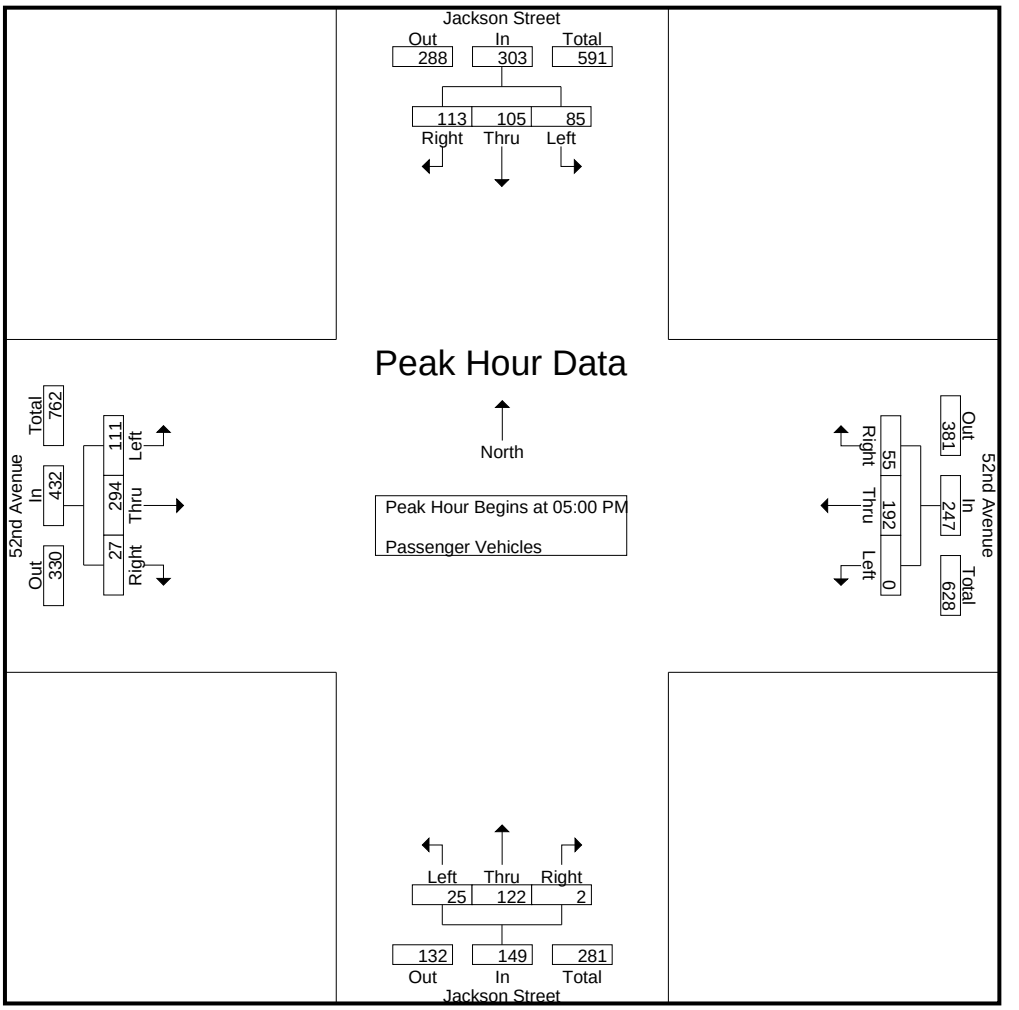
City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**24**	27	**37**	**88**	0	**50**	9	59	**8**	**33**	**2**	**43**	21	67	8	96
+15 mins.	24	25	30	79	0	47	14	61	7	30	0	37	12	70	6	88
+30 mins.	21	**30**	31	82	0	49	**21**	**70**	6	30	0	36	**47**	**83**	**10**	**140**
+45 mins.	16	23	15	54	0	46	11	57	4	29	0	33	31	74	3	108
Total Volume	85	105	113	303	0	192	55	247	25	122	2	149	111	294	27	432
% App. Total	28.1	34.7	37.3		0	77.7	22.3		16.8	81.9	1.3		25.7	68.1	6.2	
PHF	.885	.875	.764	.861	.000	.960	.655	.882	.781	.924	.250	.866	.590	.886	.675	.771

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	1	0	1	1	0	0	1	0	2	0	2	7
Grand Total	0	5	0	5	0	1	0	1	1	2	0	3	0	3	0	3	12
Apprch %	0	100	0		0	100	0		33.3	66.7	0		0	100	0		
Total %	0	41.7	0	41.7	0	8.3	0	8.3	8.3	16.7	0	25	0	25	0	25	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	2
05:30 PM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	0	1	0	1	**3**
05:45 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	1	0	1	1	0	0	1	0	2	0	2	7
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500	.583

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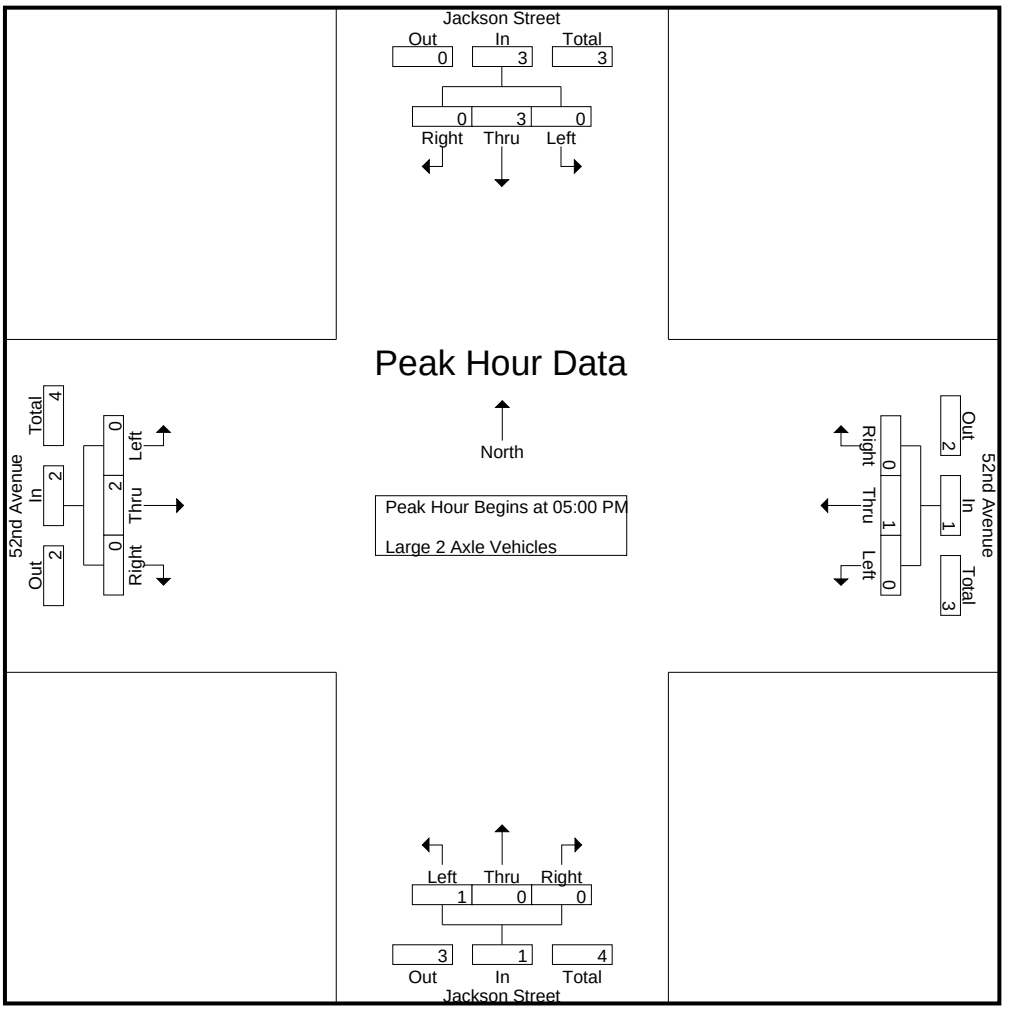
City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	1	0	1	0	0	0	0	**1**	0	0	**1**	0	1	0	1
+45 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	1	0	1	1	0	0	1	0	2	0	2
% App. Total	0	100	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.375	.000	.375	.000	.250	.000	.250	.250	.000	.000	.250	.000	.500	.000	.500

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0		
Total %	0	50	0	50	0	0	0	0	0	0	0	0	0	50	0	50	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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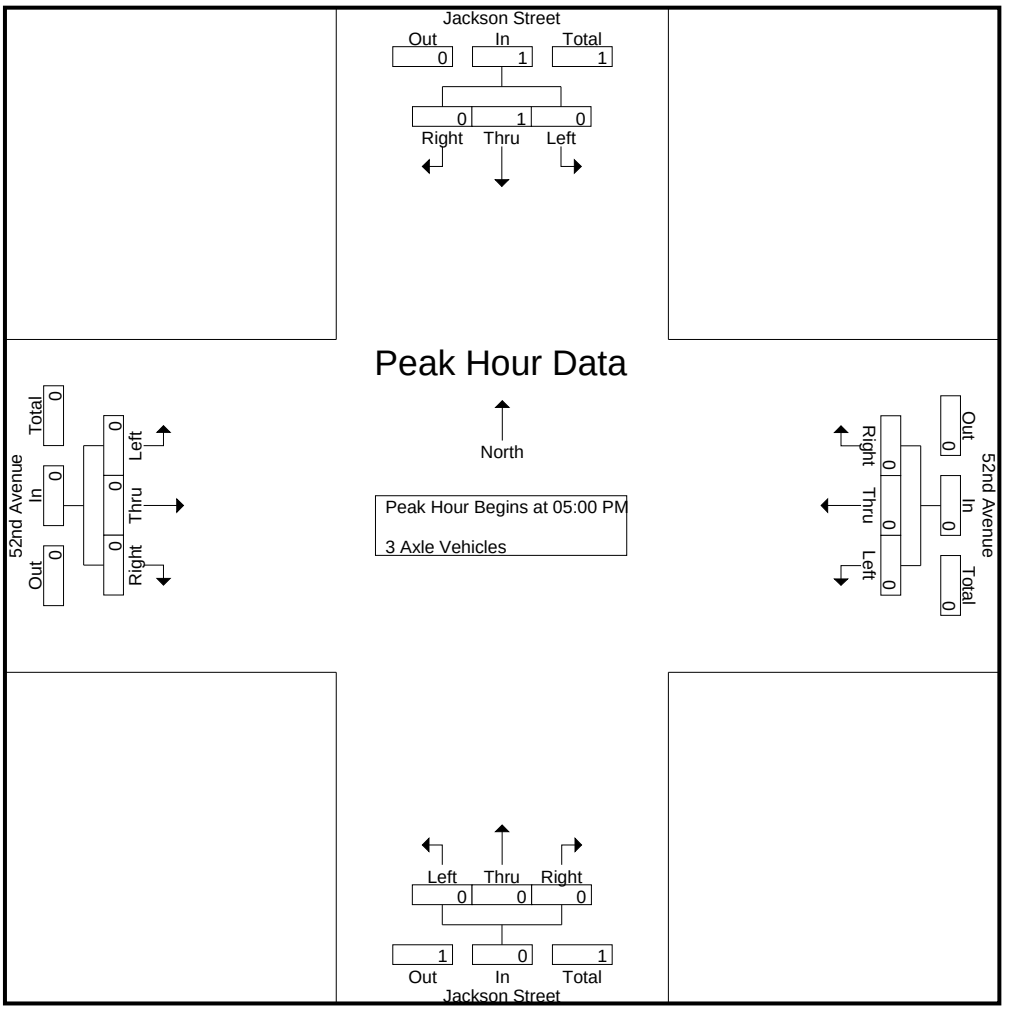
City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Jackson Street Southbound				52nd Avenue Westbound				Jackson Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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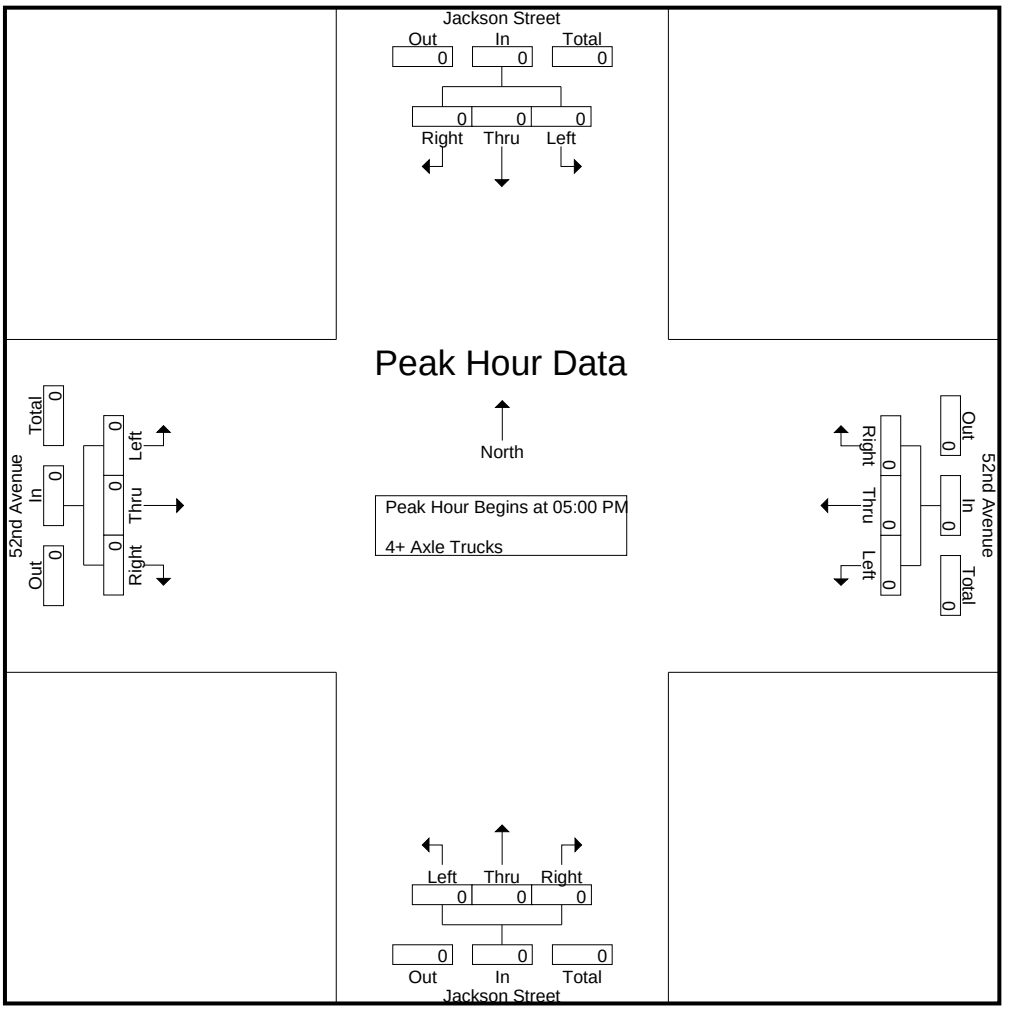
City of Indio
N/S: Jackson Street
E/W: 52nd Avenue
Weather: Clear

File Name : 10_IND_Jack_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	114	11	135	43	15	8	66	5	38	22	65	6	8	12	26	292
07:15 AM	10	111	23	144	56	26	7	89	11	30	23	64	14	17	7	38	335
07:30 AM	10	121	39	170	75	37	13	125	3	40	19	62	11	7	12	30	387
07:45 AM	18	100	33	151	51	26	19	96	11	53	32	96	18	16	17	51	394
Total	48	446	106	600	225	104	47	376	30	161	96	287	49	48	48	145	1408
08:00 AM	11	99	21	131	40	12	16	68	8	38	38	84	19	15	21	55	338
08:15 AM	18	73	14	105	41	12	14	67	4	57	23	84	17	18	9	44	300
08:30 AM	22	70	10	102	41	19	8	68	3	37	24	64	17	9	14	40	274
08:45 AM	16	59	5	80	46	15	14	75	3	37	24	64	9	8	14	31	250
Total	67	301	50	418	168	58	52	278	18	169	109	296	62	50	58	170	1162
Grand Total	115	747	156	1018	393	162	99	654	48	330	205	583	111	98	106	315	2570
Apprch %	11.3	73.4	15.3		60.1	24.8	15.1		8.2	56.6	35.2		35.2	31.1	33.7		
Total %	4.5	29.1	6.1	39.6	15.3	6.3	3.9	25.4	1.9	12.8	8	22.7	4.3	3.8	4.1	12.3	
Passenger Vehicles	111	741	150	1002	387	147	92	626	43	323	193	559	104	88	104	296	2483
% Passenger Vehicles	96.5	99.2	96.2	98.4	98.5	90.7	92.9	95.7	89.6	97.9	94.1	95.9	93.7	89.8	98.1	94	96.6
Large 2 Axle Vehicles	2	4	5	11	2	3	7	12	4	5	8	17	7	0	2	9	49
% Large 2 Axle Vehicles	1.7	0.5	3.2	1.1	0.5	1.9	7.1	1.8	8.3	1.5	3.9	2.9	6.3	0	1.9	2.9	1.9
3 Axle Vehicles	1	1	1	3	4	6	0	10	1	1	2	4	0	10	0	10	27
% 3 Axle Vehicles	0.9	0.1	0.6	0.3	1	3.7	0	1.5	2.1	0.3	1	0.7	0	10.2	0	3.2	1.1
4+ Axle Trucks	1	1	0	2	0	6	0	6	0	1	2	3	0	0	0	0	11
% 4+ Axle Trucks	0.9	0.1	0	0.2	0	3.7	0	0.9	0	0.3	1	0.5	0	0	0	0	0.4

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	111	23	144	56	26	7	89	**11**	30	23	64	14	**17**	7	38	335
07:30 AM	10	**121**	**39**	**170**	**75**	**37**	13	**125**	3	40	19	62	11	7	12	30	387
07:45 AM	**18**	100	33	151	51	26	**19**	96	11	**53**	32	**96**	18	16	17	51	**394**
08:00 AM	11	99	21	131	40	12	16	68	8	38	**38**	84	**19**	15	**21**	**55**	338
Total Volume	49	431	116	596	222	101	55	378	33	161	112	306	62	55	57	174	1454
% App. Total	8.2	72.3	19.5		58.7	26.7	14.6		10.8	52.6	36.6		35.6	31.6	32.8		
PHF	.681	.890	.744	.876	.740	.682	.724	.756	.750	.759	.737	.797	.816	.809	.679	.791	.923

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
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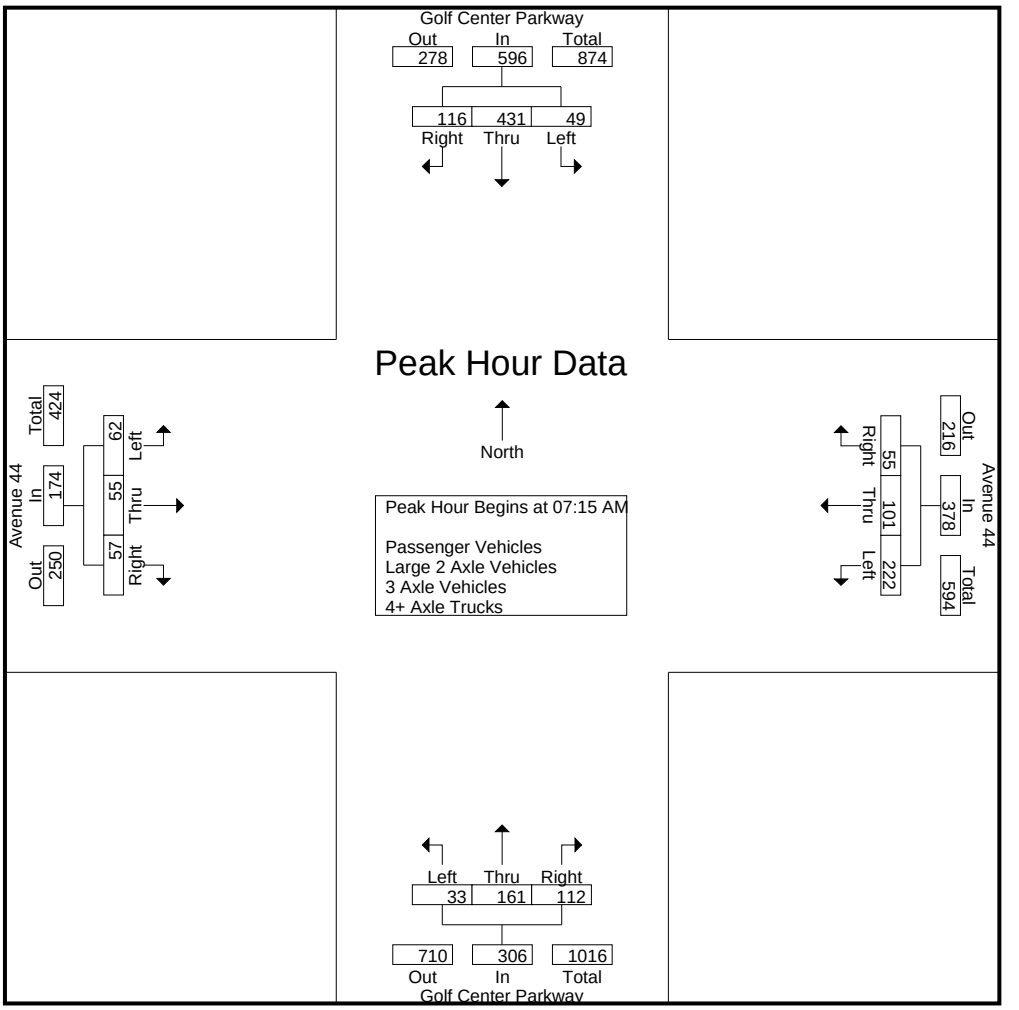

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	10	114	11	135	56	26	7	89	**11**	53	32	**96**	18	16	17	51
+15 mins.	10	111	23	144	**75**	**37**	13	**125**	8	38	**38**	84	**19**	15	**21**	**55**
+30 mins.	10	**121**	**39**	**170**	51	26	**19**	96	4	**57**	23	84	17	**18**	9	44
+45 mins.	**18**	100	33	151	40	12	16	68	3	37	24	64	17	9	14	40
Total Volume	48	446	106	600	222	101	55	378	26	185	117	328	71	58	61	190
% App. Total	8	74.3	17.7		58.7	26.7	14.6		7.9	56.4	35.7		37.4	30.5	32.1	
PHF	.667	.921	.679	.882	.740	.682	.724	.756	.591	.811	.770	.854	.934	.806	.726	.864

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City of Indio
N/S: Golf Center Parkway
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Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	114	11	134	41	14	8	63	4	38	21	63	5	7	11	23	283
07:15 AM	10	111	22	143	55	25	6	86	11	29	22	62	12	16	7	35	326
07:30 AM	10	118	37	165	74	36	12	122	3	37	19	59	11	5	11	27	373
07:45 AM	18	99	33	150	51	24	17	92	11	51	28	90	16	14	17	47	379
Total	47	442	103	592	221	99	43	363	29	155	90	274	44	42	46	132	1361
08:00 AM	10	99	20	129	39	10	16	65	6	38	36	80	18	14	21	53	327
08:15 AM	17	72	13	102	40	10	12	62	2	56	23	81	17	17	9	43	288
08:30 AM	21	70	10	101	41	14	8	63	3	37	22	62	17	9	14	40	266
08:45 AM	16	58	4	78	46	14	13	73	3	37	22	62	8	6	14	28	241
Total	64	299	47	410	166	48	49	263	14	168	103	285	60	46	58	164	1122
Grand Total	111	741	150	1002	387	147	92	626	43	323	193	559	104	88	104	296	2483
Apprch %	11.1	74	15		61.8	23.5	14.7		7.7	57.8	34.5		35.1	29.7	35.1		
Total %	4.5	29.8	6	40.4	15.6	5.9	3.7	25.2	1.7	13	7.8	22.5	4.2	3.5	4.2	11.9	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	111	22	143	55	25	6	86	**11**	29	22	62	12	**16**	7	35	326
07:30 AM	10	**118**	**37**	**165**	**74**	**36**	12	**122**	3	37	19	59	11	5	11	27	373
07:45 AM	**18**	99	33	150	51	24	**17**	92	11	**51**	28	**90**	16	14	17	47	**379**
08:00 AM	10	99	20	129	39	10	16	65	6	38	**36**	80	**18**	14	**21**	**53**	327
Total Volume	48	427	112	587	219	95	51	365	31	155	105	291	57	49	56	162	1405
% App. Total	8.2	72.7	19.1		60	26	14		10.7	53.3	36.1		35.2	30.2	34.6		
PHF	.667	.905	.757	.889	.740	.660	.750	.748	.705	.760	.729	.808	.792	.766	.667	.764	.927

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City of Indio
N/S: Golf Center Parkway
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File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
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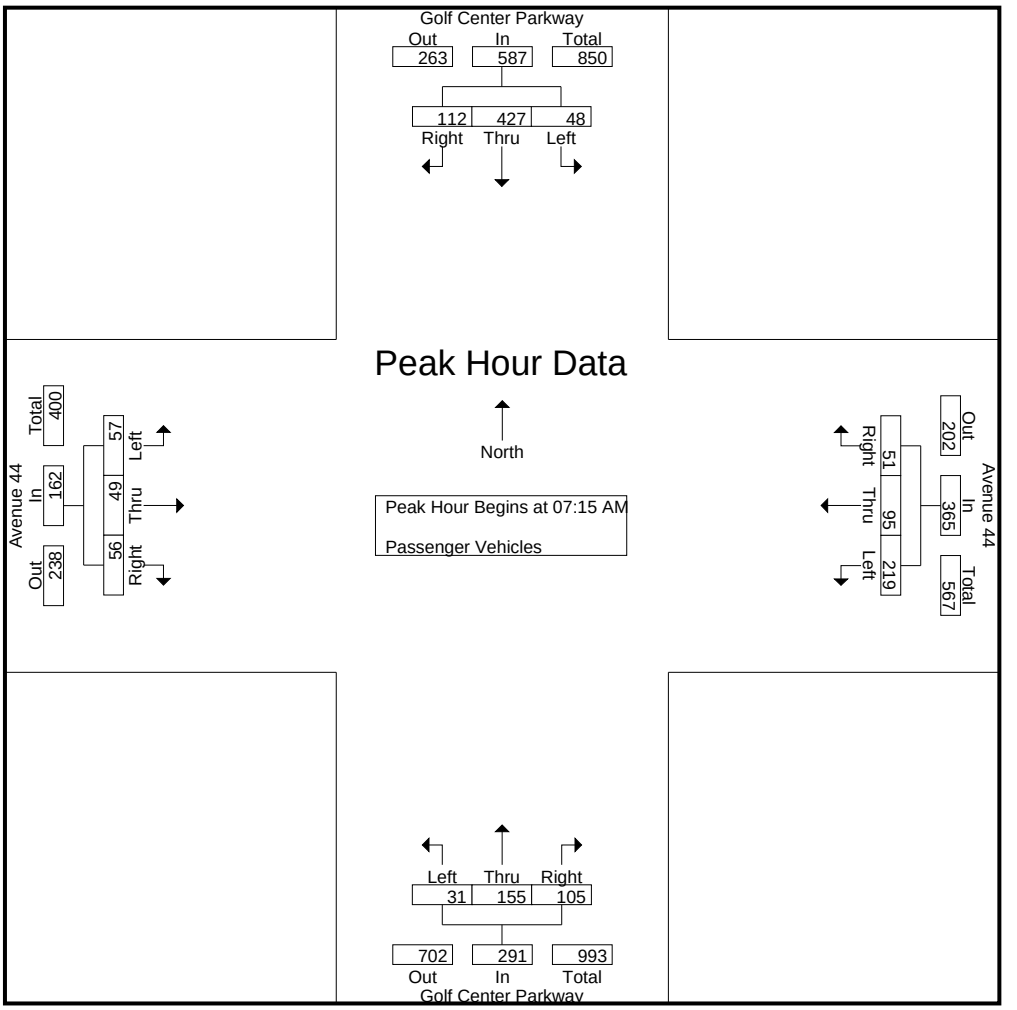

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	111	22	143	55	25	6	86	**11**	29	22	62	12	**16**	7	35
+15 mins.	10	**118**	**37**	**165**	**74**	**36**	12	**122**	3	37	19	59	11	5	11	27
+30 mins.	**18**	99	33	150	51	24	**17**	92	11	**51**	28	**90**	16	14	17	47
+45 mins.	10	99	20	129	39	10	16	65	6	38	**36**	80	**18**	14	**21**	**53**
Total Volume	48	427	112	587	219	95	51	365	31	155	105	291	57	49	56	162
% App. Total	8.2	72.7	19.1		60	26	14		10.7	53.3	36.1		35.2	30.2	34.6	
PHF	.667	.905	.757	.889	.740	.660	.750	.748	.705	.760	.729	.808	.792	.766	.667	.764

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	1	0	1	2	1	0	1	2	6
07:15 AM	0	0	1	1	0	1	1	2	0	1	0	1	2	0	0	2	6
07:30 AM	0	2	2	4	0	0	1	1	0	2	0	2	0	0	1	1	8
07:45 AM	0	1	0	1	0	0	2	2	0	1	3	4	2	0	0	2	9
Total	1	3	3	7	0	2	4	6	1	4	4	9	5	0	2	7	29
08:00 AM	1	0	1	2	1	1	0	2	2	0	2	4	1	0	0	1	9
08:15 AM	0	1	0	1	1	0	2	3	1	1	0	2	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	1	1	0	0	2	2	1	0	0	1	5
Total	1	1	2	4	2	1	3	6	3	1	4	8	2	0	0	2	20
Grand Total	2	4	5	11	2	3	7	12	4	5	8	17	7	0	2	9	49
Apprch %	18.2	36.4	45.5		16.7	25	58.3		23.5	29.4	47.1		77.8	0	22.2		
Total %	4.1	8.2	10.2	22.4	4.1	6.1	14.3	24.5	8.2	10.2	16.3	34.7	14.3	0	4.1	18.4	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	**1**	1	**2**	0	1	0	1	**2**	0	0	**2**	6
07:30 AM	0	**2**	**2**	**4**	0	0	1	1	0	**2**	0	2	0	0	**1**	1	8
07:45 AM	0	1	0	1	0	0	**2**	2	0	1	**3**	**4**	2	0	0	2	**9**
08:00 AM	**1**	0	1	2	**1**	1	0	2	**2**	0	2	4	1	0	0	1	9
Total Volume	1	3	4	8	1	2	4	7	2	4	5	11	5	0	1	6	32
% App. Total	12.5	37.5	50		14.3	28.6	57.1		18.2	36.4	45.5		83.3	0	16.7		
PHF	.250	.375	.500	.500	.250	.500	.500	.875	.250	.500	.417	.688	.625	.000	.250	.750	.889

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City of Indio
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Weather: Clear

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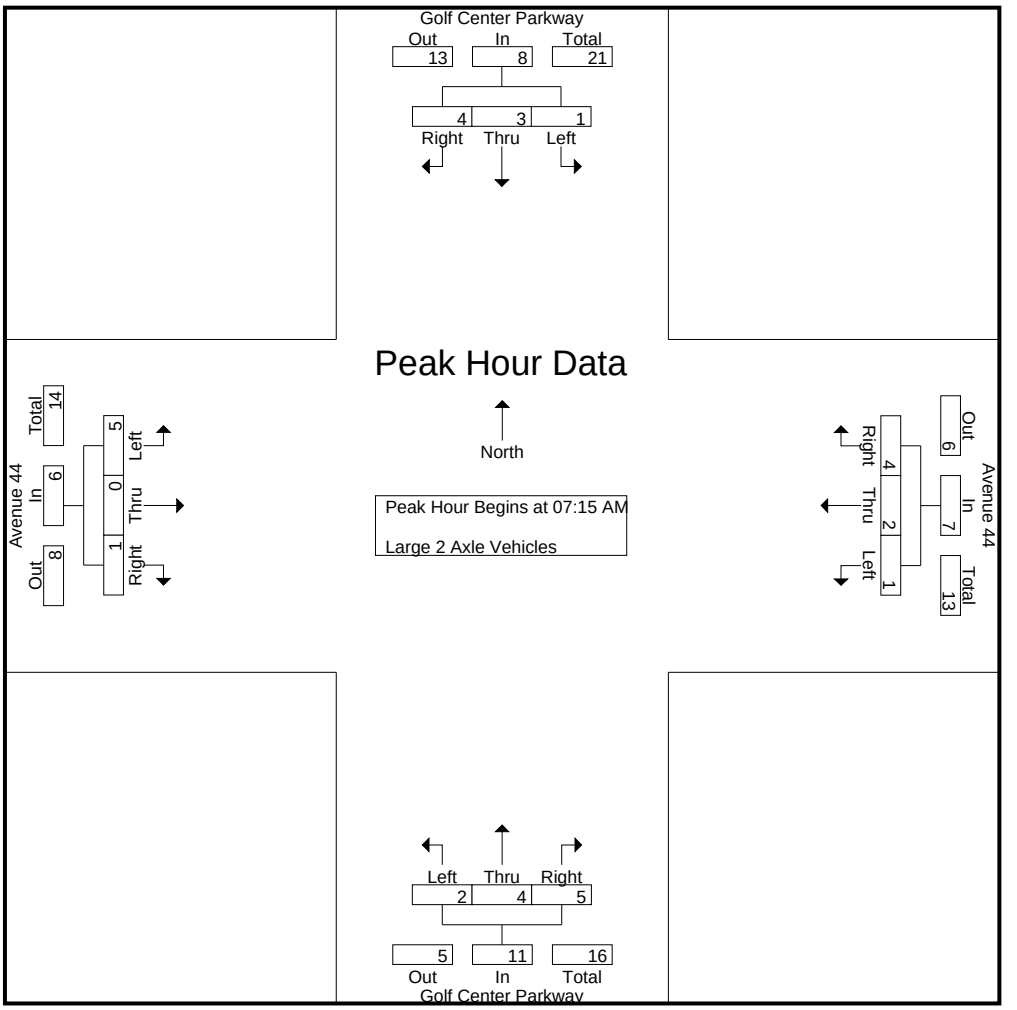

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	**1**	1	**2**	0	1	0	1	**2**	0	0	**2**
+15 mins.	0	**2**	**2**	**4**	0	0	1	1	0	**2**	0	2	0	0	**1**	1
+30 mins.	0	1	0	1	0	0	**2**	2	0	1	**3**	**4**	2	0	0	2
+45 mins.	**1**	0	1	2	**1**	1	0	2	**2**	0	2	4	1	0	0	1
Total Volume	1	3	4	8	1	2	4	7	2	4	5	11	5	0	1	6
% App. Total	12.5	37.5	50		14.3	28.6	57.1		18.2	36.4	45.5		83.3	0	16.7	
PHF	.250	.375	.500	.500	.250	.500	.500	.875	.250	.500	.417	.688	.625	.000	.250	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
Total	0	0	0	0	4	1	0	5	0	1	1	2	0	6	0	6	13
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	1	2	0	1	0	1	1	0	0	1	0	1	0	1	5
08:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	1	1	1	3	0	5	0	5	1	0	1	2	0	4	0	4	14
Grand Total	1	1	1	3	4	6	0	10	1	1	2	4	0	10	0	10	27
Apprch %	33.3	33.3	33.3		40	60	0		25	25	50		0	100	0		
Total %	3.7	3.7	3.7	11.1	14.8	22.2	0	37	3.7	3.7	7.4	14.8	0	37	0	37	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	1	**1**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	2	0	2	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	2	2	0	4	0	1	1	2	0	6	0	6	12
% App. Total	0	0	0		50	50	0		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.250	.250	.250	.000	.750	.000	.750	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
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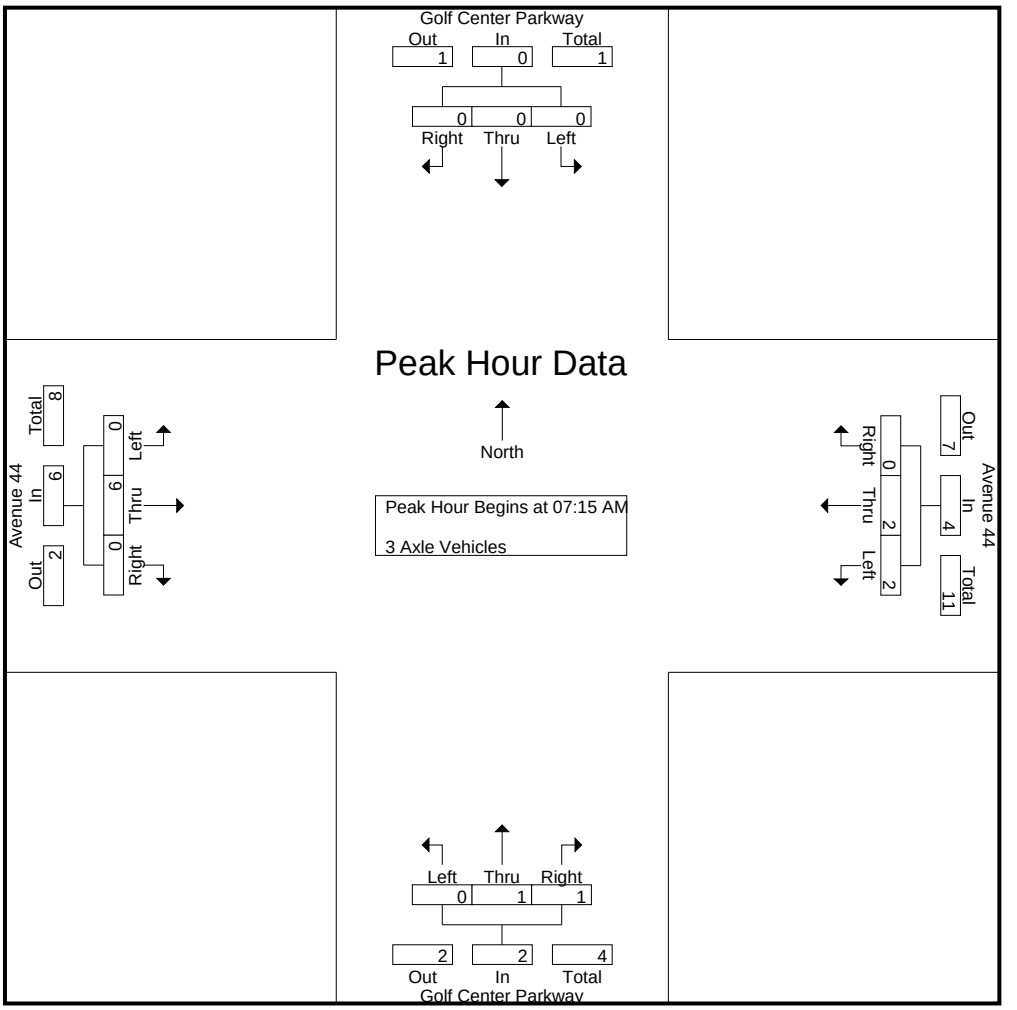

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	**1**	0	**2**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	2	2	0	4	0	1	1	2	0	6	0	6
% App. Total	0	0	0		50	50	0		0	50	50		0	100	0	
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.000	.250	.250	.250	.000	.750	.000	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	0	2	0	2	0	1	1	2	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	1	0	2	0	2	0	0	1	1	0	0	0	0	4
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	4	0	4	0	0	1	1	0	0	0	0	6
Grand Total	1	1	0	2	0	6	0	6	0	1	2	3	0	0	0	0	11
Apprch %	50	50	0		0	100	0		0	33.3	66.7		0	0	0		
Total %	9.1	9.1	0	18.2	0	54.5	0	54.5	0	9.1	18.2	27.3	0	0	0	0	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	100	0		0	50	50		0	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.625

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 AM
Site Code : 05722739
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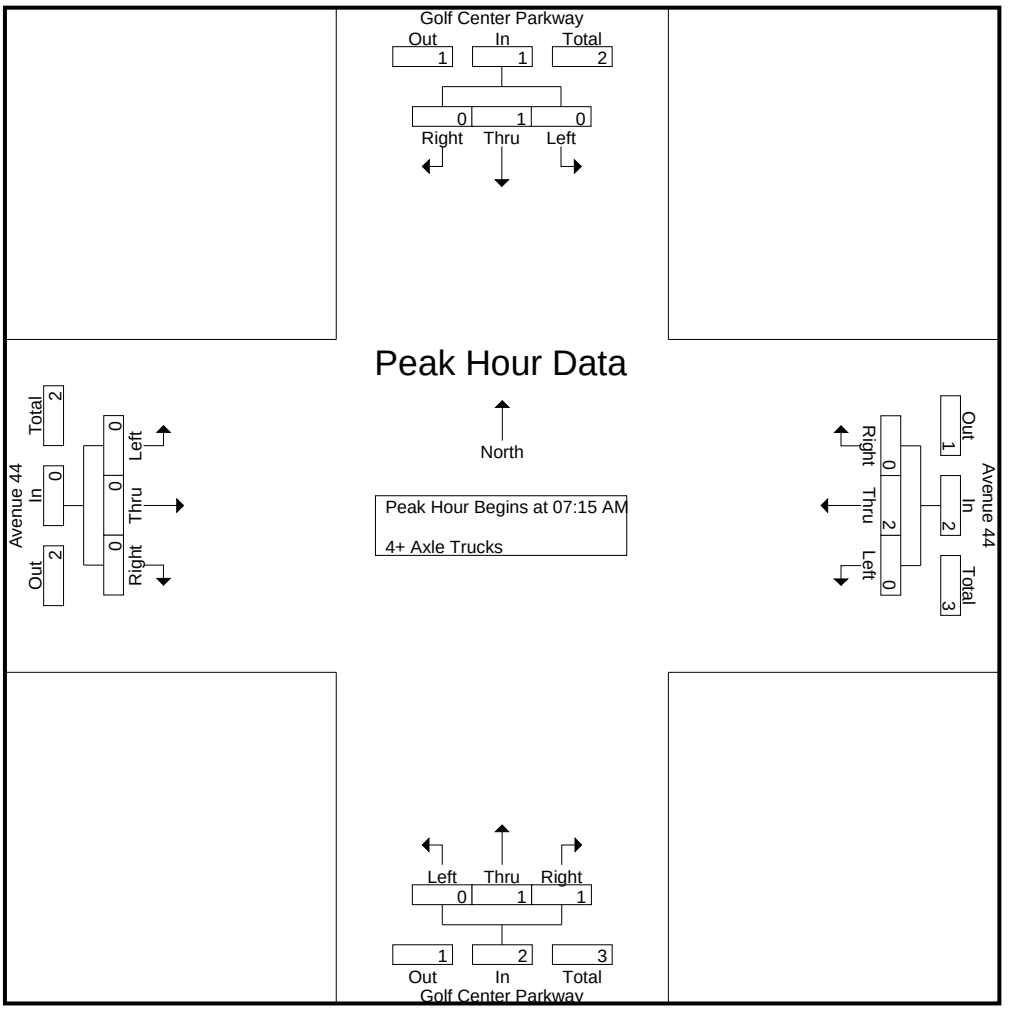

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	1	1	2	0	0	0	0
% App. Total	0	100	0		0	100	0		0	50	50		0	0	0	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	89	19	131	37	7	19	63	21	78	40	139	15	19	16	50	383
04:15 PM	28	77	12	117	34	11	10	55	10	85	46	141	21	16	14	51	364
04:30 PM	18	70	7	95	40	8	8	56	11	101	41	153	18	13	20	51	355
04:45 PM	26	74	12	112	28	14	10	52	13	85	39	137	9	12	13	34	335
Total	95	310	50	455	139	40	47	226	55	349	166	570	63	60	63	186	1437
05:00 PM	21	64	7	92	30	14	11	55	11	96	49	156	9	19	14	42	345
05:15 PM	14	71	11	96	34	15	11	60	10	115	45	170	13	15	5	33	359
05:30 PM	23	70	14	107	39	11	10	60	10	88	41	139	12	14	15	41	347
05:45 PM	23	92	10	125	29	14	14	57	11	68	36	115	15	14	13	42	339
Total	81	297	42	420	132	54	46	232	42	367	171	580	49	62	47	158	1390
Grand Total	176	607	92	875	271	94	93	458	97	716	337	1150	112	122	110	344	2827
Apprch %	20.1	69.4	10.5		59.2	20.5	20.3		8.4	62.3	29.3		32.6	35.5	32		
Total %	6.2	21.5	3.3	31	9.6	3.3	3.3	16.2	3.4	25.3	11.9	40.7	4	4.3	3.9	12.2	
Passenger Vehicles	174	600	84	858	264	93	91	448	96	712	333	1141	111	121	109	341	2788
% Passenger Vehicles	98.9	98.8	91.3	98.1	97.4	98.9	97.8	97.8	99	99.4	98.8	99.2	99.1	99.2	99.1	99.1	98.6
Large 2 Axle Vehicles	2	5	7	14	5	1	1	7	1	4	1	6	1	0	1	2	29
% Large 2 Axle Vehicles	1.1	0.8	7.6	1.6	1.8	1.1	1.1	1.5	1	0.6	0.3	0.5	0.9	0	0.9	0.6	1
3 Axle Vehicles	0	2	1	3	2	0	1	3	0	0	3	3	0	1	0	1	10
% 3 Axle Vehicles	0	0.3	1.1	0.3	0.7	0	1.1	0.7	0	0	0.9	0.3	0	0.8	0	0.3	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	23	**89**	**19**	**131**	37	7	**19**	**63**	**21**	78	40	139	15	**19**	16	50	**383**
04:15 PM	**28**	77	12	117	34	11	10	55	10	85	**46**	141	**21**	16	14	**51**	364
04:30 PM	18	70	7	95	**40**	8	8	56	11	**101**	41	**153**	18	13	**20**	51	355
04:45 PM	26	74	12	112	28	**14**	10	52	13	85	39	137	9	12	13	34	335
Total Volume	95	310	50	455	139	40	47	226	55	349	166	570	63	60	63	186	1437
% App. Total	20.9	68.1	11		61.5	17.7	20.8		9.6	61.2	29.1		33.9	32.3	33.9		
PHF	.848	.871	.658	.868	.869	.714	.618	.897	.655	.864	.902	.931	.750	.789	.788	.912	.938

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Weather: Clear

File Name : 11_IND_Golf_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
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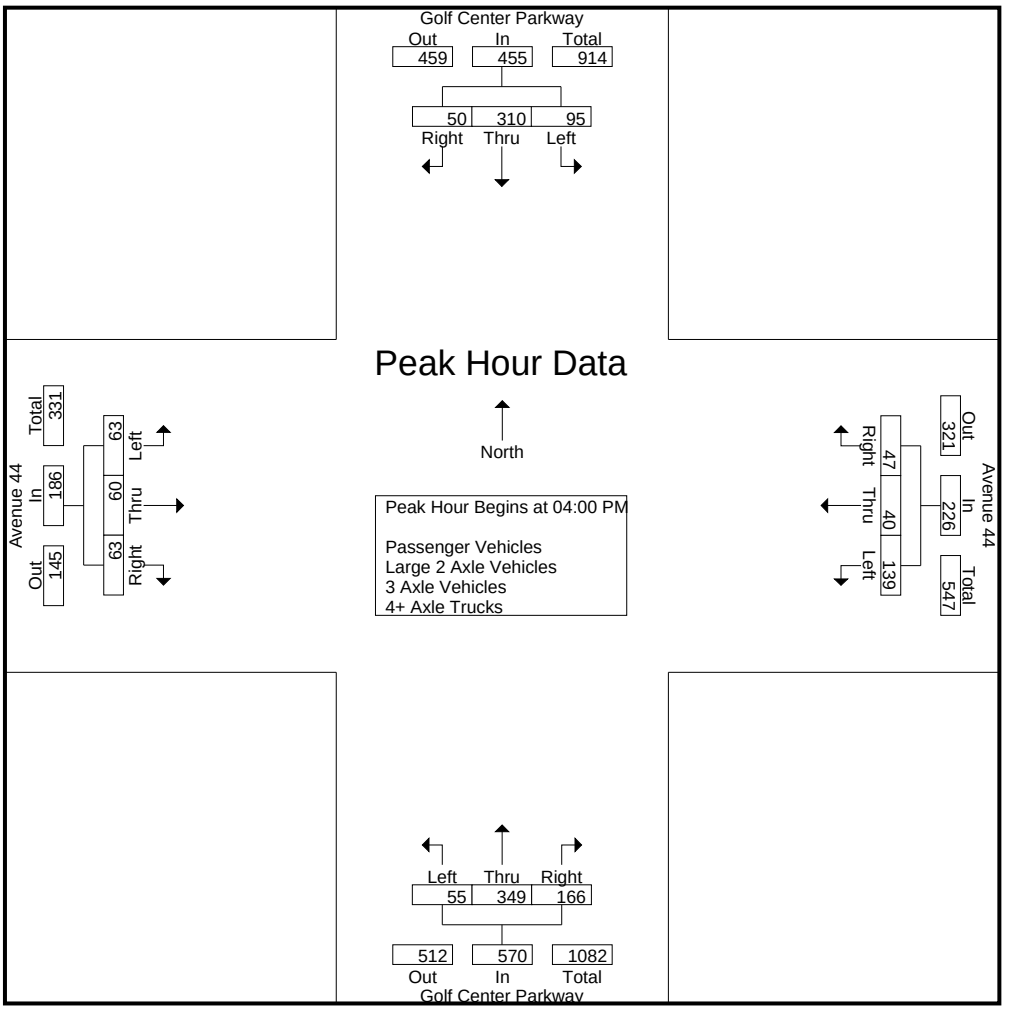

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	23	**89**	**19**	**131**	30	14	11	55	11	101	41	153	15	**19**	16	50
+15 mins.	**28**	77	12	117	34	**15**	11	**60**	**13**	85	39	137	**21**	16	14	**51**
+30 mins.	18	70	7	95	**39**	11	10	60	11	96	**49**	156	18	13	**20**	51
+45 mins.	26	74	12	112	29	14	**14**	57	10	**115**	45	**170**	9	12	13	34
Total Volume	95	310	50	455	132	54	46	232	45	397	174	616	63	60	63	186
% App. Total	20.9	68.1	11		56.9	23.3	19.8		7.3	64.4	28.2		33.9	32.3	33.9	
PHF	.848	.871	.658	.868	.846	.900	.821	.967	.865	.863	.888	.906	.750	.789	.788	.912

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	86	17	126	34	7	18	59	21	76	40	137	15	19	16	50	372
04:15 PM	28	76	10	114	33	11	10	54	10	85	46	141	21	15	13	49	358
04:30 PM	17	69	6	92	40	8	8	56	11	101	41	153	17	13	20	50	351
04:45 PM	25	74	9	108	28	14	10	52	13	85	39	137	9	12	13	34	331
Total	93	305	42	440	135	40	46	221	55	347	166	568	62	59	62	183	1412
05:00 PM	21	64	7	92	30	13	10	53	10	95	48	153	9	19	14	42	340
05:15 PM	14	70	11	95	34	15	11	60	10	114	43	167	13	15	5	33	355
05:30 PM	23	69	14	106	39	11	10	60	10	88	41	139	12	14	15	41	346
05:45 PM	23	92	10	125	26	14	14	54	11	68	35	114	15	14	13	42	335
Total	81	295	42	418	129	53	45	227	41	365	167	573	49	62	47	158	1376
Grand Total	174	600	84	858	264	93	91	448	96	712	333	1141	111	121	109	341	2788
Apprch %	20.3	69.9	9.8		58.9	20.8	20.3		8.4	62.4	29.2		32.6	35.5	32		
Total %	6.2	21.5	3	30.8	9.5	3.3	3.3	16.1	3.4	25.5	11.9	40.9	4	4.3	3.9	12.2	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	23	**86**	**17**	**126**	34	7	**18**	**59**	**21**	76	40	137	15	**19**	16	**50**	**372**
04:15 PM	**28**	76	10	114	33	11	10	54	10	85	**46**	141	**21**	15	13	49	358
04:30 PM	17	69	6	92	**40**	8	8	56	11	**101**	41	**153**	17	13	**20**	50	351
04:45 PM	25	74	9	108	28	**14**	10	52	13	85	39	137	9	12	13	34	331
Total Volume	93	305	42	440	135	40	46	221	55	347	166	568	62	59	62	183	1412
% App. Total	21.1	69.3	9.5		61.1	18.1	20.8		9.7	61.1	29.2		33.9	32.2	33.9		
PHF	.830	.887	.618	.873	.844	.714	.639	.936	.655	.859	.902	.928	.738	.776	.775	.915	.949

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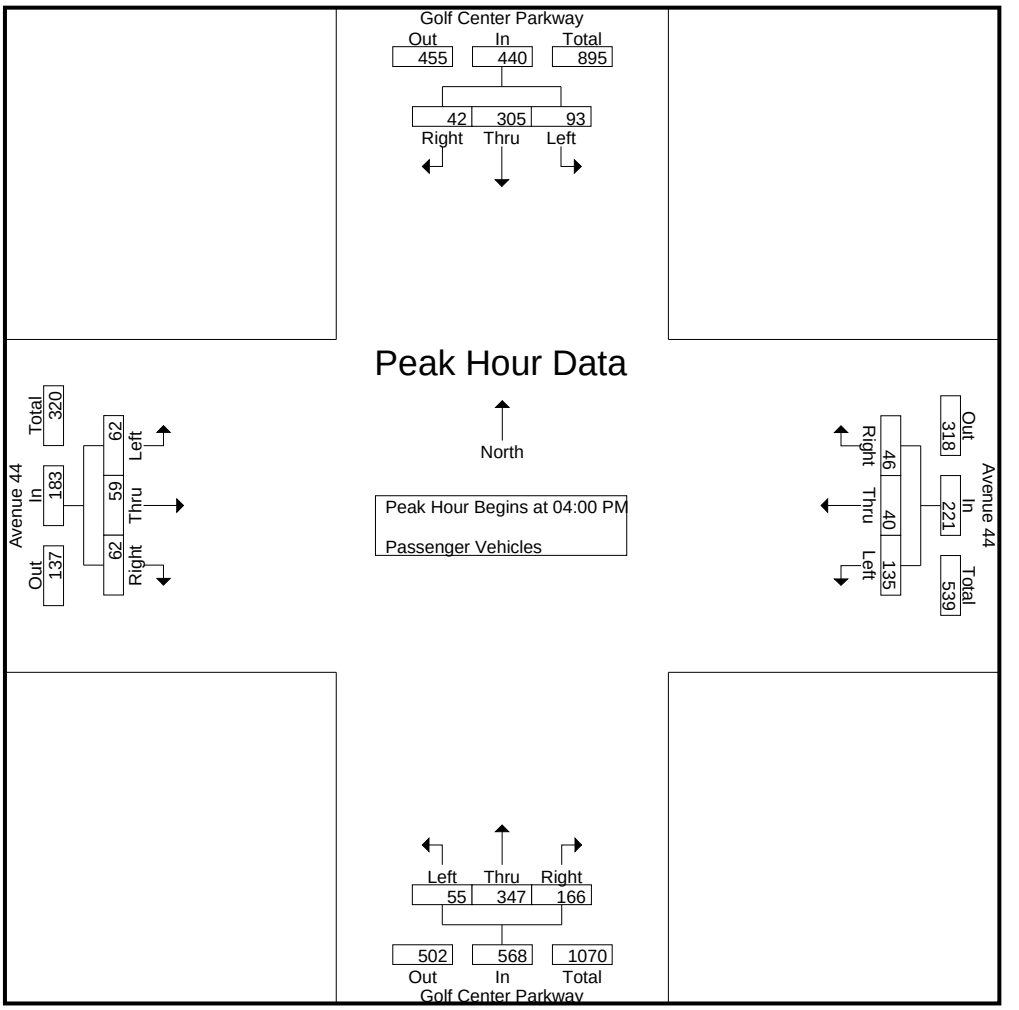

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	23	**86**	**17**	**126**	34	7	**18**	**59**	**21**	76	40	137	15	**19**	16	**50**
+15 mins.	**28**	76	10	114	33	11	10	54	10	85	**46**	141	**21**	15	13	49
+30 mins.	17	69	6	92	**40**	8	8	56	11	**101**	41	**153**	17	13	**20**	50
+45 mins.	25	74	9	108	28	**14**	10	52	13	85	39	137	9	12	13	34
Total Volume	93	305	42	440	135	40	46	221	55	347	166	568	62	59	62	183
% App. Total	21.1	69.3	9.5		61.1	18.1	20.8		9.7	61.1	29.2		33.9	32.2	33.9	
PHF	.830	.887	.618	.873	.844	.714	.639	.936	.655	.859	.902	.928	.738	.776	.775	.915

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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	2	5	2	0	1	3	0	2	0	2	0	0	0	0	10
04:15 PM	0	1	2	3	1	0	0	1	0	0	0	0	0	0	1	1	5
04:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	5	7	14	3	0	1	4	0	2	0	2	1	0	1	2	22
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	2	1	0	3	1	2	1	4	0	0	0	0	7
Grand Total	2	5	7	14	5	1	1	7	1	4	1	6	1	0	1	2	29
Apprch %	14.3	35.7	50		71.4	14.3	14.3		16.7	66.7	16.7		50	0	50		
Total %	6.9	17.2	24.1	48.3	17.2	3.4	3.4	24.1	3.4	13.8	3.4	20.7	3.4	0	3.4	6.9	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	2	**5**	**2**	0	**1**	**3**	0	**2**	0	**2**	0	0	0	0	**10**
04:15 PM	0	1	2	3	1	0	0	1	0	0	0	0	0	0	**1**	**1**	5
04:30 PM	**1**	1	0	2	0	0	0	0	0	0	0	0	**1**	0	0	1	3
04:45 PM	1	0	**3**	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	2	5	7	14	3	0	1	4	0	2	0	2	1	0	1	2	22
% App. Total	14.3	35.7	50		75	0	25		0	100	0		50	0	50		
PHF	.500	.417	.583	.700	.375	.000	.250	.333	.000	.250	.000	.250	.250	.000	.250	.500	.550

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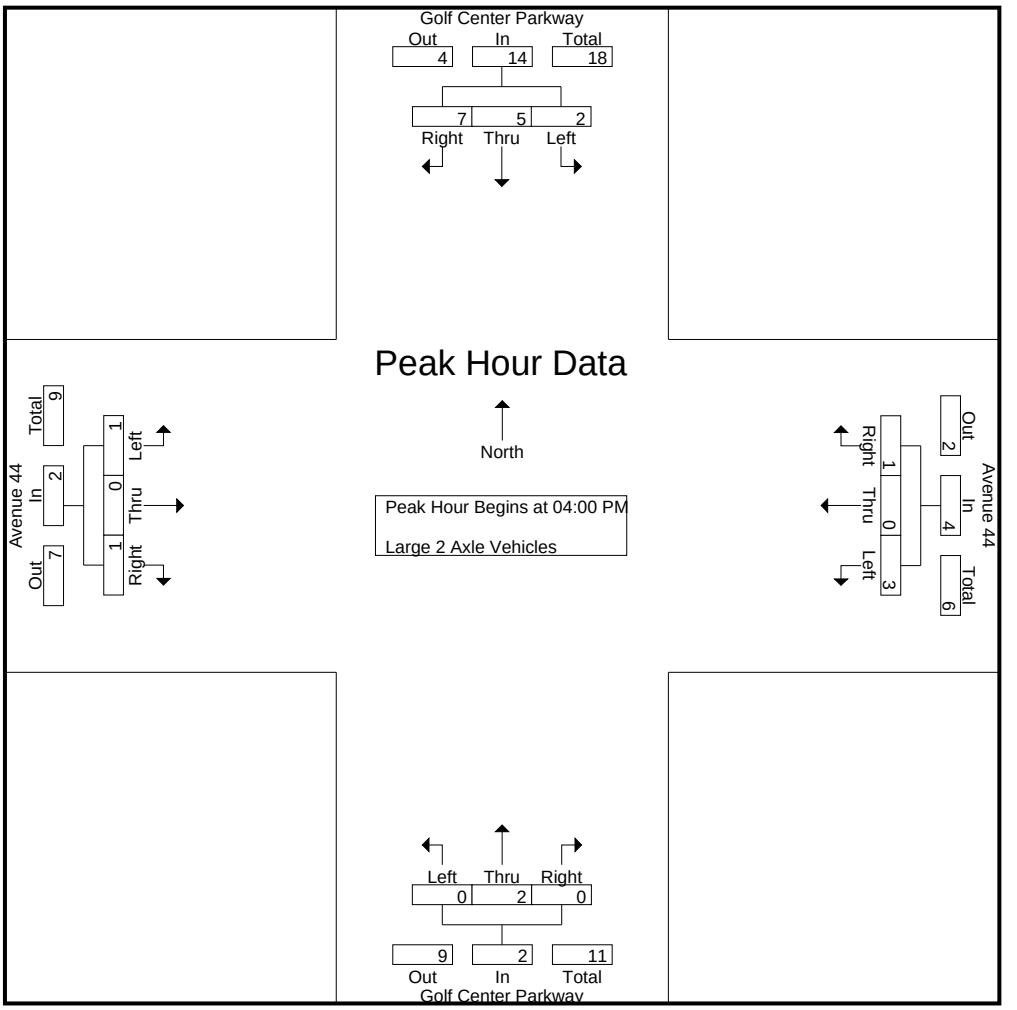

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	2	**5**	**2**	0	**1**	**3**	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	1	2	3	1	0	0	1	0	0	0	0	0	0	**1**	**1**
+30 mins.	**1**	1	0	2	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	1	0	**3**	4	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	5	7	14	3	0	1	4	0	2	0	2	1	0	1	2
% App. Total	14.3	35.7	50		75	0	25		0	100	0		50	0	50	
PHF	.500	.417	.583	.700	.375	.000	.250	.333	.000	.250	.000	.250	.250	.000	.250	.500

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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	1	0	1	2	0	0	3	3	0	0	0	0	7
Grand Total	0	2	1	3	2	0	1	3	0	0	3	3	0	1	0	1	10
Apprch %	0	66.7	33.3		66.7	0	33.3		0	0	100		0	100	0		
Total %	0	20	10	30	20	0	10	30	0	0	30	30	0	10	0	10	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
% App. Total	0	0	100		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

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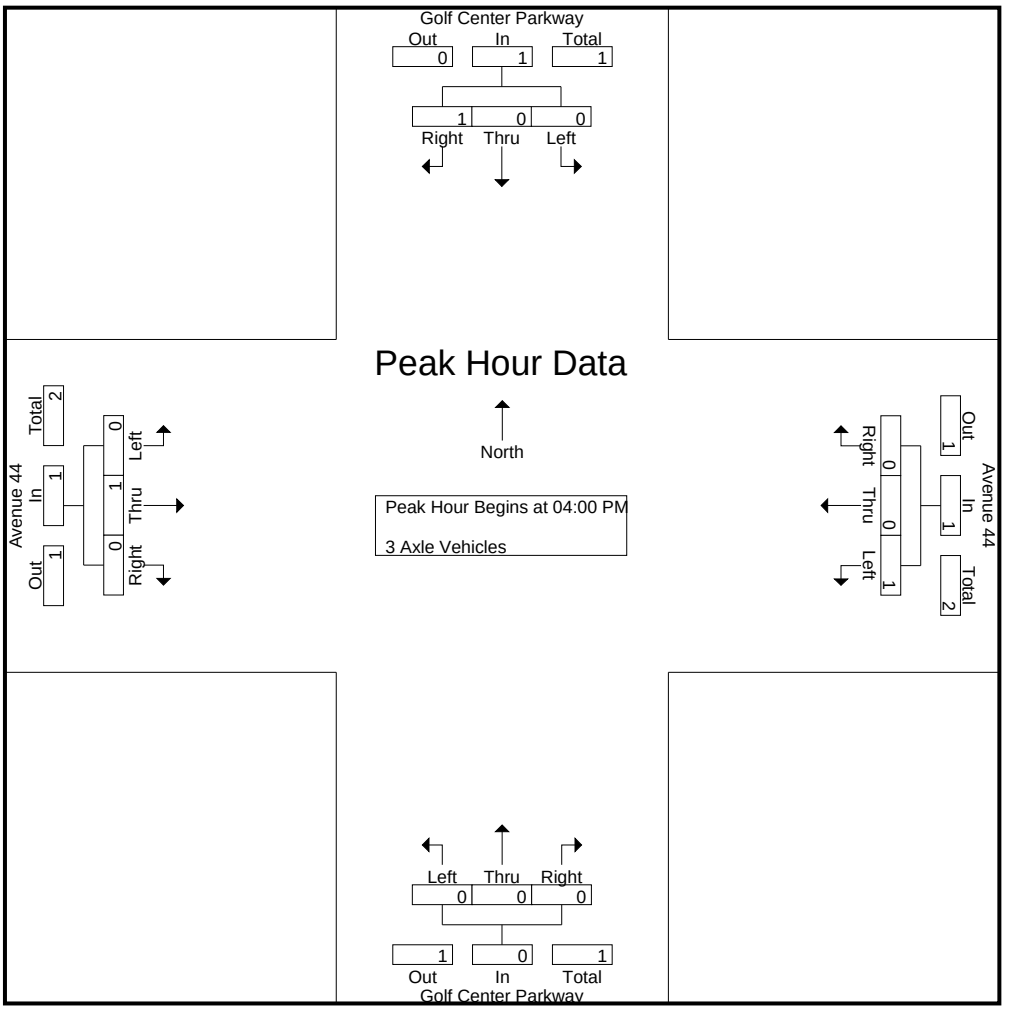

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	100		100	0	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Golf Center Parkway Southbound				Avenue 44 Westbound				Golf Center Parkway Northbound				Avenue 44 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 44
Weather: Clear

File Name : 11_IND_Golf_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
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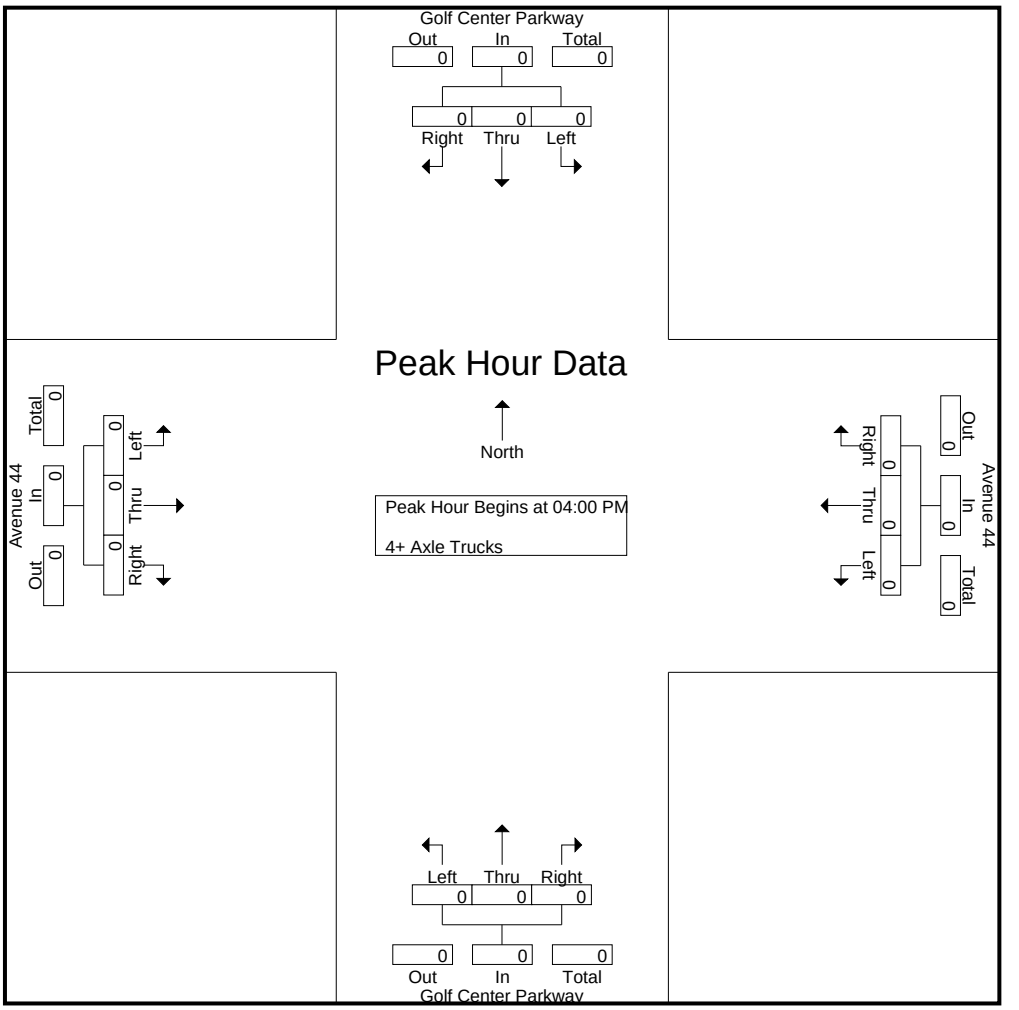

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
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E/W: Indio Springs Parkway
Weather: Clear

File Name : 12_IND_Golf_ISP AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	137	21	161	17	4	4	25	23	56	13	92	5	0	36	41	319
07:15 AM	3	161	11	175	12	7	7	26	21	56	16	93	1	0	40	41	335
07:30 AM	6	192	12	210	12	0	1	13	38	56	14	108	6	1	40	47	378
07:45 AM	11	154	14	179	13	1	5	19	20	86	31	137	11	1	41	53	388
Total	23	644	58	725	54	12	17	83	102	254	74	430	23	2	157	182	1420
08:00 AM	10	139	5	154	15	4	3	22	19	75	18	112	2	0	26	28	316
08:15 AM	3	102	12	117	12	1	1	14	22	79	21	122	3	1	26	30	283
08:30 AM	4	109	11	124	18	0	2	20	14	68	19	101	5	2	26	33	278
08:45 AM	10	90	11	111	10	4	6	20	20	55	23	98	3	2	23	28	257
Total	27	440	39	506	55	9	12	76	75	277	81	433	13	5	101	119	1134
Grand Total	50	1084	97	1231	109	21	29	159	177	531	155	863	36	7	258	301	2554
Apprch %	4.1	88.1	7.9		68.6	13.2	18.2		20.5	61.5	18		12	2.3	85.7		
Total %	2	42.4	3.8	48.2	4.3	0.8	1.1	6.2	6.9	20.8	6.1	33.8	1.4	0.3	10.1	11.8	
Passenger Vehicles	50	1064	94	1208	100	20	29	149	164	505	147	816	34	7	242	283	2456
% Passenger Vehicles	100	98.2	96.9	98.1	91.7	95.2	100	93.7	92.7	95.1	94.8	94.6	94.4	100	93.8	94	96.2
Large 2 Axle Vehicles	0	14	2	16	5	1	0	6	11	22	6	39	1	0	8	9	70
% Large 2 Axle Vehicles	0	1.3	2.1	1.3	4.6	4.8	0	3.8	6.2	4.1	3.9	4.5	2.8	0	3.1	3	2.7
3 Axle Vehicles	0	5	1	6	1	0	0	1	0	2	1	3	0	0	2	2	12
% 3 Axle Vehicles	0	0.5	1	0.5	0.9	0	0	0.6	0	0.4	0.6	0.3	0	0	0.8	0.7	0.5
4+ Axle Trucks	0	1	0	1	3	0	0	3	2	2	1	5	1	0	6	7	16
% 4+ Axle Trucks	0	0.1	0	0.1	2.8	0	0	1.9	1.1	0.4	0.6	0.6	2.8	0	2.3	2.3	0.6

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	137	**21**	161	**17**	4	4	25	23	56	13	92	5	0	36	41	319
07:15 AM	3	161	11	175	12	**7**	**7**	**26**	21	56	16	93	1	0	40	41	335
07:30 AM	6	**192**	12	**210**	12	0	1	13	**38**	56	14	108	6	**1**	40	47	378
07:45 AM	**11**	154	14	179	13	1	5	19	20	**86**	**31**	**137**	**11**	1	**41**	**53**	**388**
Total Volume	23	644	58	725	54	12	17	83	102	254	74	430	23	2	157	182	1420
% App. Total	3.2	88.8	8		65.1	14.5	20.5		23.7	59.1	17.2		12.6	1.1	86.3		
PHF	.523	.839	.690	.863	.794	.429	.607	.798	.671	.738	.597	.785	.523	.500	.957	.858	.915

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Weather: Clear

File Name : 12_IND_Golf_ISP AM
Site Code : 05722739
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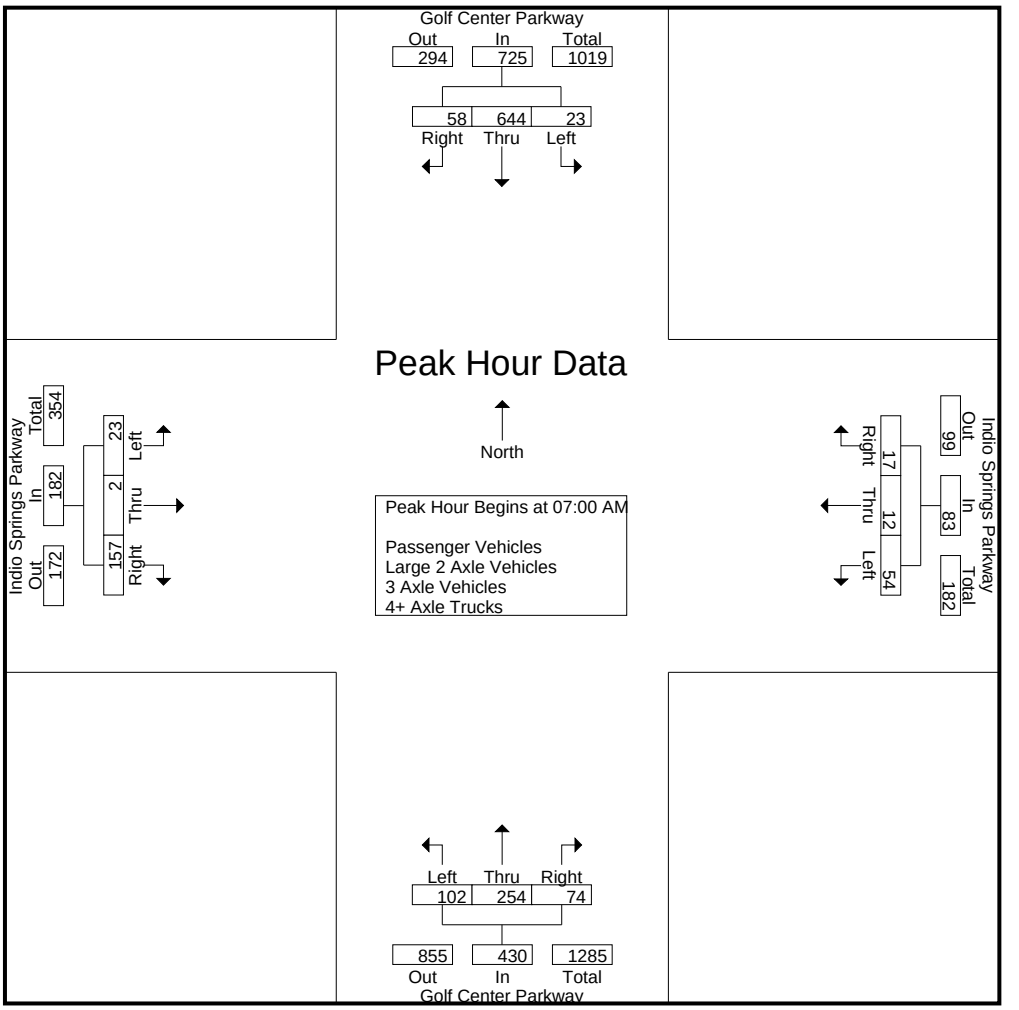

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	3	137	**21**	161	**17**	4	4	25	**38**	56	14	108	5	0	36	41
+15 mins.	3	161	11	175	12	**7**	**7**	**26**	20	**86**	**31**	**137**	1	0	40	41
+30 mins.	6	**192**	12	**210**	12	0	1	13	19	75	18	112	6	**1**	40	47
+45 mins.	**11**	154	14	179	13	1	5	19	22	79	21	122	**11**	1	**41**	**53**
Total Volume	23	644	58	725	54	12	17	83	99	296	84	479	23	2	157	182
% App. Total	3.2	88.8	8		65.1	14.5	20.5		20.7	61.8	17.5		12.6	1.1	86.3	
PHF	.523	.839	.690	.863	.794	.429	.607	.798	.651	.860	.677	.874	.523	.500	.957	.858

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File Name : 12_IND_Golf_ISP AM
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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	132	21	156	16	4	4	24	21	54	12	87	5	0	32	37	304
07:15 AM	3	161	9	173	11	7	7	25	17	54	16	87	0	0	38	38	323
07:30 AM	6	186	12	204	12	0	1	13	36	52	13	101	6	1	37	44	362
07:45 AM	11	153	13	177	10	1	5	16	18	80	30	128	11	1	38	50	371
Total	23	632	55	710	49	12	17	78	92	240	71	403	22	2	145	169	1360
08:00 AM	10	138	5	153	15	4	3	22	18	71	18	107	2	0	25	27	309
08:15 AM	3	98	12	113	11	1	1	13	21	76	19	116	3	1	25	29	271
08:30 AM	4	108	11	123	16	0	2	18	14	66	17	97	4	2	26	32	270
08:45 AM	10	88	11	109	9	3	6	18	19	52	22	93	3	2	21	26	246
Total	27	432	39	498	51	8	12	71	72	265	76	413	12	5	97	114	1096
Grand Total	50	1064	94	1208	100	20	29	149	164	505	147	816	34	7	242	283	2456
Apprch %	4.1	88.1	7.8		67.1	13.4	19.5		20.1	61.9	18		12	2.5	85.5		
Total %	2	43.3	3.8	49.2	4.1	0.8	1.2	6.1	6.7	20.6	6	33.2	1.4	0.3	9.9	11.5	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	132	**21**	156	**16**	4	4	24	21	54	12	87	5	0	32	37	304
07:15 AM	3	161	9	173	11	**7**	**7**	**25**	17	54	16	87	0	0	**38**	38	323
07:30 AM	6	**186**	12	**204**	12	0	1	13	**36**	52	13	101	6	**1**	37	44	362
07:45 AM	**11**	153	13	177	10	1	5	16	18	**80**	**30**	**128**	**11**	1	38	**50**	**371**
Total Volume	23	632	55	710	49	12	17	78	92	240	71	403	22	2	145	169	1360
% App. Total	3.2	89	7.7		62.8	15.4	21.8		22.8	59.6	17.6		13	1.2	85.8		
PHF	.523	.849	.655	.870	.766	.429	.607	.780	.639	.750	.592	.787	.500	.500	.954	.845	.916

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File Name : 12_IND_Golf_ISP AM
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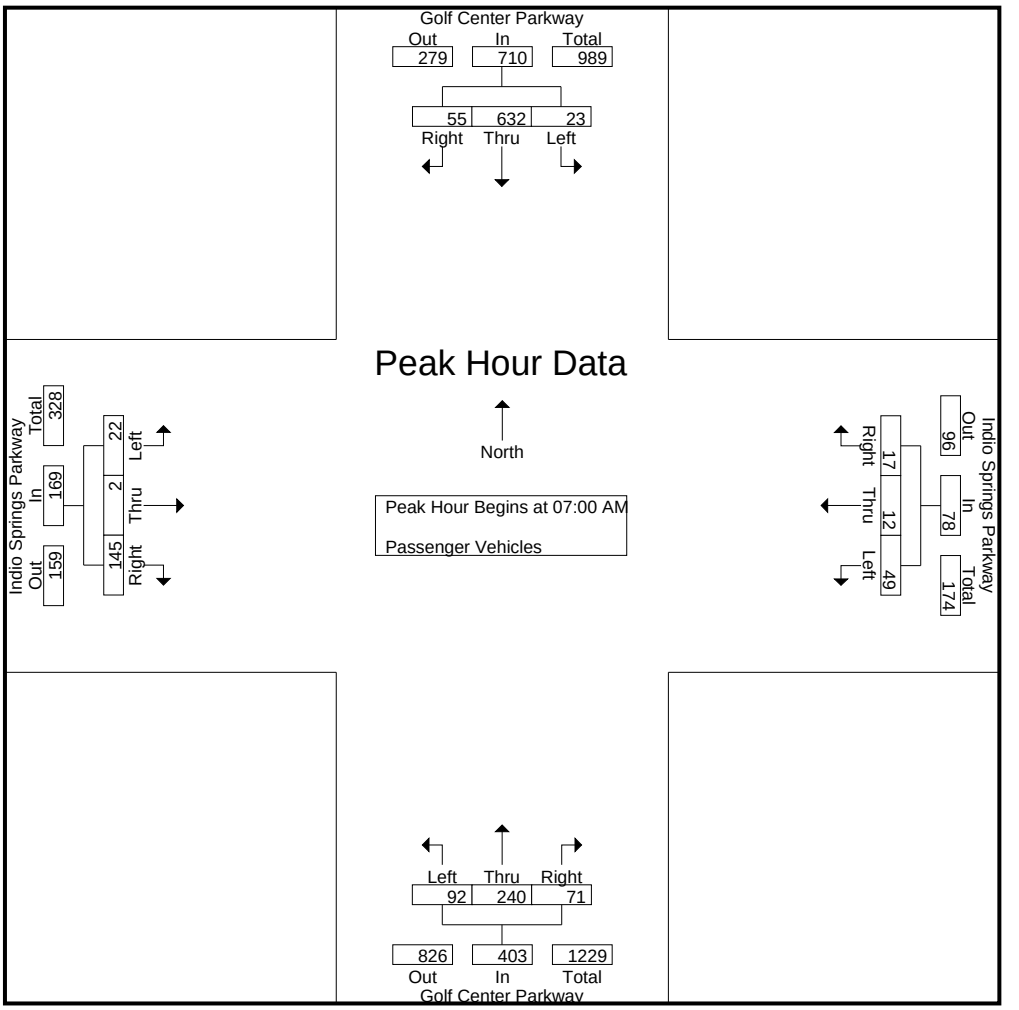

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	132	**21**	156	**16**	4	4	24	21	54	12	87	5	0	32	37
+15 mins.	3	161	9	173	11	**7**	**7**	**25**	17	54	16	87	0	0	**38**	38
+30 mins.	6	**186**	12	**204**	12	0	1	13	**36**	52	13	101	6	**1**	37	44
+45 mins.	**11**	153	13	177	10	1	5	16	18	**80**	**30**	**128**	**11**	1	38	**50**
Total Volume	23	632	55	710	49	12	17	78	92	240	71	403	22	2	145	169
% App. Total	3.2	89	7.7		62.8	15.4	21.8		22.8	59.6	17.6		13	1.2	85.8	
PHF	.523	.849	.655	.870	.766	.429	.607	.780	.639	.750	.592	.787	.500	.500	.954	.845

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City of Indio
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File Name : 12_IND_Golf_ISP AM
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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	1	0	0	1	2	2	1	5	0	0	2	2	11
07:15 AM	0	0	1	1	1	0	0	1	3	1	0	4	1	0	1	2	8
07:30 AM	0	4	0	4	0	0	0	0	2	3	1	6	0	0	1	1	11
07:45 AM	0	1	1	2	1	0	0	1	2	5	1	8	0	0	2	2	13
Total	0	8	2	10	3	0	0	3	9	11	3	23	1	0	6	7	43
08:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
08:15 AM	0	3	0	3	0	0	0	0	1	2	1	4	0	0	0	0	7
08:30 AM	0	1	0	1	1	0	0	1	0	2	1	3	0	0	0	0	5
08:45 AM	0	1	0	1	1	1	0	2	1	3	1	5	0	0	1	1	9
Total	0	6	0	6	2	1	0	3	2	11	3	16	0	0	2	2	27
Grand Total	0	14	2	16	5	1	0	6	11	22	6	39	1	0	8	9	70
Apprch %	0	87.5	12.5		83.3	16.7	0		28.2	56.4	15.4		11.1	0	88.9		
Total %	0	20	2.9	22.9	7.1	1.4	0	8.6	15.7	31.4	8.6	55.7	1.4	0	11.4	12.9	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	**1**	0	0	**1**	2	2	**1**	5	0	0	**2**	**2**	11
07:15 AM	0	0	**1**	1	1	0	0	1	**3**	1	0	4	**1**	0	1	2	8
07:30 AM	0	**4**	0	**4**	0	0	0	0	2	3	1	6	0	0	1	1	11
07:45 AM	0	1	1	2	1	0	0	1	2	**5**	1	**8**	0	0	2	2	**13**
Total Volume	0	8	2	10	3	0	0	3	9	11	3	23	1	0	6	7	43
% App. Total	0	80	20		100	0	0		39.1	47.8	13		14.3	0	85.7		
PHF	.000	.500	.500	.625	.750	.000	.000	.750	.750	.550	.750	.719	.250	.000	.750	.875	.827

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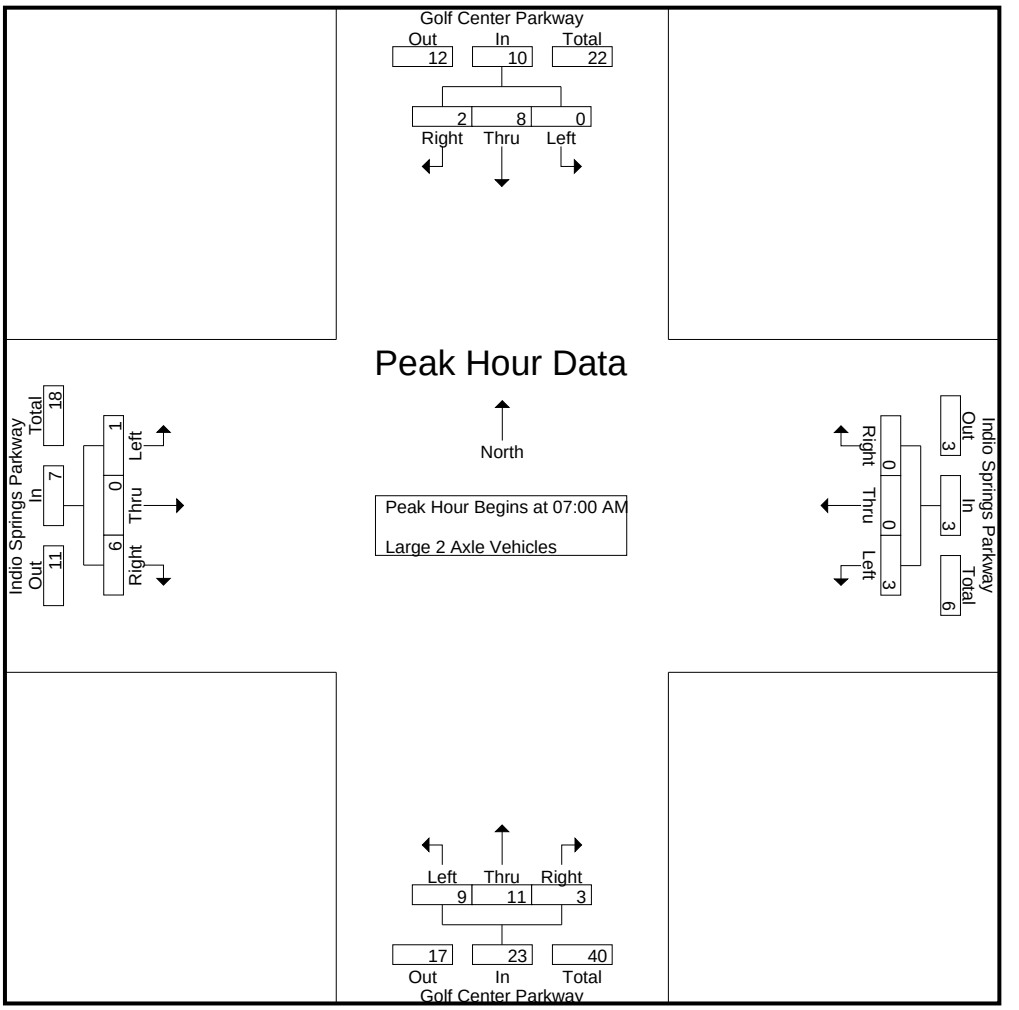

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	**1**	0	0	**1**	2	2	**1**	5	0	0	**2**	**2**
+15 mins.	0	0	**1**	1	1	0	0	1	**3**	1	0	4	**1**	0	1	2
+30 mins.	0	**4**	0	**4**	0	0	0	0	2	3	1	6	0	0	1	1
+45 mins.	0	1	1	2	1	0	0	1	2	**5**	1	**8**	0	0	2	2
Total Volume	0	8	2	10	3	0	0	3	9	11	3	23	1	0	6	7
% App. Total	0	80	20		100	0	0		39.1	47.8	13		14.3	0	85.7	
PHF	.000	.500	.500	.625	.750	.000	.000	.750	.750	.550	.750	.719	.250	.000	.750	.875

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File Name : 12_IND_Golf_ISP AM
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	3
Total	0	3	1	4	1	0	0	1	0	1	0	1	0	0	2	2	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Grand Total	0	5	1	6	1	0	0	1	0	2	1	3	0	0	2	2	12
Apprch %	0	83.3	16.7		100	0	0		0	66.7	33.3		0	0	100		
Total %	0	41.7	8.3	50	8.3	0	0	8.3	0	16.7	8.3	25	0	0	16.7	16.7	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**3**
07:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	1	1	3
Total Volume	0	3	1	4	1	0	0	1	0	1	0	1	0	0	2	2	8
% App. Total	0	75	25		100	0	0		0	100	0		0	0	100		
PHF	.000	.375	.250	.500	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.500	.500	.667

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City of Indio
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E/W: Indio Springs Parkway
Weather: Clear

File Name : 12_IND_Golf_ISP AM
Site Code : 05722739
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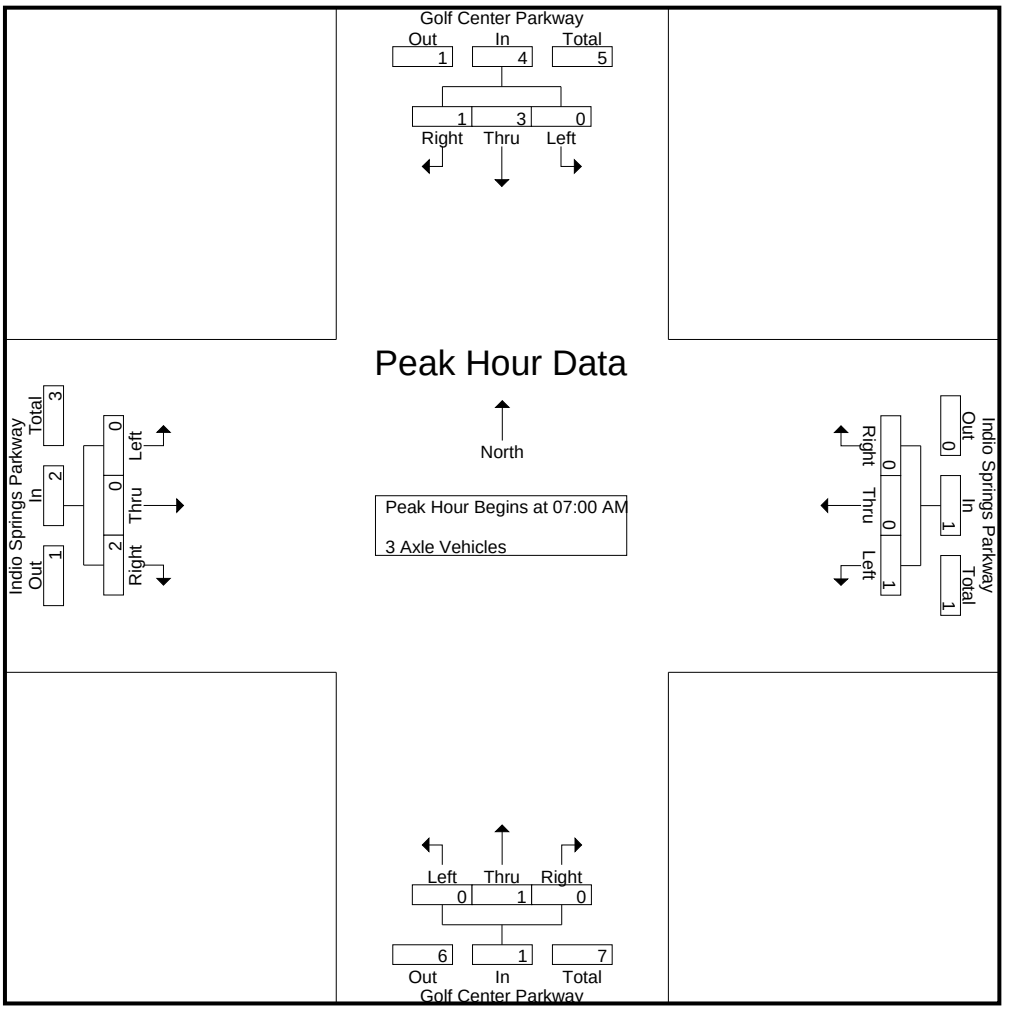

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	0	0	1	1
Total Volume	0	3	1	4	1	0	0	1	0	1	0	1	0	0	2	2
% App. Total	0	75	25		100	0	0		0	100	0		0	0	100	
PHF	.000	.375	.250	.500	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.500	.500

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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	1	2	0	3	0	0	4	4	9
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	2	0	0	2	1	0	1	2	1	0	2	3	7
Grand Total	0	1	0	1	3	0	0	3	2	2	1	5	1	0	6	7	16
Apprch %	0	100	0		100	0	0		40	40	20		14.3	0	85.7		
Total %	0	6.2	0	6.2	18.8	0	0	18.8	12.5	12.5	6.2	31.2	6.2	0	37.5	43.8	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	1	1	3
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	**2**	**2**	**4**
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	1	0	0	1	1	2	0	3	0	0	4	4	9
% App. Total	0	100	0		100	0	0		33.3	66.7	0		0	0	100		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.500	.500	.563

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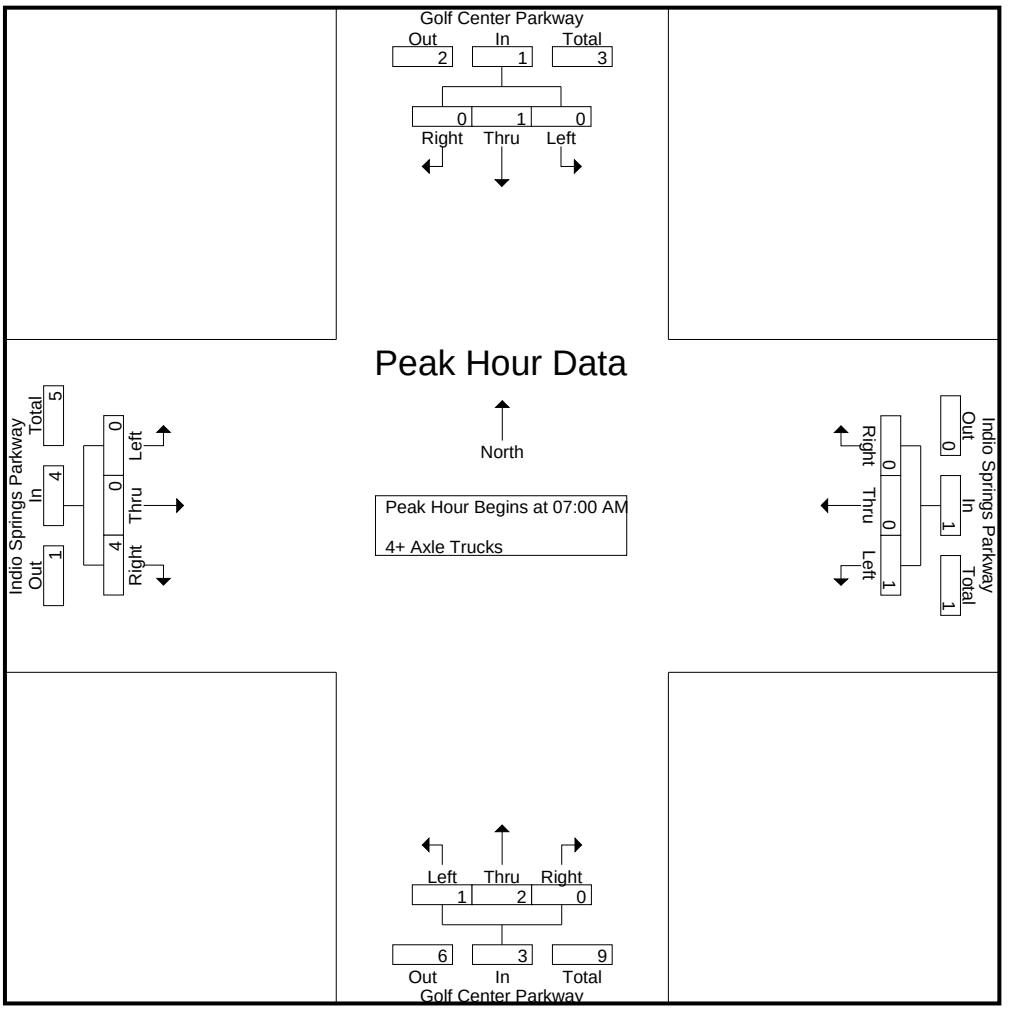

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	1	1
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	**2**	**2**
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	1	2	0	3	0	0	4	4
% App. Total	0	100	0		100	0	0		33.3	66.7	0		0	0	100	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.500	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	120	16	146	44	2	13	59	17	119	37	173	5	2	30	37	415
04:15 PM	17	90	16	123	56	5	12	73	19	121	46	186	5	1	37	43	425
04:30 PM	11	111	10	132	41	3	18	62	11	124	44	179	8	1	21	30	403
04:45 PM	9	95	10	114	37	5	8	50	13	126	51	190	5	1	16	22	376
Total	47	416	52	515	178	15	51	244	60	490	178	728	23	5	104	132	1619
05:00 PM	15	91	9	115	49	1	15	65	18	135	30	183	7	2	26	35	398
05:15 PM	9	98	9	116	31	3	8	42	20	147	34	201	8	3	15	26	385
05:30 PM	14	111	12	137	32	4	4	40	17	130	40	187	8	1	22	31	395
05:45 PM	9	106	9	124	24	11	7	42	14	113	38	165	3	3	24	30	361
Total	47	406	39	492	136	19	34	189	69	525	142	736	26	9	87	122	1539
Grand Total	94	822	91	1007	314	34	85	433	129	1015	320	1464	49	14	191	254	3158
Apprch %	9.3	81.6	9		72.5	7.9	19.6		8.8	69.3	21.9		19.3	5.5	75.2		
Total %	3	26	2.9	31.9	9.9	1.1	2.7	13.7	4.1	32.1	10.1	46.4	1.6	0.4	6	8	
Passenger Vehicles	92	809	88	989	312	31	84	427	122	1007	312	1441	49	14	183	246	3103
% Passenger Vehicles	97.9	98.4	96.7	98.2	99.4	91.2	98.8	98.6	94.6	99.2	97.5	98.4	100	100	95.8	96.9	98.3
Large 2 Axle Vehicles	2	10	1	13	0	3	1	4	3	5	2	10	0	0	2	2	29
% Large 2 Axle Vehicles	2.1	1.2	1.1	1.3	0	8.8	1.2	0.9	2.3	0.5	0.6	0.7	0	0	1	0.8	0.9
3 Axle Vehicles	0	3	2	5	1	0	0	1	0	3	2	5	0	0	1	1	12
% 3 Axle Vehicles	0	0.4	2.2	0.5	0.3	0	0	0.2	0	0.3	0.6	0.3	0	0	0.5	0.4	0.4
4+ Axle Trucks	0	0	0	0	1	0	0	1	4	0	4	8	0	0	5	5	14
% 4+ Axle Trucks	0	0	0	0	0.3	0	0	0.2	3.1	0	1.2	0.5	0	0	2.6	2	0.4

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	10	**120**	**16**	**146**	44	2	13	59	17	119	37	173	5	**2**	30	37	415
04:15 PM	**17**	90	16	123	**56**	**5**	12	**73**	**19**	121	46	186	5	1	**37**	**43**	**425**
04:30 PM	11	111	10	132	41	3	**18**	62	11	124	44	179	**8**	1	21	30	403
04:45 PM	9	95	10	114	37	5	8	50	13	**126**	**51**	**190**	5	1	16	22	376
Total Volume	47	416	52	515	178	15	51	244	60	490	178	728	23	5	104	132	1619
% App. Total	9.1	80.8	10.1		73	6.1	20.9		8.2	67.3	24.5		17.4	3.8	78.8		
PHF	.691	.867	.813	.882	.795	.750	.708	.836	.789	.972	.873	.958	.719	.625	.703	.767	.952

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File Name : 12_IND_Golf_ISP PM
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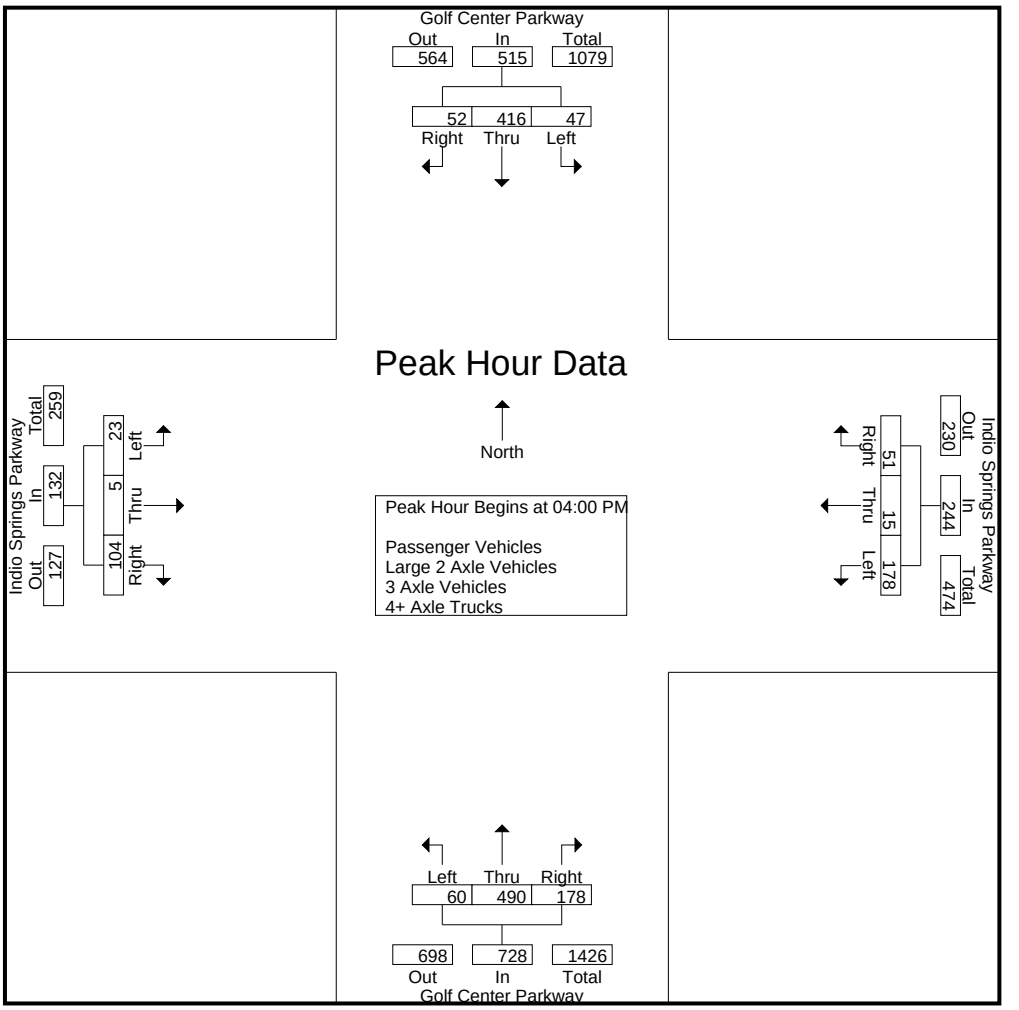

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	10	**120**	**16**	**146**	**56**	**5**	12	**73**	13	126	**51**	190	5	**2**	30	37
+15 mins.	**17**	90	16	123	41	3	**18**	62	18	135	30	183	5	1	**37**	**43**
+30 mins.	11	111	10	132	37	5	8	50	**20**	**147**	34	**201**	**8**	1	21	30
+45 mins.	9	95	10	114	49	1	15	65	17	130	40	187	5	1	16	22
Total Volume	47	416	52	515	183	14	53	250	68	538	155	761	23	5	104	132
% App. Total	9.1	80.8	10.1		73.2	5.6	21.2		8.9	70.7	20.4		17.4	3.8	78.8	
PHF	.691	.867	.813	.882	.817	.700	.736	.856	.850	.915	.760	.947	.719	.625	.703	.767

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	112	16	138	44	2	13	59	16	118	37	171	5	2	28	35	403
04:15 PM	17	87	16	120	55	5	12	72	19	120	45	184	5	1	36	42	418
04:30 PM	11	110	10	131	40	2	18	60	10	124	42	176	8	1	20	29	396
04:45 PM	9	95	10	114	37	4	8	49	12	126	50	188	5	1	16	22	373
Total	47	404	52	503	176	13	51	240	57	488	174	719	23	5	100	128	1590
05:00 PM	15	91	9	115	49	1	14	64	18	133	30	181	7	2	25	34	394
05:15 PM	8	98	8	114	31	3	8	42	20	145	34	199	8	3	15	26	381
05:30 PM	14	110	12	136	32	4	4	40	16	130	38	184	8	1	21	30	390
05:45 PM	8	106	7	121	24	10	7	41	11	111	36	158	3	3	22	28	348
Total	45	405	36	486	136	18	33	187	65	519	138	722	26	9	83	118	1513
Grand Total	92	809	88	989	312	31	84	427	122	1007	312	1441	49	14	183	246	3103
Apprch %	9.3	81.8	8.9		73.1	7.3	19.7		8.5	69.9	21.7		19.9	5.7	74.4		
Total %	3	26.1	2.8	31.9	10.1	1	2.7	13.8	3.9	32.5	10.1	46.4	1.6	0.5	5.9	7.9	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	10	**112**	**16**	**138**	44	2	13	59	16	118	37	171	5	**2**	28	35	403
04:15 PM	**17**	87	16	120	**55**	**5**	12	**72**	**19**	120	45	184	5	1	**36**	**42**	**418**
04:30 PM	11	110	10	131	40	2	**18**	60	10	124	42	176	**8**	1	20	29	396
04:45 PM	9	95	10	114	37	4	8	49	12	**126**	**50**	**188**	5	1	16	22	373
Total Volume	47	404	52	503	176	13	51	240	57	488	174	719	23	5	100	128	1590
% App. Total	9.3	80.3	10.3		73.3	5.4	21.2		7.9	67.9	24.2		18	3.9	78.1		
PHF	.691	.902	.813	.911	.800	.650	.708	.833	.750	.968	.870	.956	.719	.625	.694	.762	.951

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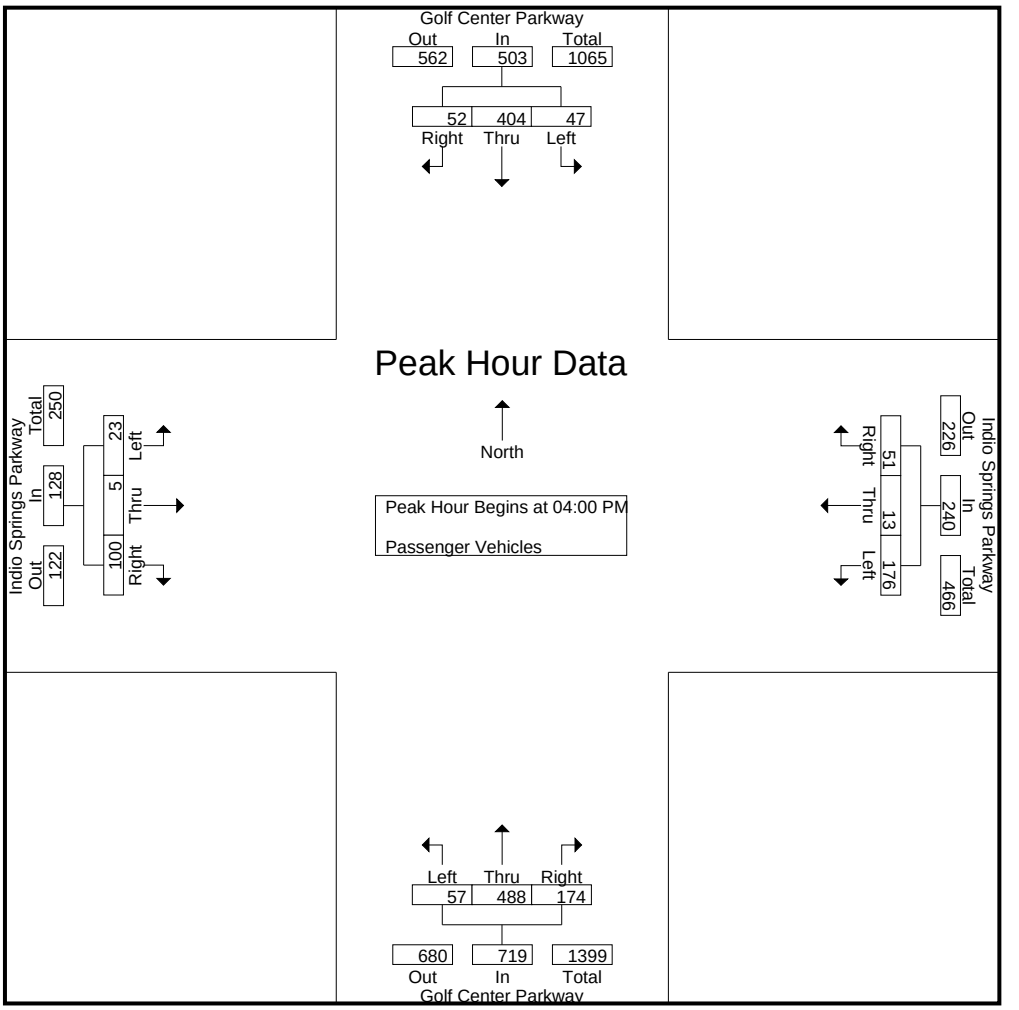

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	10	**112**	**16**	**138**	44	2	13	59	16	118	37	171	5	**2**	28	35
+15 mins.	**17**	87	16	120	**55**	**5**	12	**72**	**19**	120	45	184	5	1	**36**	**42**
+30 mins.	11	110	10	131	40	2	**18**	60	10	124	42	176	**8**	1	20	29
+45 mins.	9	95	10	114	37	4	8	49	12	**126**	**50**	**188**	5	1	16	22
Total Volume	47	404	52	503	176	13	51	240	57	488	174	719	23	5	100	128
% App. Total	9.3	80.3	10.3		73.3	5.4	21.2		7.9	67.9	24.2		18	3.9	78.1	
PHF	.691	.902	.813	.911	.800	.650	.708	.833	.750	.968	.870	.956	.719	.625	.694	.762

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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	0	6	0	0	0	0	1	1	0	2	0	0	0	0	8
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	10	0	10	0	2	0	2	1	2	0	3	0	0	0	0	15
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
05:45 PM	1	0	1	2	0	1	0	1	1	2	1	4	0	0	2	2	9
Total	2	0	1	3	0	1	1	2	2	3	2	7	0	0	2	2	14
Grand Total	2	10	1	13	0	3	1	4	3	5	2	10	0	0	2	2	29
Apprch %	15.4	76.9	7.7		0	75	25		30	50	20		0	0	100		
Total %	6.9	34.5	3.4	44.8	0	10.3	3.4	13.8	10.3	17.2	6.9	34.5	0	0	6.9	6.9	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**6**	0	**6**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	**8**
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:30 PM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	10	0	10	0	2	0	2	1	2	0	3	0	0	0	0	15
% App. Total	0	100	0		0	100	0		33.3	66.7	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.500	.000	.500	.250	.500	.000	.375	.000	.000	.000	.000	.469

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City of Indio
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File Name : 12_IND_Golf_ISP PM
Site Code : 05722739
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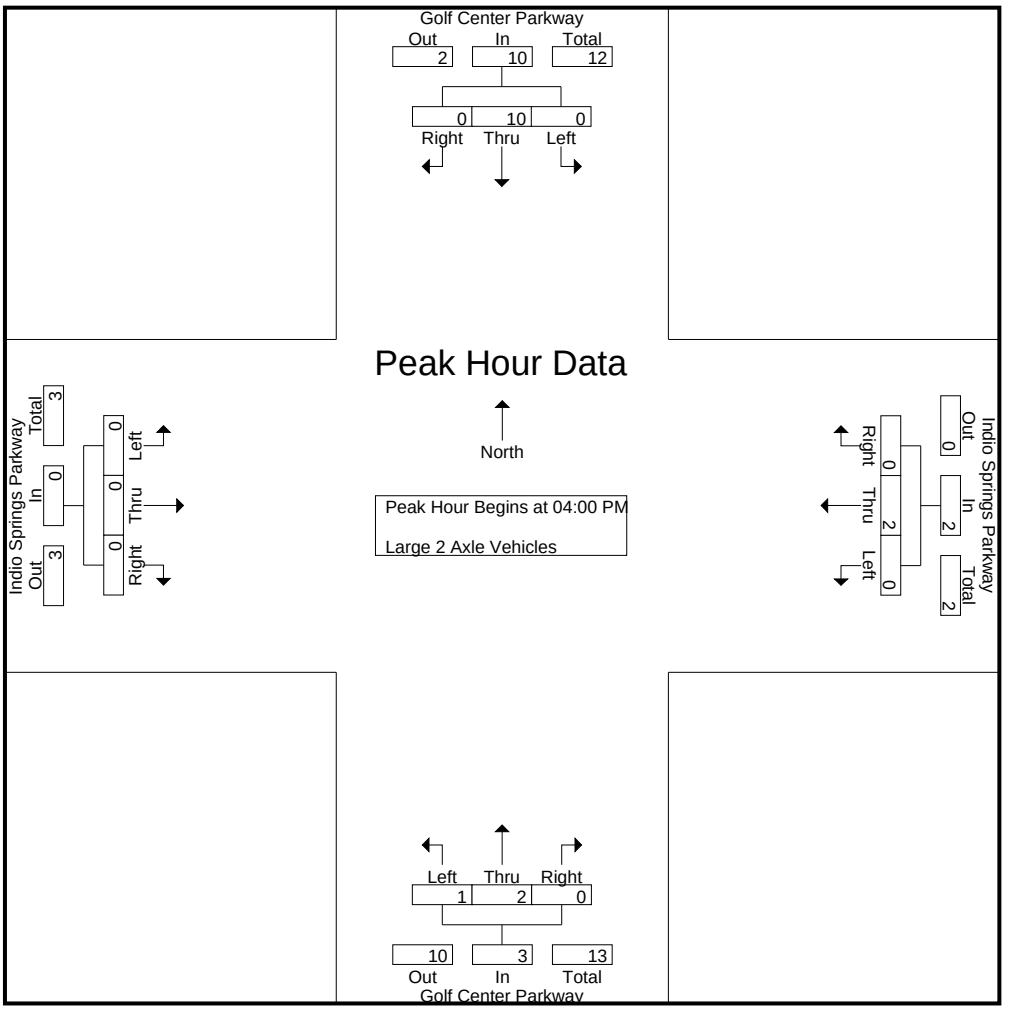

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**6**	0	**6**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	10	0	10	0	2	0	2	1	2	0	3	0	0	0	0
% App. Total	0	100	0		0	100	0		33.3	66.7	0		0	0	0	
PHF	.000	.417	.000	.417	.000	.500	.000	.500	.250	.500	.000	.375	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	2	0	2	1	0	0	1	0	0	2	2	0	0	1	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Grand Total	0	3	2	5	1	0	0	1	0	3	2	5	0	0	1	1	12
Apprch %	0	60	40		100	0	0		0	60	40		0	0	100		
Total %	0	25	16.7	41.7	8.3	0	0	8.3	0	25	16.7	41.7	0	0	8.3	8.3	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	**1**	**1**	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	2	0	2	1	0	0	1	0	0	2	2	0	0	1	1	6
% App. Total	0	100	0		100	0	0		0	0	100		0	0	100		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.250	.250	.500

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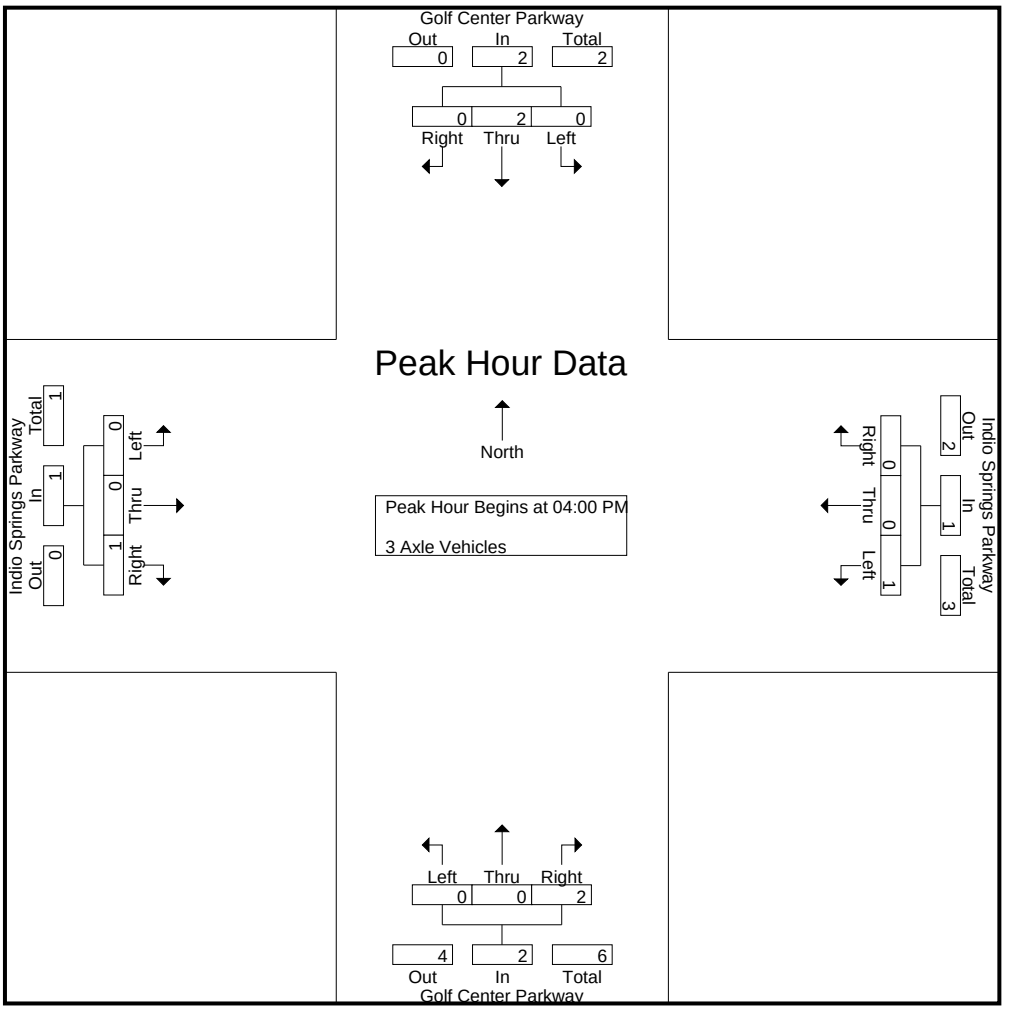

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	0	0	2	2	0	0	1	1
% App. Total	0	100	0		100	0	0		0	0	100		0	0	100	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	2	0	2	4	0	0	3	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	2	0	2	4	0	0	2	2	6
Grand Total	0	0	0	0	1	0	0	1	4	0	4	8	0	0	5	5	14
Apprch %	0	0	0		100	0	0		50	0	50		0	0	100		
Total %	0	0	0	0	7.1	0	0	7.1	28.6	0	28.6	57.1	0	0	35.7	35.7	

	Golf Center Parkway Southbound				Indio Springs Parkway Westbound				Golf Center Parkway Northbound				Indio Springs Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
04:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	1	1	**3**
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	1	**2**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	2	0	2	4	0	0	3	3	8
% App. Total	0	0	0		100	0	0		50	0	50		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.500	.500	.000	.000	.375	.375	.667

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File Name : 12_IND_Golf_ISP PM
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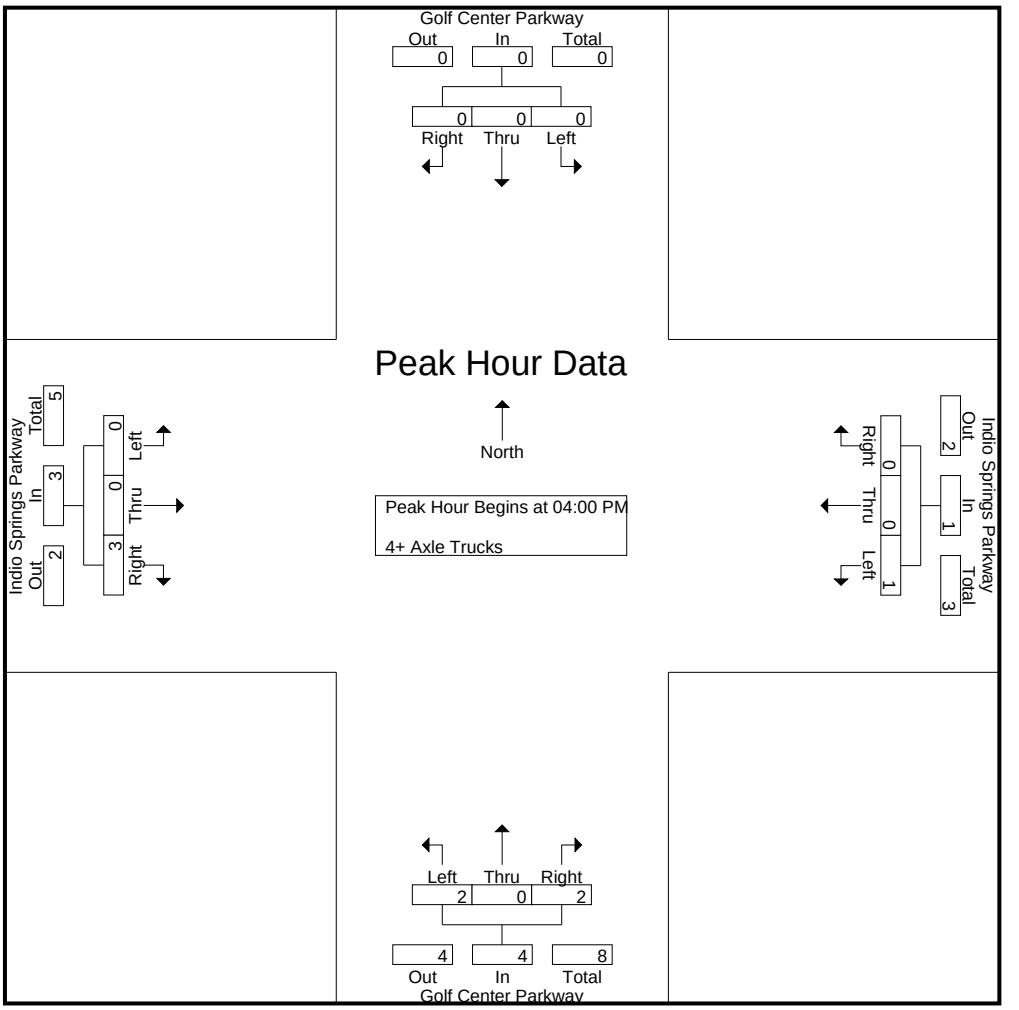

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	1	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	2	0	2	4	0	0	3	3
% App. Total	0	0	0		100	0	0		50	0	50		0	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.500	.500	.000	.000	.375	.375

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	100	78	178	15	0	16	31	72	81	0	153	0	0	0	0	362
07:15 AM	0	106	119	225	14	1	29	44	71	72	0	143	0	0	0	0	412
07:30 AM	0	121	123	244	22	0	17	39	85	89	0	174	0	0	0	0	457
07:45 AM	0	107	100	207	27	1	19	47	84	116	0	200	0	0	0	0	454
Total	0	434	420	854	78	2	81	161	312	358	0	670	0	0	0	0	1685
08:00 AM	0	111	78	189	37	1	22	60	64	95	0	159	0	0	0	0	408
08:15 AM	0	90	61	151	21	0	16	37	45	109	0	154	0	0	0	0	342
08:30 AM	0	91	62	153	13	0	16	29	53	88	0	141	0	0	0	0	323
08:45 AM	0	79	54	133	20	1	11	32	52	94	0	146	0	0	0	0	311
Total	0	371	255	626	91	2	65	158	214	386	0	600	0	0	0	0	1384
Grand Total	0	805	675	1480	169	4	146	319	526	744	0	1270	0	0	0	0	3069
Apprch %	0	54.4	45.6		53	1.3	45.8		41.4	58.6	0		0	0	0		
Total %	0	26.2	22	48.2	5.5	0.1	4.8	10.4	17.1	24.2	0	41.4	0	0	0	0	
Passenger Vehicles	0	777	662	1439	136	4	139	279	491	696	0	1187	0	0	0	0	2905
% Passenger Vehicles	0	96.5	98.1	97.2	80.5	100	95.2	87.5	93.3	93.5	0	93.5	0	0	0	0	94.7
Large 2 Axle Vehicles	0	11	6	17	3	0	3	6	15	24	0	39	0	0	0	0	62
% Large 2 Axle Vehicles	0	1.4	0.9	1.1	1.8	0	2.1	1.9	2.9	3.2	0	3.1	0	0	0	0	2
3 Axle Vehicles	0	8	3	11	1	0	0	1	7	20	0	27	0	0	0	0	39
% 3 Axle Vehicles	0	1	0.4	0.7	0.6	0	0	0.3	1.3	2.7	0	2.1	0	0	0	0	1.3
4+ Axle Trucks	0	9	4	13	29	0	4	33	13	4	0	17	0	0	0	0	63
% 4+ Axle Trucks	0	1.1	0.6	0.9	17.2	0	2.7	10.3	2.5	0.5	0	1.3	0	0	0	0	2.1

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	106	119	225	14	**1**	**29**	44	71	72	0	143	0	0	0	0	412
07:30 AM	0	**121**	**123**	**244**	22	0	17	39	**85**	89	0	174	0	0	0	0	**457**
07:45 AM	0	107	100	207	27	1	19	47	84	**116**	0	**200**	0	0	0	0	454
08:00 AM	0	111	78	189	**37**	1	22	**60**	64	95	0	159	0	0	0	0	408
Total Volume	0	445	420	865	100	3	87	190	304	372	0	676	0	0	0	0	1731
% App. Total	0	51.4	48.6		52.6	1.6	45.8		45	55	0		0	0	0		
PHF	.000	.919	.854	.886	.676	.750	.750	.792	.894	.802	.000	.845	.000	.000	.000	.000	.947

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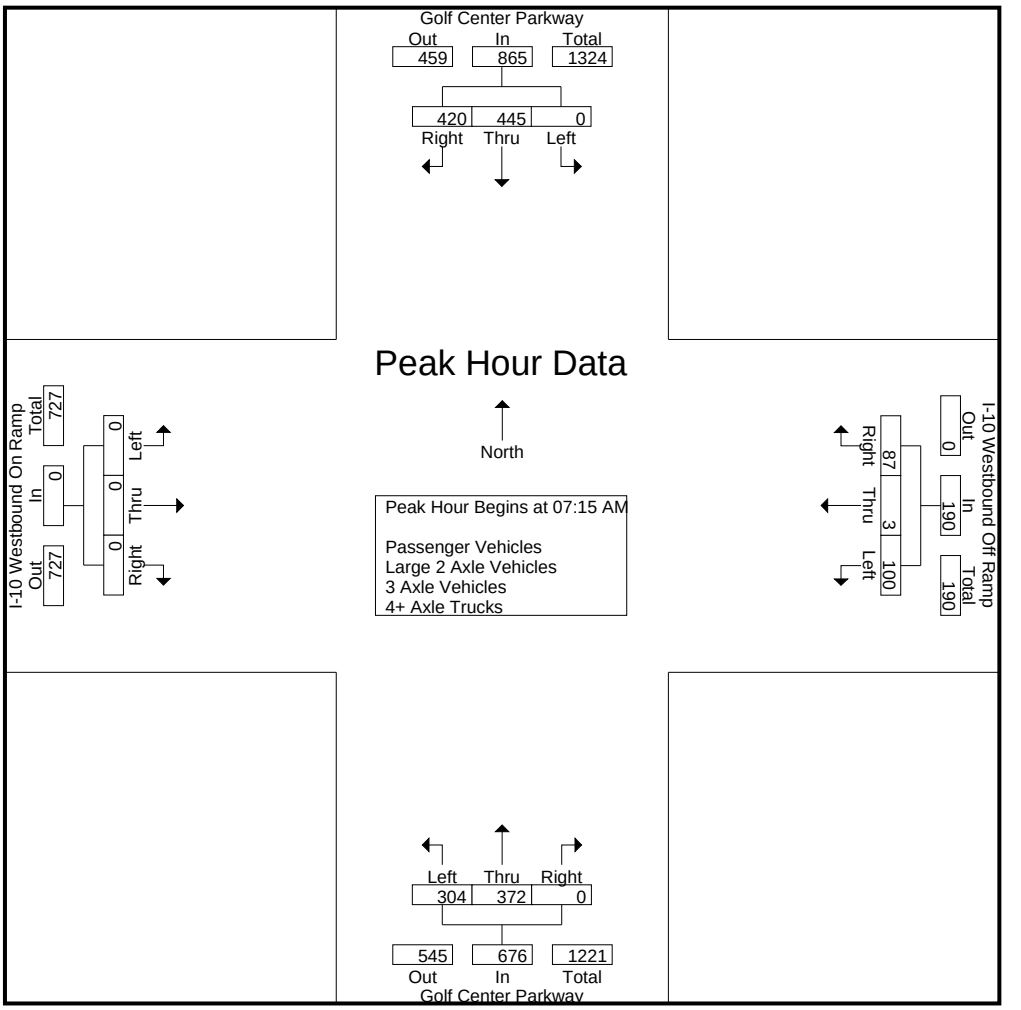

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	106	119	225	14	**1**	**29**	44	**85**	89	0	174	0	0	0	0
+15 mins.	0	**121**	**123**	**244**	22	0	17	39	84	**116**	0	**200**	0	0	0	0
+30 mins.	0	107	100	207	27	1	19	47	64	95	0	159	0	0	0	0
+45 mins.	0	111	78	189	**37**	1	22	**60**	45	109	0	154	0	0	0	0
Total Volume	0	445	420	865	100	3	87	190	278	409	0	687	0	0	0	0
% App. Total	0	51.4	48.6		52.6	1.6	45.8		40.5	59.5	0		0	0	0	
PHF	.000	.919	.854	.886	.676	.750	.750	.792	.818	.881	.000	.859	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	100	76	176	15	0	15	30	63	75	0	138	0	0	0	0	344
07:15 AM	0	102	117	219	12	1	27	40	67	65	0	132	0	0	0	0	391
07:30 AM	0	119	122	241	18	0	17	35	82	87	0	169	0	0	0	0	445
07:45 AM	0	106	99	205	22	1	18	41	77	106	0	183	0	0	0	0	429
Total	0	427	414	841	67	2	77	146	289	333	0	622	0	0	0	0	1609
08:00 AM	0	106	75	181	28	1	21	50	61	91	0	152	0	0	0	0	383
08:15 AM	0	83	59	142	14	0	15	29	43	102	0	145	0	0	0	0	316
08:30 AM	0	85	62	147	9	0	16	25	49	87	0	136	0	0	0	0	308
08:45 AM	0	76	52	128	18	1	10	29	49	83	0	132	0	0	0	0	289
Total	0	350	248	598	69	2	62	133	202	363	0	565	0	0	0	0	1296
Grand Total	0	777	662	1439	136	4	139	279	491	696	0	1187	0	0	0	0	2905
Apprch %	0	54	46		48.7	1.4	49.8		41.4	58.6	0		0	0	0		
Total %	0	26.7	22.8	49.5	4.7	0.1	4.8	9.6	16.9	24	0	40.9	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	102	117	219	12	**1**	**27**	40	67	65	0	132	0	0	0	0	391
07:30 AM	0	**119**	**122**	**241**	18	0	17	35	**82**	87	0	169	0	0	0	0	**445**
07:45 AM	0	106	99	205	22	1	18	41	77	**106**	0	**183**	0	0	0	0	429
08:00 AM	0	106	75	181	**28**	1	21	**50**	61	91	0	152	0	0	0	0	383
Total Volume	0	433	413	846	80	3	83	166	287	349	0	636	0	0	0	0	1648
% App. Total	0	51.2	48.8		48.2	1.8	50		45.1	54.9	0		0	0	0		
PHF	.000	.910	.846	.878	.714	.750	.769	.830	.875	.823	.000	.869	.000	.000	.000	.000	.926

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W AM
Site Code : 05722739
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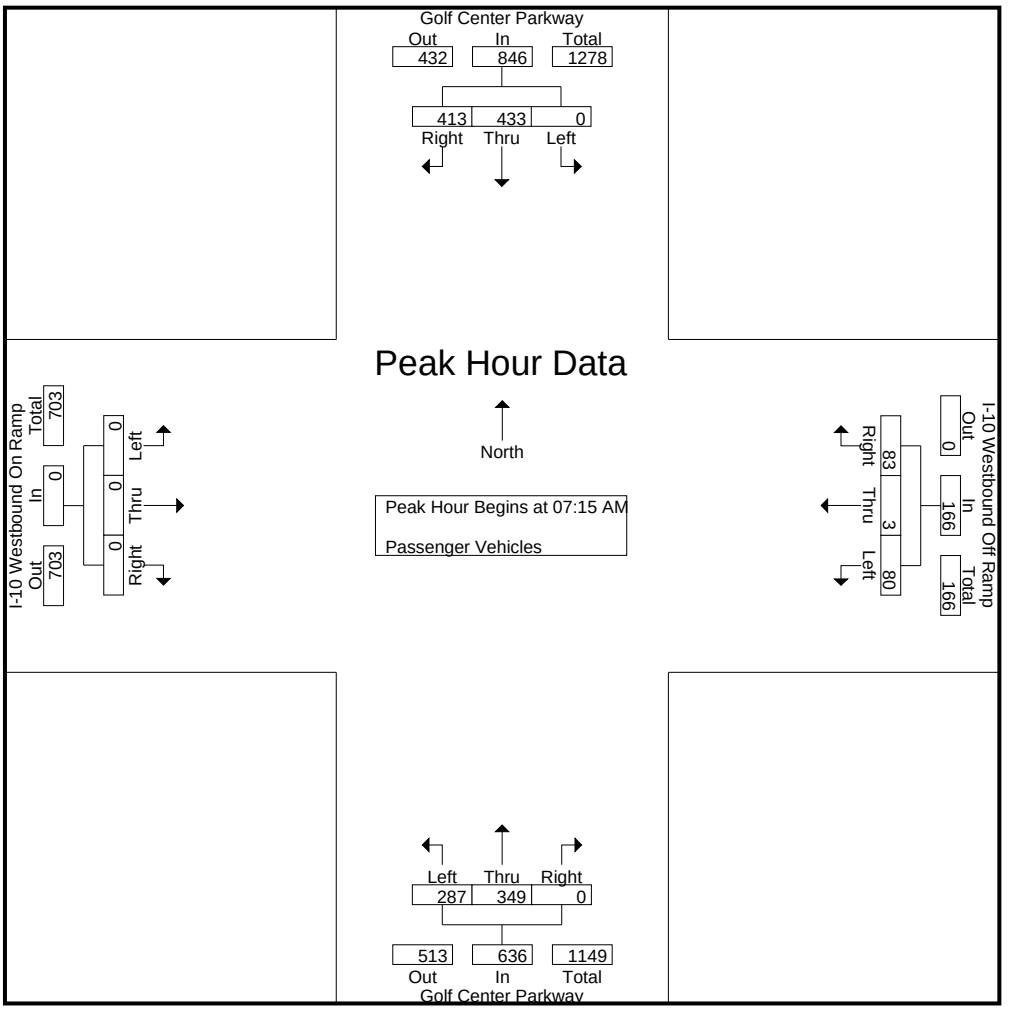

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	102	117	219	12	**1**	**27**	40	67	65	0	132	0	0	0	0
+15 mins.	0	**119**	**122**	**241**	18	0	17	35	**82**	87	0	169	0	0	0	0
+30 mins.	0	106	99	205	22	1	18	41	77	**106**	0	**183**	0	0	0	0
+45 mins.	0	106	75	181	**28**	1	21	**50**	61	91	0	152	0	0	0	0
Total Volume	0	433	413	846	80	3	83	166	287	349	0	636	0	0	0	0
% App. Total	0	51.2	48.8		48.2	1.8	50		45.1	54.9	0		0	0	0	
PHF	.000	.910	.846	.878	.714	.750	.769	.830	.875	.823	.000	.869	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	5	3	0	8	0	0	0	0	8
07:15 AM	0	1	1	2	0	0	0	0	3	4	0	7	0	0	0	0	9
07:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	1	1	2	0	1	3	1	2	0	3	0	0	0	0	7
Total	0	2	3	5	2	0	1	3	10	9	0	19	0	0	0	0	27
08:00 AM	0	3	2	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	0	0	1	1	0	0	1	1	1	4	0	5	0	0	0	0	7
08:30 AM	0	4	0	4	0	0	0	0	2	1	0	3	0	0	0	0	7
08:45 AM	0	2	0	2	1	0	1	2	2	9	0	11	0	0	0	0	15
Total	0	9	3	12	1	0	2	3	5	15	0	20	0	0	0	0	35
Grand Total	0	11	6	17	3	0	3	6	15	24	0	39	0	0	0	0	62
Apprch %	0	64.7	35.3		50	0	50		38.5	61.5	0		0	0	0		
Total %	0	17.7	9.7	27.4	4.8	0	4.8	9.7	24.2	38.7	0	62.9	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	0	0	0	**3**	**4**	0	**7**	0	0	0	0	**9**
07:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	1	1	**2**	0	**1**	**3**	1	2	0	3	0	0	0	0	7
08:00 AM	0	**3**	**2**	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	0	5	5	10	2	0	1	3	5	7	0	12	0	0	0	0	25
% App. Total	0	50	50		66.7	0	33.3		41.7	58.3	0		0	0	0		
PHF	.000	.417	.625	.500	.250	.000	.250	.250	.417	.438	.000	.429	.000	.000	.000	.000	.694

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
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File Name : 13_IND_Golf_10W AM
Site Code : 05722739
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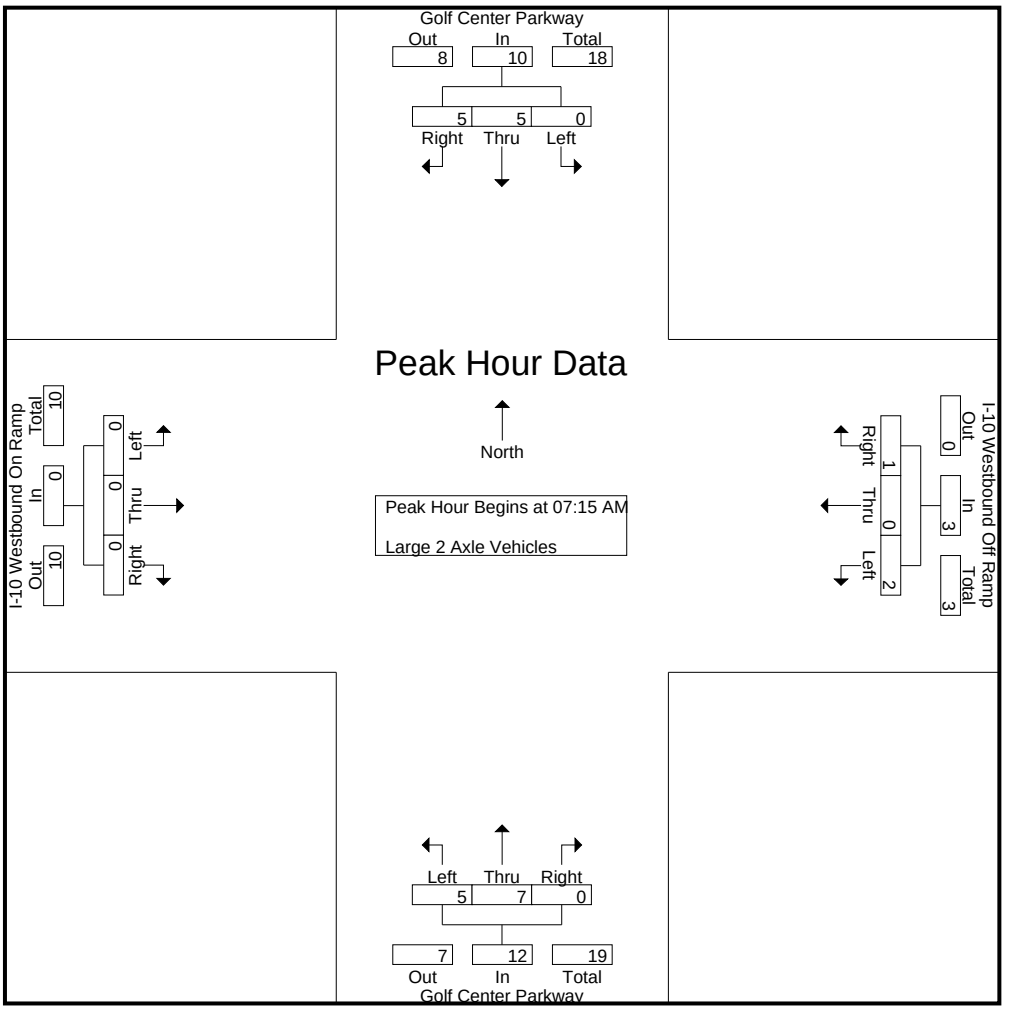

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	0	0	0	0	**3**	**4**	0	**7**	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	1	1	**2**	0	**1**	**3**	1	2	0	3	0	0	0	0
+45 mins.	0	**3**	**2**	**5**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	5	10	2	0	1	3	5	7	0	12	0	0	0	0
% App. Total	0	50	50		66.7	0	33.3		41.7	58.3	0		0	0	0	
PHF	.000	.417	.625	.500	.250	.000	.250	.250	.417	.438	.000	.429	.000	.000	.000	.000

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City of Indio
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	4
07:15 AM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	2	8	0	10	0	0	0	0	11
Total	0	3	0	3	0	0	0	0	6	14	0	20	0	0	0	0	23
08:00 AM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	2	1	3	1	0	0	1	0	3	0	3	0	0	0	0	7
08:30 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
08:45 AM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	5	3	8	1	0	0	1	1	6	0	7	0	0	0	0	16
Grand Total	0	8	3	11	1	0	0	1	7	20	0	27	0	0	0	0	39
Apprch %	0	72.7	27.3		100	0	0		25.9	74.1	0		0	0	0		
Total %	0	20.5	7.7	28.2	2.6	0	0	2.6	17.9	51.3	0	69.2	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	1	2	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:45 AM	0	1	0	1	0	0	0	0	**2**	**8**	0	**10**	0	0	0	0	**11**
08:00 AM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	1	4	0	0	0	0	4	13	0	17	0	0	0	0	21
% App. Total	0	75	25		0	0	0		23.5	76.5	0		0	0	0		
PHF	.000	.375	.250	.500	.000	.000	.000	.000	.500	.406	.000	.425	.000	.000	.000	.000	.477

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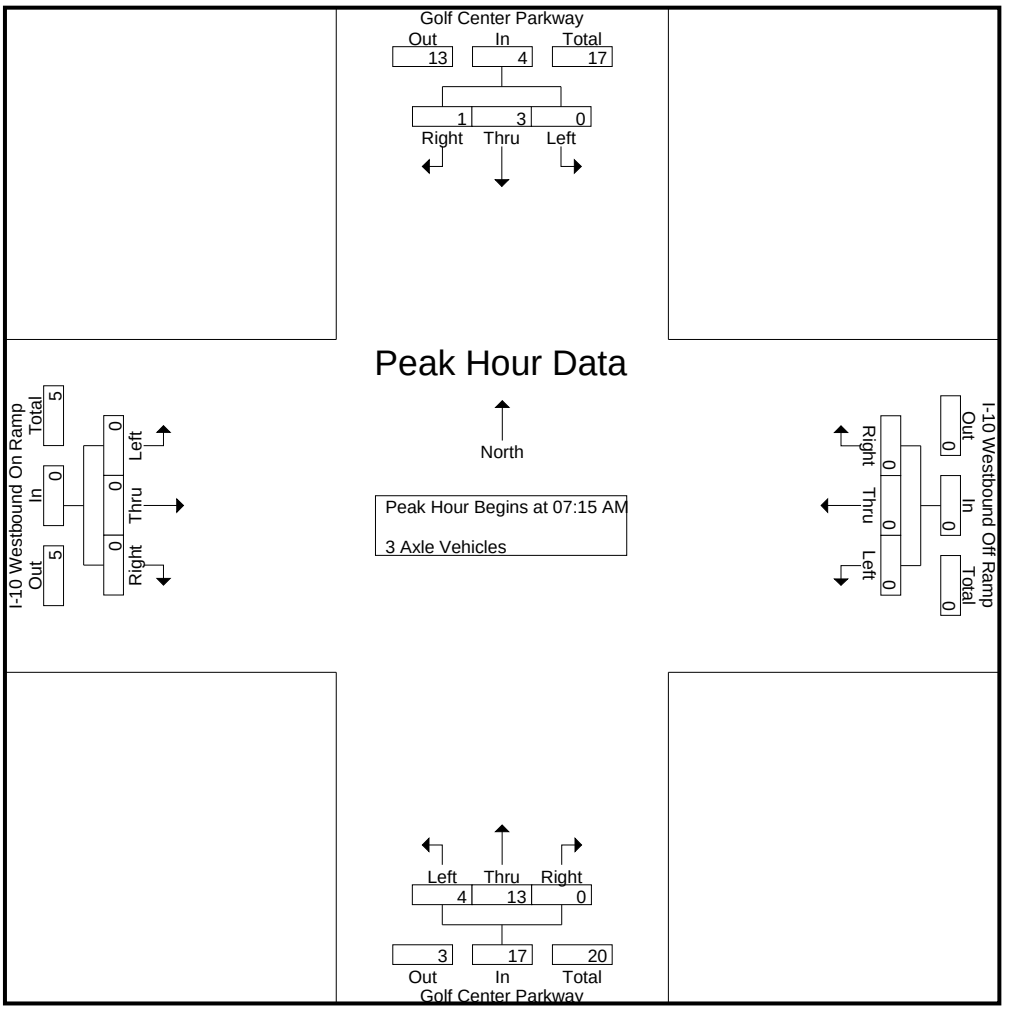

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	1	2	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	**2**	**8**	0	**10**	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	1	4	0	0	0	0	4	13	0	17	0	0	0	0
% App. Total	0	75	25		0	0	0		23.5	76.5	0		0	0	0	
PHF	.000	.375	.250	.500	.000	.000	.000	.000	.500	.406	.000	.425	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
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File Name : 13_IND_Golf_10W AM
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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	0	0	1	1	2	1	0	3	0	0	0	0	6
07:15 AM	0	1	1	2	2	0	2	4	0	1	0	1	0	0	0	0	7
07:30 AM	0	1	0	1	4	0	0	4	1	0	0	1	0	0	0	0	6
07:45 AM	0	0	0	0	3	0	0	3	4	0	0	4	0	0	0	0	7
Total	0	2	3	5	9	0	3	12	7	2	0	9	0	0	0	0	26
08:00 AM	0	2	0	2	9	0	1	10	3	2	0	5	0	0	0	0	17
08:15 AM	0	5	0	5	6	0	0	6	1	0	0	1	0	0	0	0	12
08:30 AM	0	0	0	0	4	0	0	4	1	0	0	1	0	0	0	0	5
08:45 AM	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0	3
Total	0	7	1	8	20	0	1	21	6	2	0	8	0	0	0	0	37
Grand Total	0	9	4	13	29	0	4	33	13	4	0	17	0	0	0	0	63
Apprch %	0	69.2	30.8		87.9	0	12.1		76.5	23.5	0		0	0	0		
Total %	0	14.3	6.3	20.6	46	0	6.3	52.4	20.6	6.3	0	27	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	**1**	**2**	2	0	**2**	4	0	1	0	1	0	0	0	0	7
07:30 AM	0	1	0	1	4	0	0	4	1	0	0	1	0	0	0	0	6
07:45 AM	0	0	0	0	3	0	0	3	**4**	0	0	4	0	0	0	0	7
08:00 AM	0	**2**	0	2	**9**	0	1	**10**	3	**2**	0	**5**	0	0	0	0	**17**
Total Volume	0	4	1	5	18	0	3	21	8	3	0	11	0	0	0	0	37
% App. Total	0	80	20		85.7	0	14.3		72.7	27.3	0		0	0	0		
PHF	.000	.500	.250	.625	.500	.000	.375	.525	.500	.375	.000	.550	.000	.000	.000	.000	.544

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File Name : 13_IND_Golf_10W AM
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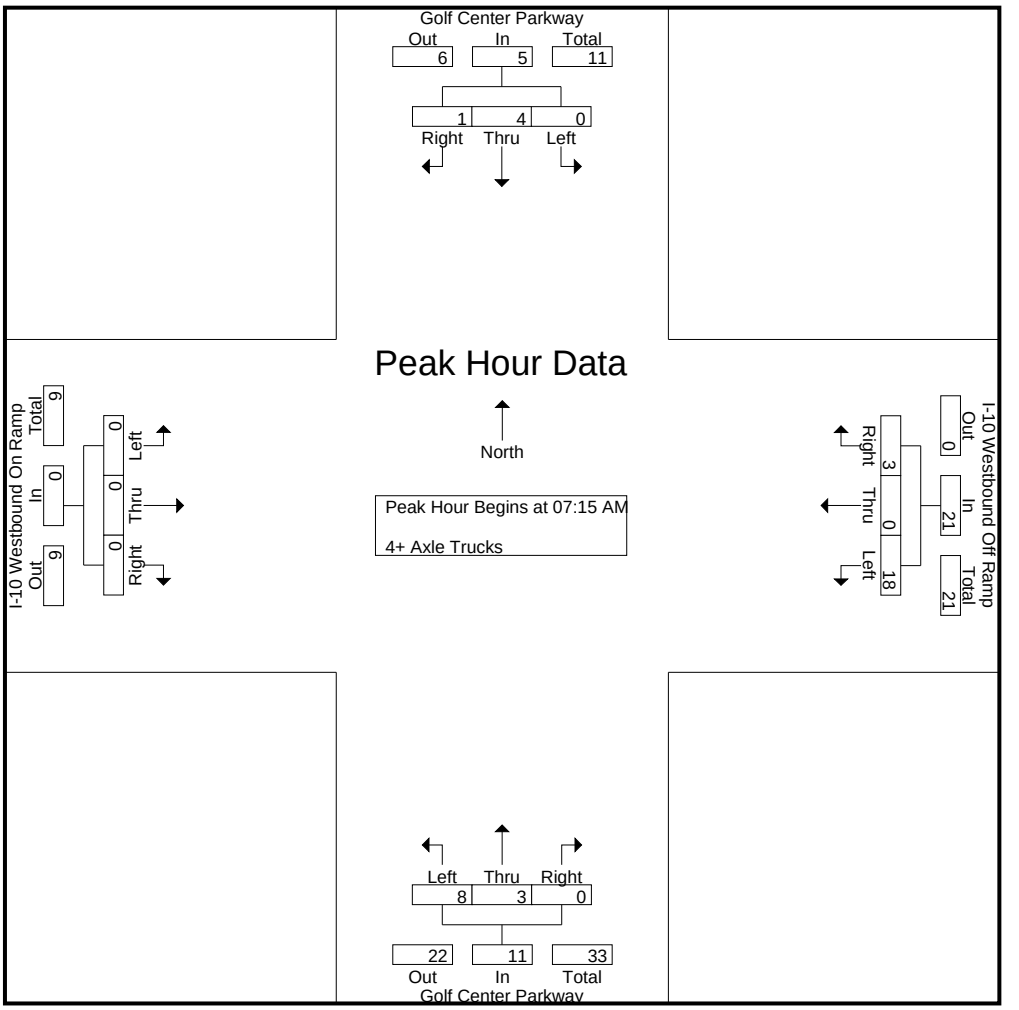

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	**1**	**2**	2	0	**2**	4	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	4	0	0	4	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	3	0	0	3	**4**	0	0	4	0	0	0	0
+45 mins.	0	**2**	0	2	**9**	0	1	**10**	3	**2**	0	**5**	0	0	0	0
Total Volume	0	4	1	5	18	0	3	21	8	3	0	11	0	0	0	0
% App. Total	0	80	20		85.7	0	14.3		72.7	27.3	0		0	0	0	
PHF	.000	.500	.250	.625	.500	.000	.375	.525	.500	.375	.000	.550	.000	.000	.000	.000

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City of Indio
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File Name : 13_IND_Golf_10W PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	133	59	192	18	0	19	37	63	159	0	222	0	0	0	0	451
04:15 PM	0	116	63	179	7	0	20	27	55	161	0	216	0	0	0	0	422
04:30 PM	0	110	65	175	9	0	25	34	60	162	0	222	0	0	0	0	431
04:45 PM	0	95	48	143	12	0	27	39	48	168	0	216	0	0	0	0	398
Total	0	454	235	689	46	0	91	137	226	650	0	876	0	0	0	0	1702
05:00 PM	0	99	72	171	7	0	35	42	68	143	0	211	0	0	0	0	424
05:15 PM	0	103	50	153	14	0	32	46	33	158	0	191	0	0	0	0	390
05:30 PM	0	111	55	166	8	1	27	36	54	159	0	213	0	0	0	0	415
05:45 PM	0	101	48	149	15	1	22	38	37	146	0	183	0	0	0	0	370
Total	0	414	225	639	44	2	116	162	192	606	0	798	0	0	0	0	1599
Grand Total	0	868	460	1328	90	2	207	299	418	1256	0	1674	0	0	0	0	3301
Apprch %	0	65.4	34.6		30.1	0.7	69.2		25	75	0		0	0	0		
Total %	0	26.3	13.9	40.2	2.7	0.1	6.3	9.1	12.7	38	0	50.7	0	0	0	0	
Passenger Vehicles	0	862	454	1316	84	2	205	291	402	1246	0	1648	0	0	0	0	3255
% Passenger Vehicles	0	99.3	98.7	99.1	93.3	100	99	97.3	96.2	99.2	0	98.4	0	0	0	0	98.6
Large 2 Axle Vehicles	0	4	4	8	4	0	2	6	9	5	0	14	0	0	0	0	28
% Large 2 Axle Vehicles	0	0.5	0.9	0.6	4.4	0	1	2	2.2	0.4	0	0.8	0	0	0	0	0.8
3 Axle Vehicles	0	1	1	2	1	0	0	1	2	1	0	3	0	0	0	0	6
% 3 Axle Vehicles	0	0.1	0.2	0.2	1.1	0	0	0.3	0.5	0.1	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	1	1	2	1	0	0	1	5	4	0	9	0	0	0	0	12
% 4+ Axle Trucks	0	0.1	0.2	0.2	1.1	0	0	0.3	1.2	0.3	0	0.5	0	0	0	0	0.4

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**133**	59	**192**	**18**	0	19	37	**63**	159	0	**222**	0	0	0	0	**451**
04:15 PM	0	116	63	179	7	0	20	27	55	161	0	216	0	0	0	0	422
04:30 PM	0	110	**65**	175	9	0	25	34	60	162	0	222	0	0	0	0	431
04:45 PM	0	95	48	143	12	0	**27**	**39**	48	**168**	0	216	0	0	0	0	398
Total Volume	0	454	235	689	46	0	91	137	226	650	0	876	0	0	0	0	1702
% App. Total	0	65.9	34.1		33.6	0	66.4		25.8	74.2	0		0	0	0		
PHF	.000	.853	.904	.897	.639	.000	.843	.878	.897	.967	.000	.986	.000	.000	.000	.000	.943

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

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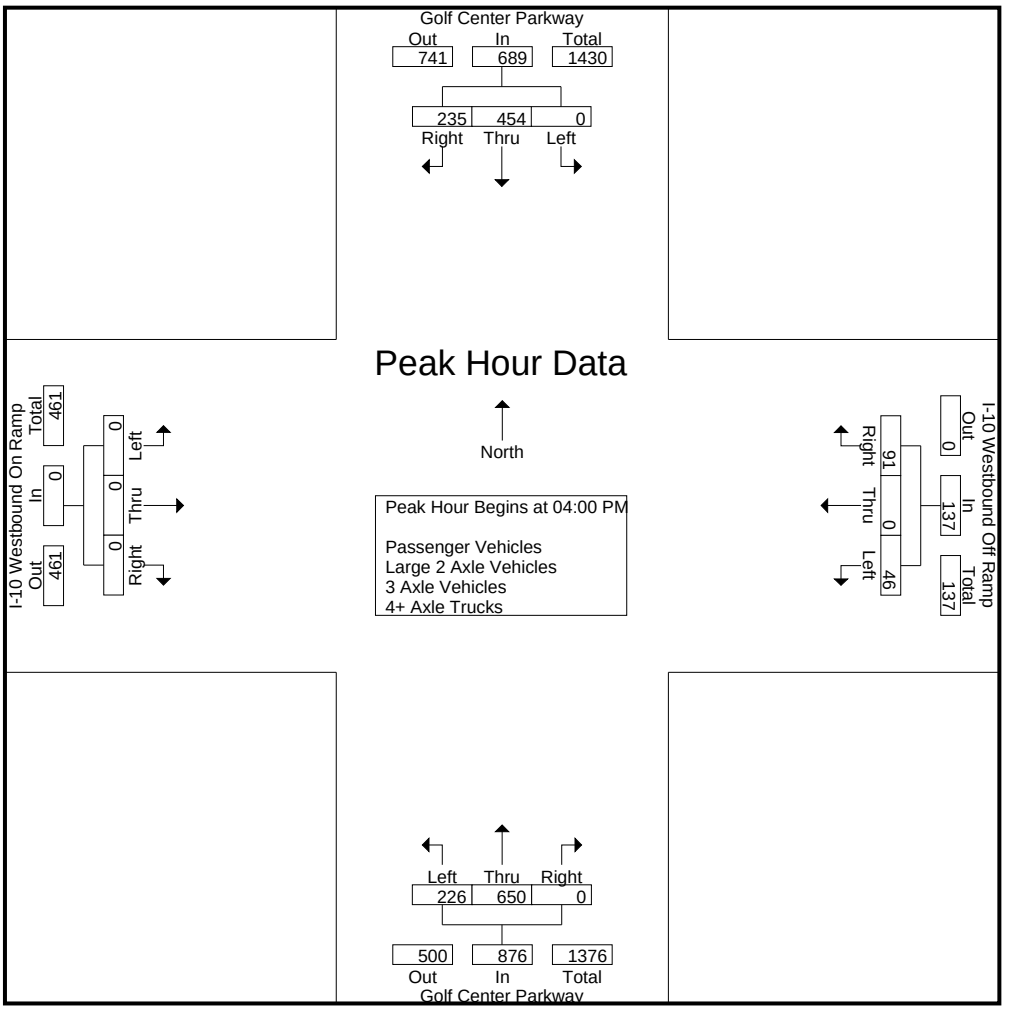

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	**133**	59	**192**	12	0	27	39	**63**	159	0	**222**	0	0	0	0
+15 mins.	0	116	63	179	7	0	**35**	42	55	161	0	216	0	0	0	0
+30 mins.	0	110	**65**	175	**14**	0	32	**46**	60	162	0	222	0	0	0	0
+45 mins.	0	95	48	143	8	**1**	27	36	48	**168**	0	216	0	0	0	0
Total Volume	0	454	235	689	41	1	121	163	226	650	0	876	0	0	0	0
% App. Total	0	65.9	34.1		25.2	0.6	74.2		25.8	74.2	0		0	0	0	
PHF	.000	.853	.904	.897	.732	.250	.864	.886	.897	.967	.000	.986	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	129	58	187	17	0	19	36	61	159	0	220	0	0	0	0	443
04:15 PM	0	116	62	178	7	0	20	27	53	160	0	213	0	0	0	0	418
04:30 PM	0	109	63	172	9	0	23	32	58	161	0	219	0	0	0	0	423
04:45 PM	0	95	47	142	11	0	27	38	45	166	0	211	0	0	0	0	391
Total	0	449	230	679	44	0	89	133	217	646	0	863	0	0	0	0	1675
05:00 PM	0	99	72	171	7	0	35	42	63	141	0	204	0	0	0	0	417
05:15 PM	0	102	49	151	12	0	32	44	33	155	0	188	0	0	0	0	383
05:30 PM	0	111	55	166	6	1	27	34	53	158	0	211	0	0	0	0	411
05:45 PM	0	101	48	149	15	1	22	38	36	146	0	182	0	0	0	0	369
Total	0	413	224	637	40	2	116	158	185	600	0	785	0	0	0	0	1580
Grand Total	0	862	454	1316	84	2	205	291	402	1246	0	1648	0	0	0	0	3255
Apprch %	0	65.5	34.5		28.9	0.7	70.4		24.4	75.6	0		0	0	0		
Total %	0	26.5	13.9	40.4	2.6	0.1	6.3	8.9	12.4	38.3	0	50.6	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**129**	58	**187**	**17**	0	19	36	**61**	159	0	**220**	0	0	0	0	**443**
04:15 PM	0	116	62	178	7	0	20	27	53	160	0	213	0	0	0	0	418
04:30 PM	0	109	**63**	172	9	0	23	32	58	161	0	219	0	0	0	0	423
04:45 PM	0	95	47	142	11	0	**27**	**38**	45	**166**	0	211	0	0	0	0	391
Total Volume	0	449	230	679	44	0	89	133	217	646	0	863	0	0	0	0	1675
% App. Total	0	66.1	33.9		33.1	0	66.9		25.1	74.9	0		0	0	0		
PHF	.000	.870	.913	.908	.647	.000	.824	.875	.889	.973	.000	.981	.000	.000	.000	.000	.945

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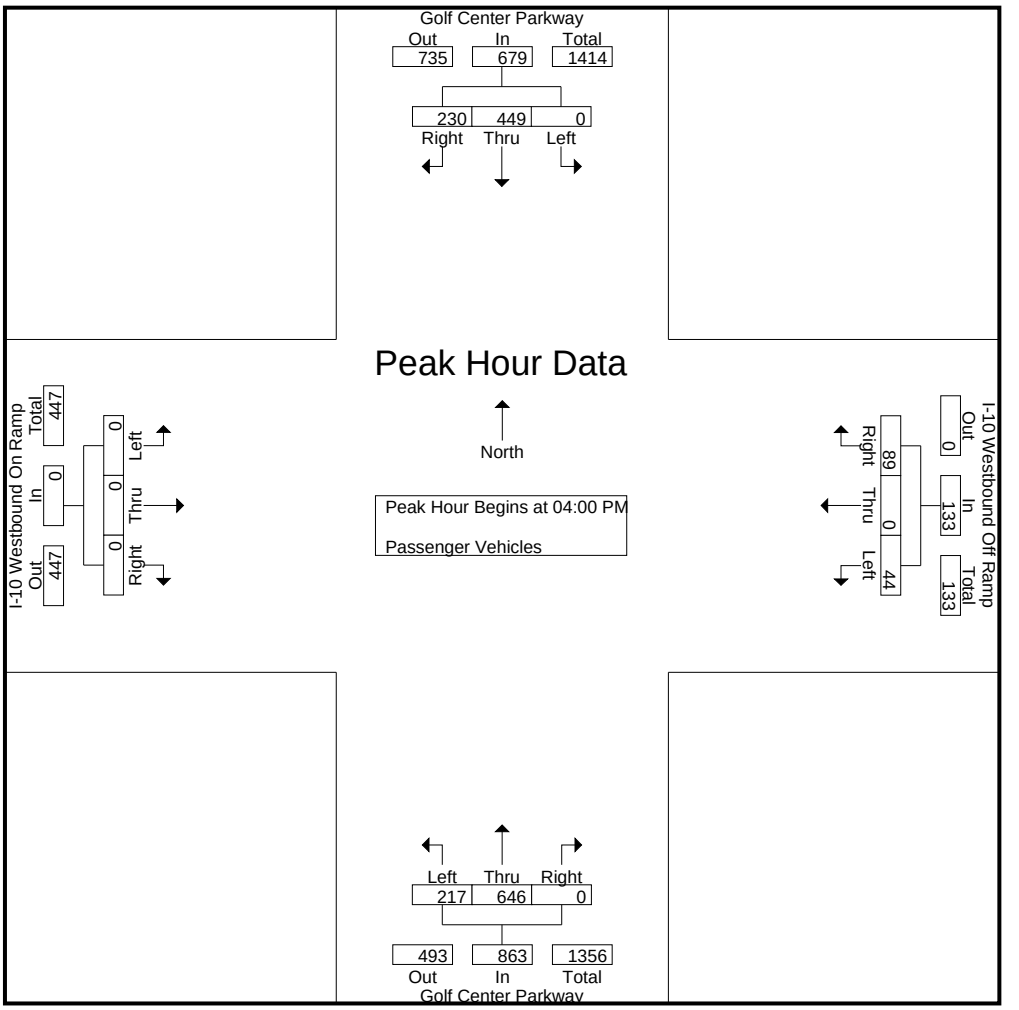
City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**129**	58	**187**	**17**	0	19	36	**61**	159	0	**220**	0	0	0	0
+15 mins.	0	116	62	178	7	0	20	27	53	160	0	213	0	0	0	0
+30 mins.	0	109	**63**	172	9	0	23	32	58	161	0	219	0	0	0	0
+45 mins.	0	95	47	142	11	0	**27**	**38**	45	**166**	0	211	0	0	0	0
Total Volume	0	449	230	679	44	0	89	133	217	646	0	863	0	0	0	0
% App. Total	0	66.1	33.9		33.1	0	66.9		25.1	74.9	0		0	0	0	
PHF	.000	.870	.913	.908	.647	.000	.824	.875	.889	.973	.000	.981	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	1	0	0	1	1	0	0	1	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	1	2	3	0	0	2	2	1	0	0	1	0	0	0	0	6
04:45 PM	0	0	1	1	1	0	0	1	1	2	0	3	0	0	0	0	5
Total	0	4	3	7	2	0	2	4	4	2	0	6	0	0	0	0	17
05:00 PM	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	5
05:15 PM	0	0	1	1	1	0	0	1	0	2	0	2	0	0	0	0	4
05:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	2	0	0	2	5	3	0	8	0	0	0	0	11
Grand Total	0	4	4	8	4	0	2	6	9	5	0	14	0	0	0	0	28
Apprch %	0	50	50		66.7	0	33.3		64.3	35.7	0		0	0	0		
Total %	0	14.3	14.3	28.6	14.3	0	7.1	21.4	32.1	17.9	0	50	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	**1**	0	0	1	**1**	0	0	1	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	1	**2**	3	0	0	**2**	**2**	1	0	0	1	0	0	0	0	**6**
04:45 PM	0	0	1	1	1	0	0	1	1	**2**	0	**3**	0	0	0	0	5
Total Volume	0	4	3	7	2	0	2	4	4	2	0	6	0	0	0	0	17
% App. Total	0	57.1	42.9		50	0	50		66.7	33.3	0		0	0	0		
PHF	.000	.333	.375	.583	.500	.000	.250	.500	1.00	.250	.000	.500	.000	.000	.000	.000	.708

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
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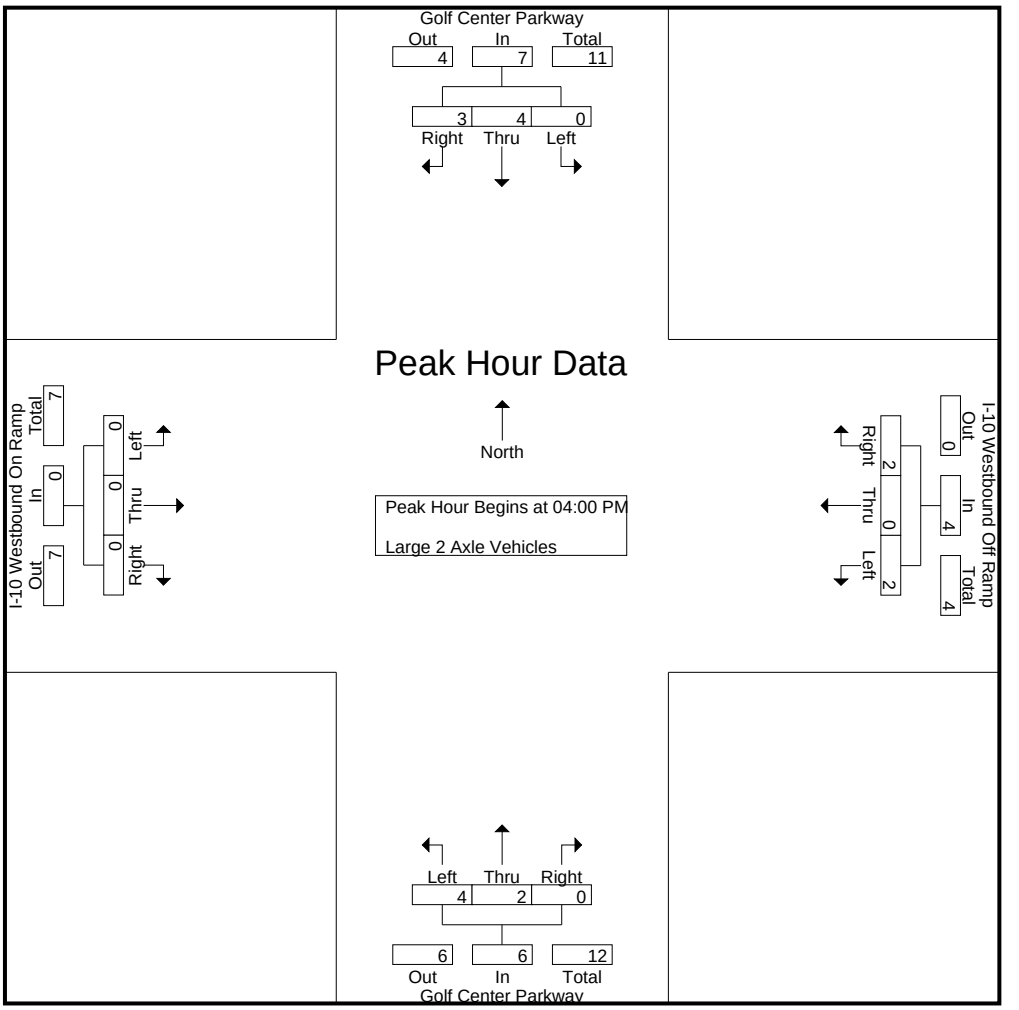

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	**3**	**1**	0	0	1	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	1	**2**	3	0	0	**2**	**2**	1	0	0	1	0	0	0	0
+45 mins.	0	0	1	1	1	0	0	1	1	**2**	0	**3**	0	0	0	0
Total Volume	0	4	3	7	2	0	2	4	4	2	0	6	0	0	0	0
% App. Total	0	57.1	42.9		50	0	50		66.7	33.3	0		0	0	0	
PHF	.000	.333	.375	.583	.500	.000	.250	.500	1.000	.250	.000	.500	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	1	1	2	0	0	0	0	2	0	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Grand Total	0	1	1	2	1	0	0	1	2	1	0	3	0	0	0	0	6
Apprch %	0	50	50		100	0	0		66.7	33.3	0		0	0	0		
Total %	0	16.7	16.7	33.3	16.7	0	0	16.7	33.3	16.7	0	50	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	2
Total Volume	0	1	1	2	0	0	0	0	2	0	0	2	0	0	0	0	4
% App. Total	0	50	50		0	0	0		100	0	0		0	0	0		
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
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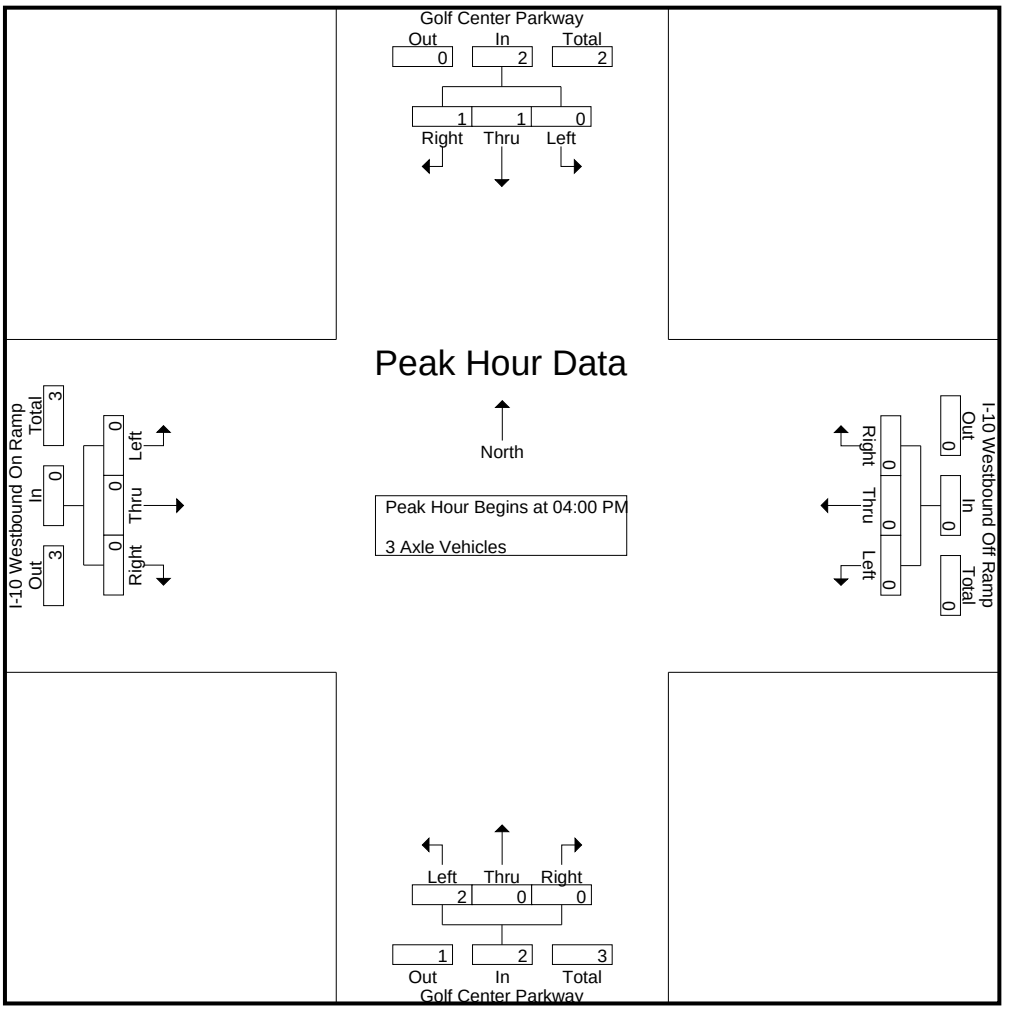

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	2	0	0	2	0	0	0	0
% App. Total	0	50	50		0	0	0		100	0	0		0	0	0	
PHF	.000	.250	.250	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 13_IND_Golf_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	3	2	0	5	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	2	2	0	4	0	0	0	0	6
Grand Total	0	1	1	2	1	0	0	1	5	4	0	9	0	0	0	0	12
Apprch %	0	50	50		100	0	0		55.6	44.4	0		0	0	0		
Total %	0	8.3	8.3	16.7	8.3	0	0	8.3	41.7	33.3	0	75	0	0	0	0	

	Golf Center Parkway Southbound				I-10 Westbound Off Ramp Westbound				Golf Center Parkway Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
04:15 PM	0	0	**1**	**1**	0	0	0	0	1	**1**	0	**2**	0	0	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	3	2	0	5	0	0	0	0	6
% App. Total	0	0	100		0	0	0		60	40	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.750	.500	.000	.625	.000	.000	.000	.000	.500

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Westbound Ramps
Weather: Clear

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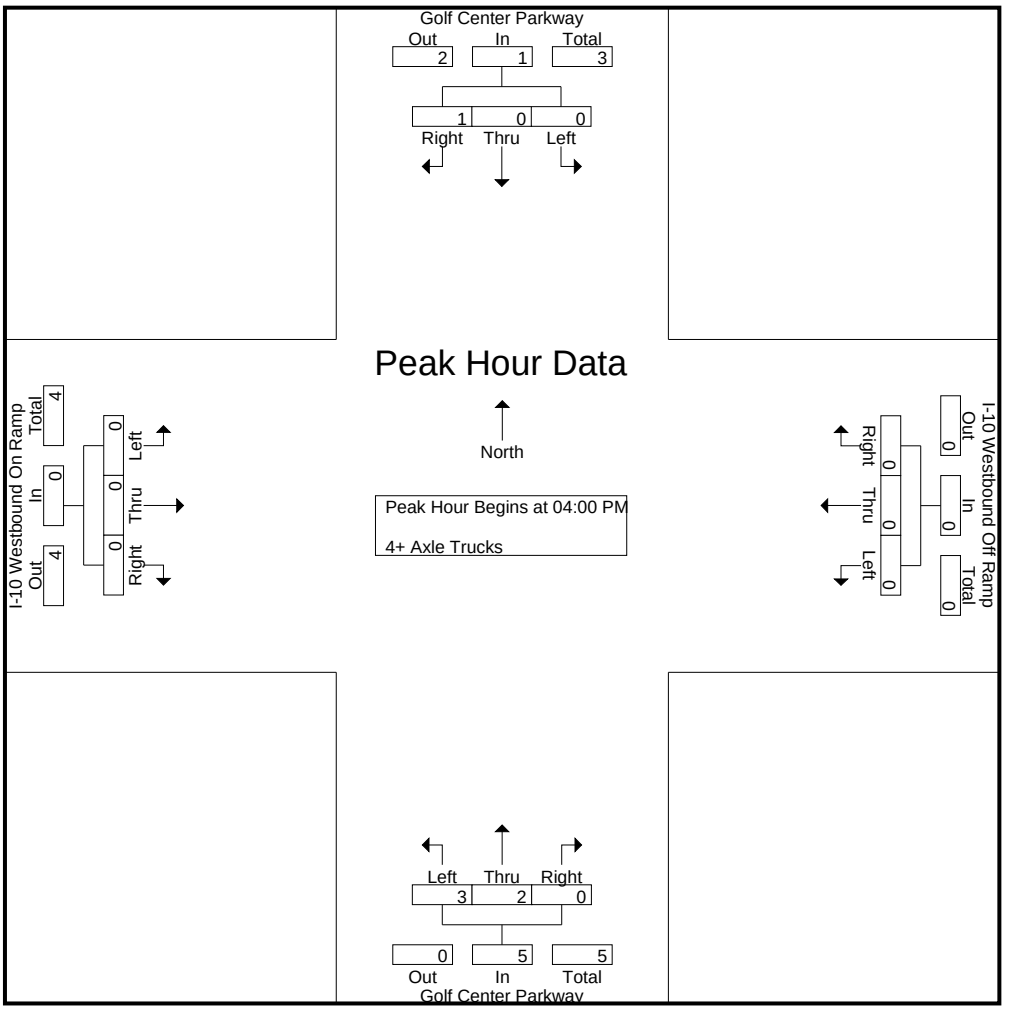

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	1	**1**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	3	2	0	5	0	0	0	0
% App. Total	0	0	100		0	0	0		60	40	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.750	.500	.000	.625	.000	.000	.000	.000

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	87	0	111	0	0	0	0	0	111	5	116	27	0	50	77	304
07:15 AM	39	83	0	122	0	0	0	0	0	112	13	125	30	0	57	87	334
07:30 AM	37	105	0	142	0	0	0	0	0	157	12	169	23	0	55	78	389
07:45 AM	34	105	0	139	0	0	0	0	0	154	10	164	52	0	67	119	422
Total	134	380	0	514	0	0	0	0	0	534	40	574	132	0	229	361	1449
08:00 AM	29	107	0	136	0	0	0	0	0	122	6	128	39	0	52	91	355
08:15 AM	14	87	0	101	0	0	0	0	0	121	7	128	34	0	46	80	309
08:30 AM	25	76	0	101	0	0	0	0	0	110	7	117	38	0	47	85	303
08:45 AM	19	77	0	96	0	0	0	0	0	107	9	116	35	0	48	83	295
Total	87	347	0	434	0	0	0	0	0	460	29	489	146	0	193	339	1262
Grand Total	221	727	0	948	0	0	0	0	0	994	69	1063	278	0	422	700	2711
Apprch %	23.3	76.7	0		0	0	0		0	93.5	6.5		39.7	0	60.3		
Total %	8.2	26.8	0	35	0	0	0	0	0	36.7	2.5	39.2	10.3	0	15.6	25.8	
Passenger Vehicles	214	707	0	921	0	0	0	0	0	950	66	1016	258	0	384	642	2579
% Passenger Vehicles	96.8	97.2	0	97.2	0	0	0	0	0	95.6	95.7	95.6	92.8	0	91	91.7	95.1
Large 2 Axle Vehicles	1	13	0	14	0	0	0	0	0	30	2	32	16	0	26	42	88
% Large 2 Axle Vehicles	0.5	1.8	0	1.5	0	0	0	0	0	3	2.9	3	5.8	0	6.2	6	3.2
3 Axle Vehicles	2	5	0	7	0	0	0	0	0	7	0	7	1	0	2	3	17
% 3 Axle Vehicles	0.9	0.7	0	0.7	0	0	0	0	0	0.7	0	0.7	0.4	0	0.5	0.4	0.6
4+ Axle Trucks	4	2	0	6	0	0	0	0	0	7	1	8	3	0	10	13	27
% 4+ Axle Trucks	1.8	0.3	0	0.6	0	0	0	0	0	0.7	1.4	0.8	1.1	0	2.4	1.9	1

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**39**	83	0	122	0	0	0	0	0	112	**13**	125	30	0	57	87	334
07:30 AM	37	105	0	**142**	0	0	0	0	0	**157**	12	**169**	23	0	55	78	389
07:45 AM	34	105	0	139	0	0	0	0	0	154	10	164	**52**	0	**67**	**119**	**422**
08:00 AM	29	**107**	0	136	0	0	0	0	0	122	6	128	39	0	52	91	355
Total Volume	139	400	0	539	0	0	0	0	0	545	41	586	144	0	231	375	1500
% App. Total	25.8	74.2	0		0	0	0		0	93	7		38.4	0	61.6		
PHF	.891	.935	.000	.949	.000	.000	.000	.000	.000	.868	.788	.867	.692	.000	.862	.788	.889

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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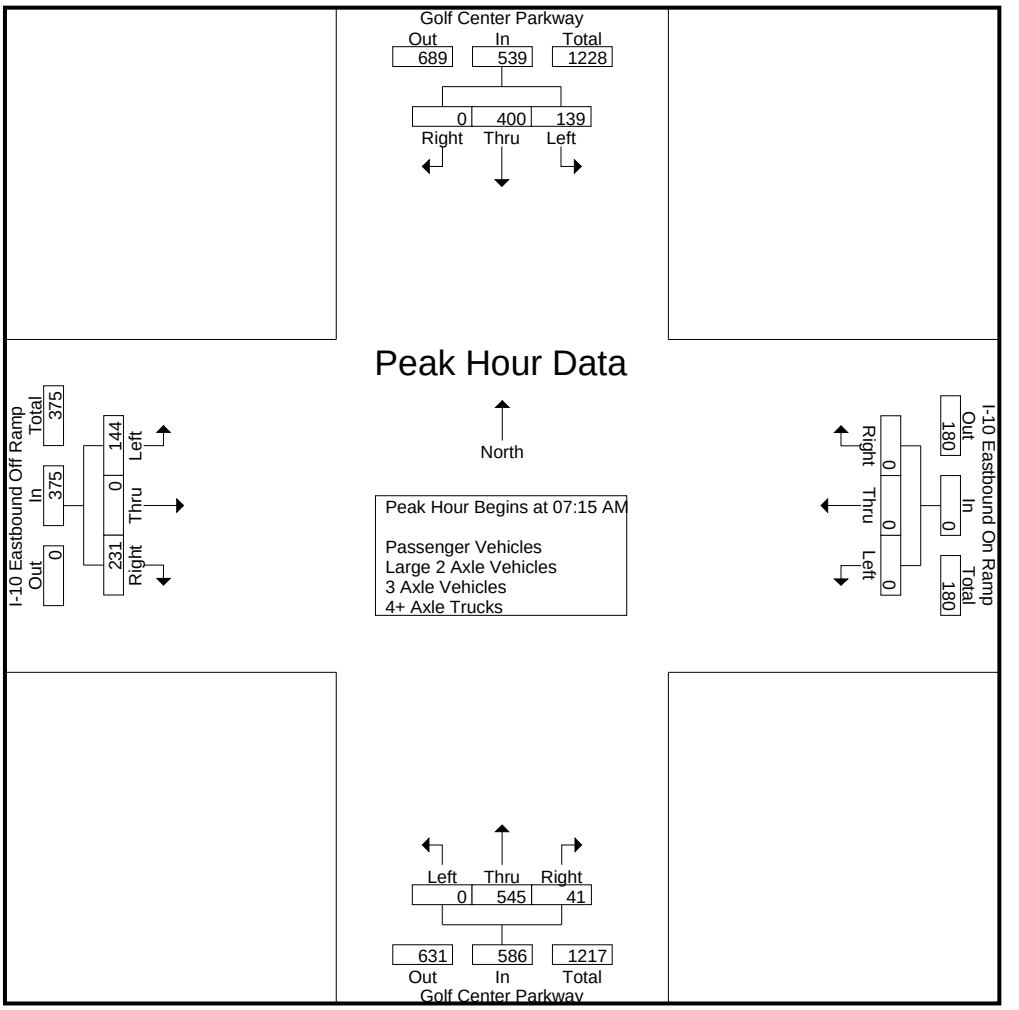

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	**39**	83	0	122	0	0	0	0	0	**157**	**12**	**169**	30	0	57	87
+15 mins.	37	105	0	**142**	0	0	0	0	0	154	10	164	23	0	55	78
+30 mins.	34	105	0	139	0	0	0	0	0	122	6	128	**52**	0	**67**	**119**
+45 mins.	29	**107**	0	136	0	0	0	0	0	121	7	128	39	0	52	91
Total Volume	139	400	0	539	0	0	0	0	0	554	35	589	144	0	231	375
% App. Total	25.8	74.2	0		0	0	0		0	94.1	5.9		38.4	0	61.6	
PHF	.891	.935	.000	.949	.000	.000	.000	.000	.000	.882	.729	.871	.692	.000	.862	.788

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	83	0	106	0	0	0	0	0	103	5	108	26	0	43	69	283
07:15 AM	39	81	0	120	0	0	0	0	0	105	11	116	27	0	54	81	317
07:30 AM	37	101	0	138	0	0	0	0	0	152	11	163	21	0	52	73	374
07:45 AM	31	104	0	135	0	0	0	0	0	142	10	152	49	0	65	114	401
Total	130	369	0	499	0	0	0	0	0	502	37	539	123	0	214	337	1375
08:00 AM	28	106	0	134	0	0	0	0	0	118	6	124	37	0	47	84	342
08:15 AM	13	84	0	97	0	0	0	0	0	119	7	126	32	0	36	68	291
08:30 AM	25	73	0	98	0	0	0	0	0	108	7	115	36	0	45	81	294
08:45 AM	18	75	0	93	0	0	0	0	0	103	9	112	30	0	42	72	277
Total	84	338	0	422	0	0	0	0	0	448	29	477	135	0	170	305	1204
Grand Total	214	707	0	921	0	0	0	0	0	950	66	1016	258	0	384	642	2579
Apprch %	23.2	76.8	0		0	0	0		0	93.5	6.5		40.2	0	59.8		
Total %	8.3	27.4	0	35.7	0	0	0	0	0	36.8	2.6	39.4	10	0	14.9	24.9	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**39**	81	0	120	0	0	0	0	0	105	**11**	116	27	0	54	81	317
07:30 AM	37	101	0	**138**	0	0	0	0	0	**152**	11	**163**	21	0	52	73	374
07:45 AM	31	104	0	135	0	0	0	0	0	142	10	152	**49**	0	**65**	**114**	**401**
08:00 AM	28	**106**	0	134	0	0	0	0	0	118	6	124	37	0	47	84	342
Total Volume	135	392	0	527	0	0	0	0	0	517	38	555	134	0	218	352	1434
% App. Total	25.6	74.4	0		0	0	0		0	93.2	6.8		38.1	0	61.9		
PHF	.865	.925	.000	.955	.000	.000	.000	.000	.000	.850	.864	.851	.684	.000	.838	.772	.894

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
Site Code : 05722739
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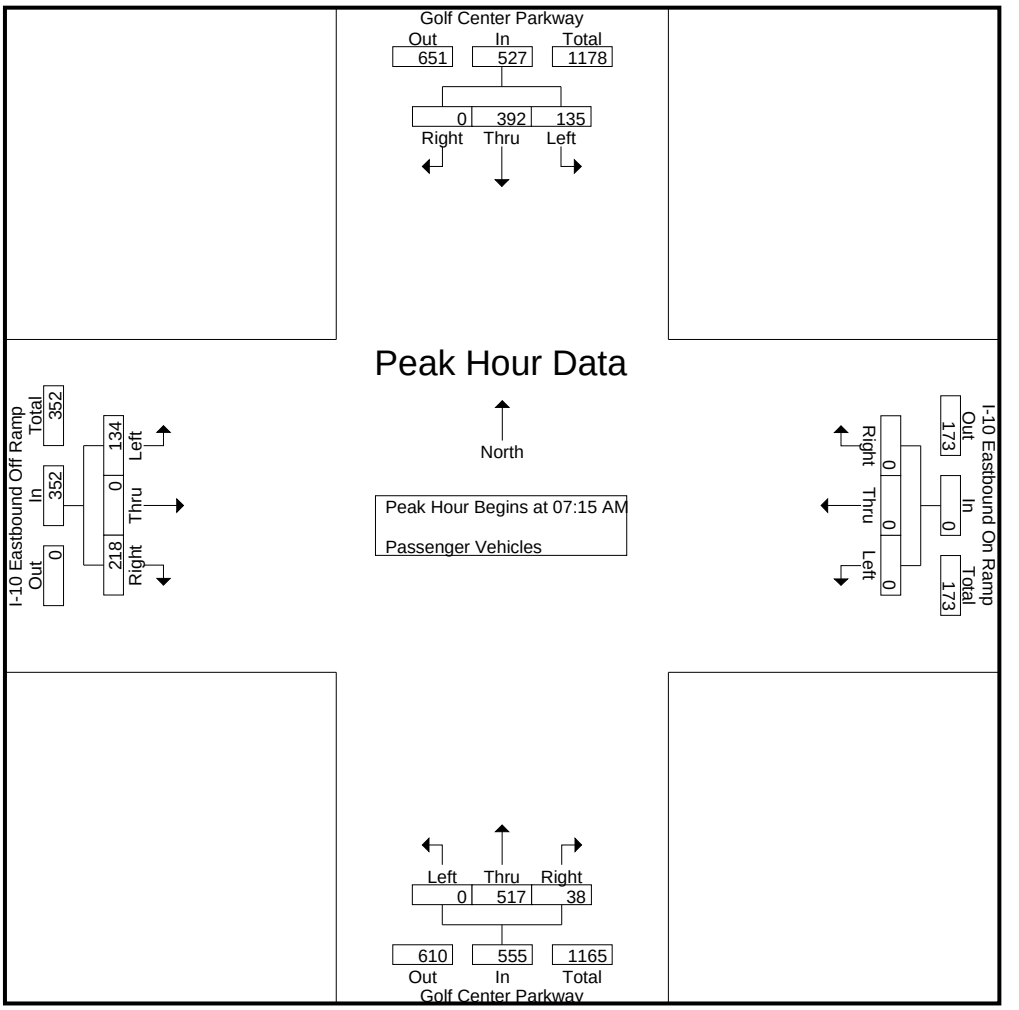

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**39**	81	0	120	0	0	0	0	0	105	**11**	116	27	0	54	81
+15 mins.	37	101	0	**138**	0	0	0	0	0	**152**	11	**163**	21	0	52	73
+30 mins.	31	104	0	135	0	0	0	0	0	142	10	152	**49**	0	**65**	**114**
+45 mins.	28	**106**	0	134	0	0	0	0	0	118	6	124	37	0	47	84
Total Volume	135	392	0	527	0	0	0	0	0	517	38	555	134	0	218	352
% App. Total	25.6	74.4	0		0	0	0		0	93.2	6.8		38.1	0	61.9	
PHF	.865	.925	.000	.955	.000	.000	.000	.000	.000	.850	.864	.851	.684	.000	.838	.772

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	7	0	7	1	0	4	5	14
07:15 AM	0	2	0	2	0	0	0	0	0	5	2	7	2	0	3	5	14
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	1	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	8	0	8	3	0	1	4	13
Total	1	6	0	7	0	0	0	0	0	23	2	25	8	0	9	17	49
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	4	5	9
08:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	1	0	6	7	12
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	5	0	6	11	14
Total	0	7	0	7	0	0	0	0	0	7	0	7	8	0	17	25	39
Grand Total	1	13	0	14	0	0	0	0	0	30	2	32	16	0	26	42	88
Apprch %	7.1	92.9	0		0	0	0		0	93.8	6.2		38.1	0	61.9		
Total %	1.1	14.8	0	15.9	0	0	0	0	0	34.1	2.3	36.4	18.2	0	29.5	47.7	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	5	**2**	7	2	0	3	**5**	**14**
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	1	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	**8**	0	**8**	**3**	0	1	4	13
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	**4**	5	9
Total Volume	0	6	0	6	0	0	0	0	0	19	2	21	8	0	9	17	44
% App. Total	0	100	0		0	0	0		0	90.5	9.5		47.1	0	52.9		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.594	.250	.656	.667	.000	.563	.850	.786

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City of Indio
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E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
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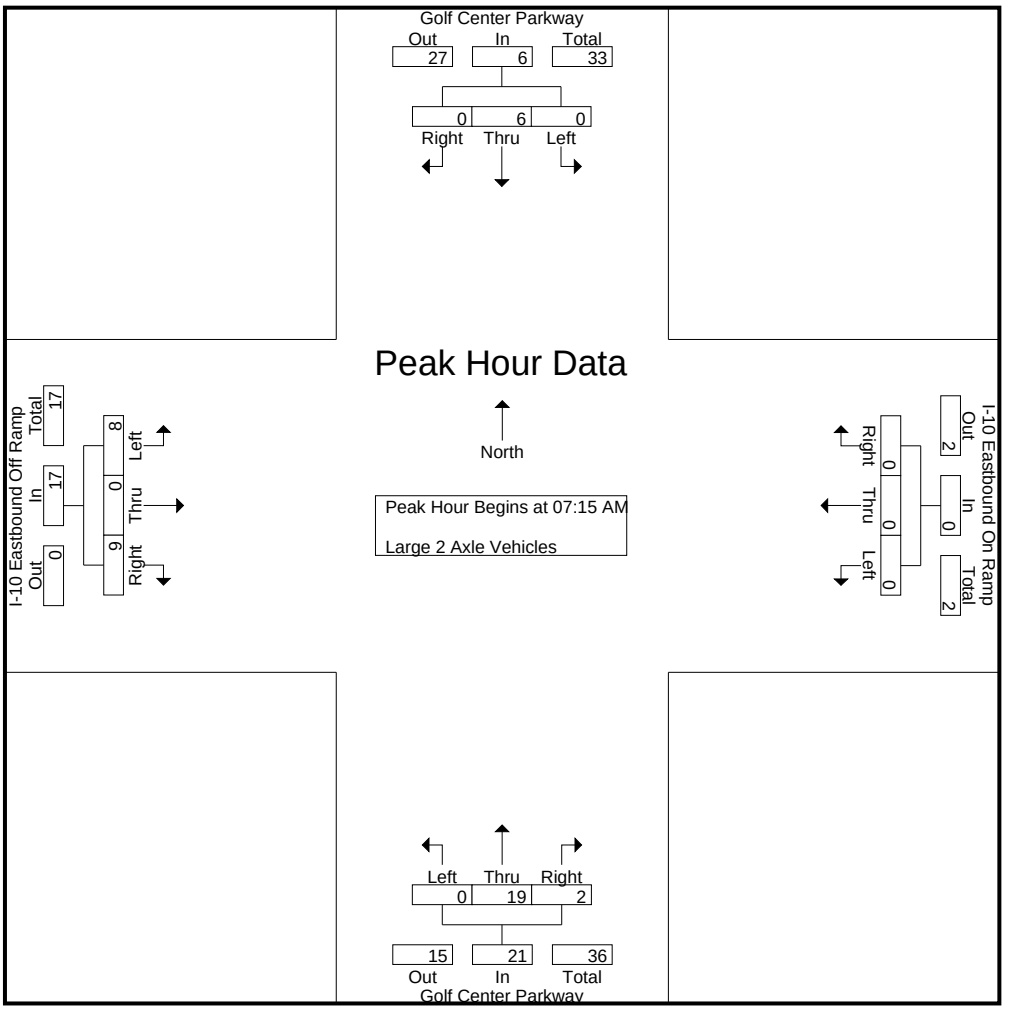

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	5	**2**	7	2	0	3	**5**
+15 mins.	0	2	0	2	0	0	0	0	0	3	0	3	2	0	1	3
+30 mins.	0	1	0	1	0	0	0	0	0	**8**	0	**8**	**3**	0	1	4
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	1	0	**4**	5
Total Volume	0	6	0	6	0	0	0	0	0	19	2	21	8	0	9	17
% App. Total	0	100	0		0	0	0		0	90.5	9.5		47.1	0	52.9	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.594	.250	.656	.667	.000	.563	.850

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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E AM
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
07:45 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	1	4	0	5	0	0	0	0	0	5	0	5	0	0	1	1	11
08:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
Grand Total	2	5	0	7	0	0	0	0	0	7	0	7	1	0	2	3	17
Apprch %	28.6	71.4	0		0	0	0		0	100	0		33.3	0	66.7		
Total %	11.8	29.4	0	41.2	0	0	0	0	0	41.2	0	41.2	5.9	0	11.8	17.6	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	**1**	**1**	3
07:45 AM	**1**	0	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
08:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total Volume	2	1	0	3	0	0	0	0	0	6	0	6	0	0	2	2	11
% App. Total	66.7	33.3	0		0	0	0		0	100	0		0	0	100		
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.688

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City of Indio
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Weather: Clear

File Name : 14_IND_Golf_10E AM
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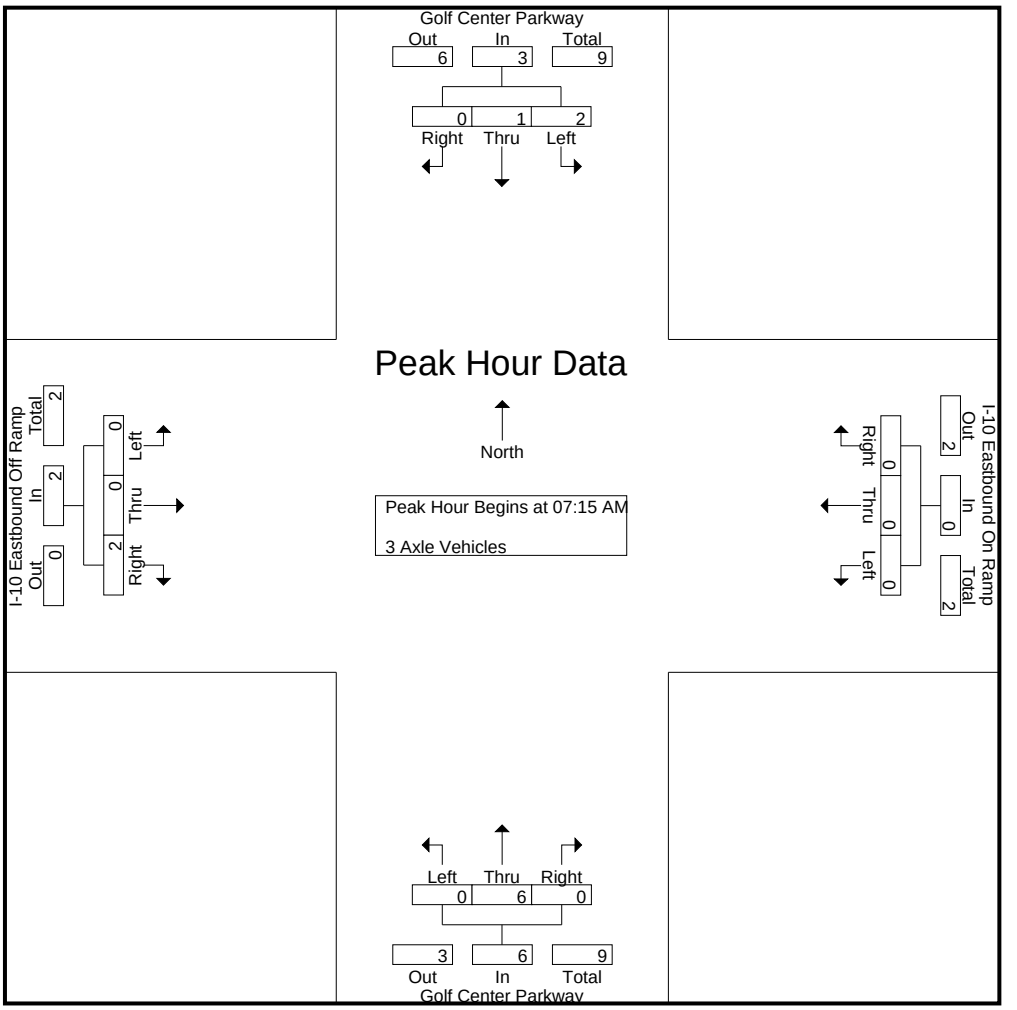

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+30 mins.	**1**	0	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	2	1	0	3	0	0	0	0	0	6	0	6	0	0	2	2
% App. Total	66.7	33.3	0		0	0	0		0	100	0		0	0	100	
PHF	.500	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	3	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	1	1	4
07:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Total	2	1	0	3	0	0	0	0	0	4	1	5	1	0	5	6	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4	5	6
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
08:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	2	1	0	3	0	0	0	0	0	3	0	3	2	0	5	7	13
Grand Total	4	2	0	6	0	0	0	0	0	7	1	8	3	0	10	13	27
Apprch %	66.7	33.3	0		0	0	0		0	87.5	12.5		23.1	0	76.9		
Total %	14.8	7.4	0	22.2	0	0	0	0	0	25.9	3.7	29.6	11.1	0	37	48.1	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	**1**	0	0	**1**	2
07:30 AM	0	**1**	0	1	0	0	0	0	0	1	**1**	**2**	0	0	**1**	1	**4**
07:45 AM	**2**	0	0	**2**	0	0	0	0	0	1	0	1	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	2	1	0	3	0	0	0	0	0	3	1	4	2	0	2	4	11
% App. Total	66.7	33.3	0		0	0	0		0	75	25		50	0	50		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.250	.500	.500	.000	.500	1.00	.688

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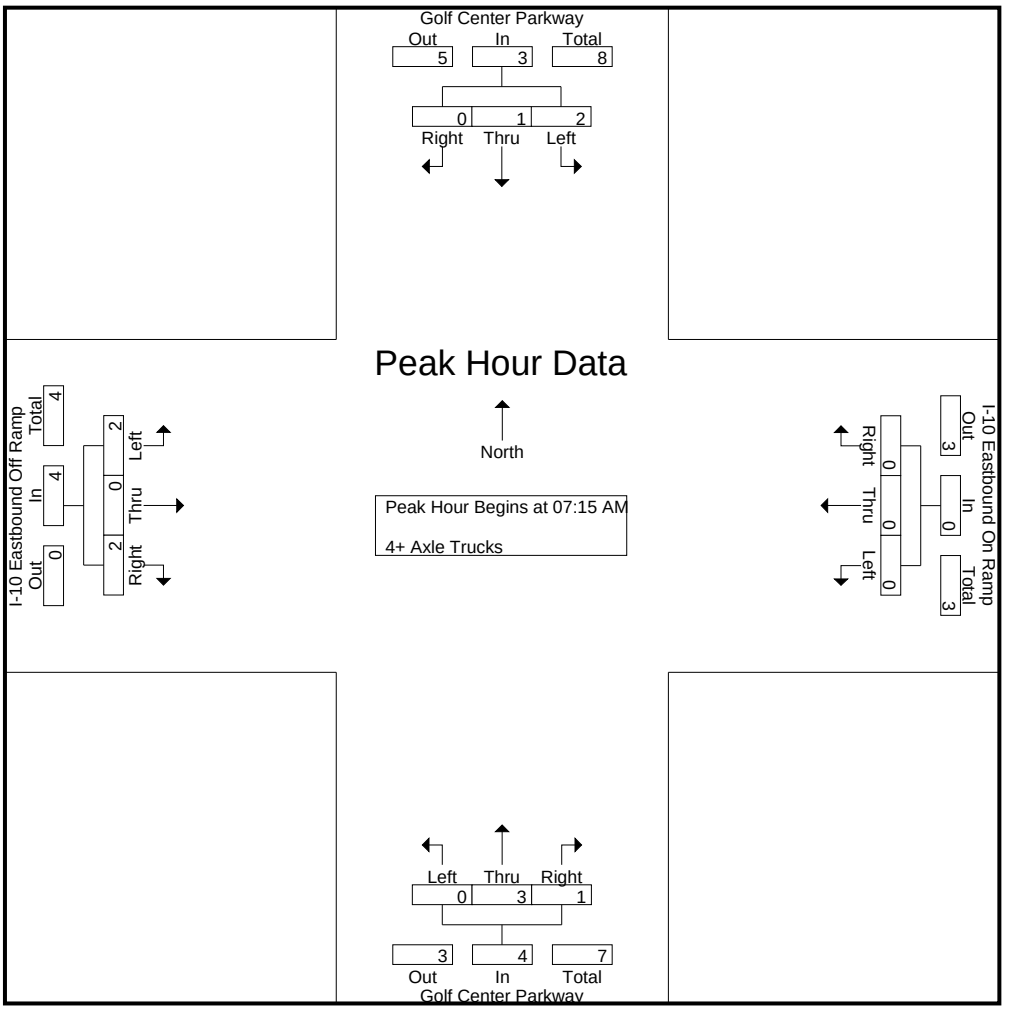

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	**1**	0	0	**1**
+15 mins.	0	**1**	0	1	0	0	0	0	0	1	**1**	**2**	0	0	**1**	1
+30 mins.	**2**	0	0	**2**	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	2	1	0	3	0	0	0	0	0	3	1	4	2	0	2	4
% App. Total	66.7	33.3	0		0	0	0		0	75	25		50	0	50	
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.750	.250	.500	.500	.000	.500	1.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	114	0	151	0	0	0	0	0	165	20	185	61	1	60	122	458
04:15 PM	26	107	0	133	0	0	0	0	0	145	16	161	72	0	71	143	437
04:30 PM	22	89	0	111	0	0	0	0	0	154	14	168	61	0	64	125	404
04:45 PM	27	77	0	104	0	0	0	0	0	141	14	155	70	0	56	126	385
Total	112	387	0	499	0	0	0	0	0	605	64	669	264	1	251	516	1684
05:00 PM	34	72	0	106	0	0	0	0	0	150	18	168	62	0	43	105	379
05:15 PM	27	79	0	106	0	0	0	0	0	140	19	159	56	0	60	116	381
05:30 PM	29	89	0	118	0	0	0	0	0	139	13	152	73	0	54	127	397
05:45 PM	37	76	0	113	0	0	0	0	0	124	16	140	69	1	50	120	373
Total	127	316	0	443	0	0	0	0	0	553	66	619	260	1	207	468	1530
Grand Total	239	703	0	942	0	0	0	0	0	1158	130	1288	524	2	458	984	3214
Apprch %	25.4	74.6	0		0	0	0		0	89.9	10.1		53.3	0.2	46.5		
Total %	7.4	21.9	0	29.3	0	0	0	0	0	36	4	40.1	16.3	0.1	14.3	30.6	
Passenger Vehicles	231	694	0	925	0	0	0	0	0	1133	129	1262	518	2	443	963	3150
% Passenger Vehicles	96.7	98.7	0	98.2	0	0	0	0	0	97.8	99.2	98	98.9	100	96.7	97.9	98
Large 2 Axle Vehicles	1	7	0	8	0	0	0	0	0	16	0	16	1	0	10	11	35
% Large 2 Axle Vehicles	0.4	1	0	0.8	0	0	0	0	0	1.4	0	1.2	0.2	0	2.2	1.1	1.1
3 Axle Vehicles	1	2	0	3	0	0	0	0	0	4	0	4	1	0	1	2	9
% 3 Axle Vehicles	0.4	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0.2	0	0.2	0.2	0.3
4+ Axle Trucks	6	0	0	6	0	0	0	0	0	5	1	6	4	0	4	8	20
% 4+ Axle Trucks	2.5	0	0	0.6	0	0	0	0	0	0.4	0.8	0.5	0.8	0	0.9	0.8	0.6

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**37**	**114**	0	**151**	0	0	0	0	0	**165**	**20**	**185**	61	**1**	60	122	**458**
04:15 PM	26	107	0	133	0	0	0	0	0	145	16	161	**72**	0	**71**	**143**	437
04:30 PM	22	89	0	111	0	0	0	0	0	154	14	168	61	0	64	125	404
04:45 PM	27	77	0	104	0	0	0	0	0	141	14	155	70	0	56	126	385
Total Volume	112	387	0	499	0	0	0	0	0	605	64	669	264	1	251	516	1684
% App. Total	22.4	77.6	0		0	0	0		0	90.4	9.6		51.2	0.2	48.6		
PHF	.757	.849	.000	.826	.000	.000	.000	.000	.000	.917	.800	.904	.917	.250	.884	.902	.919

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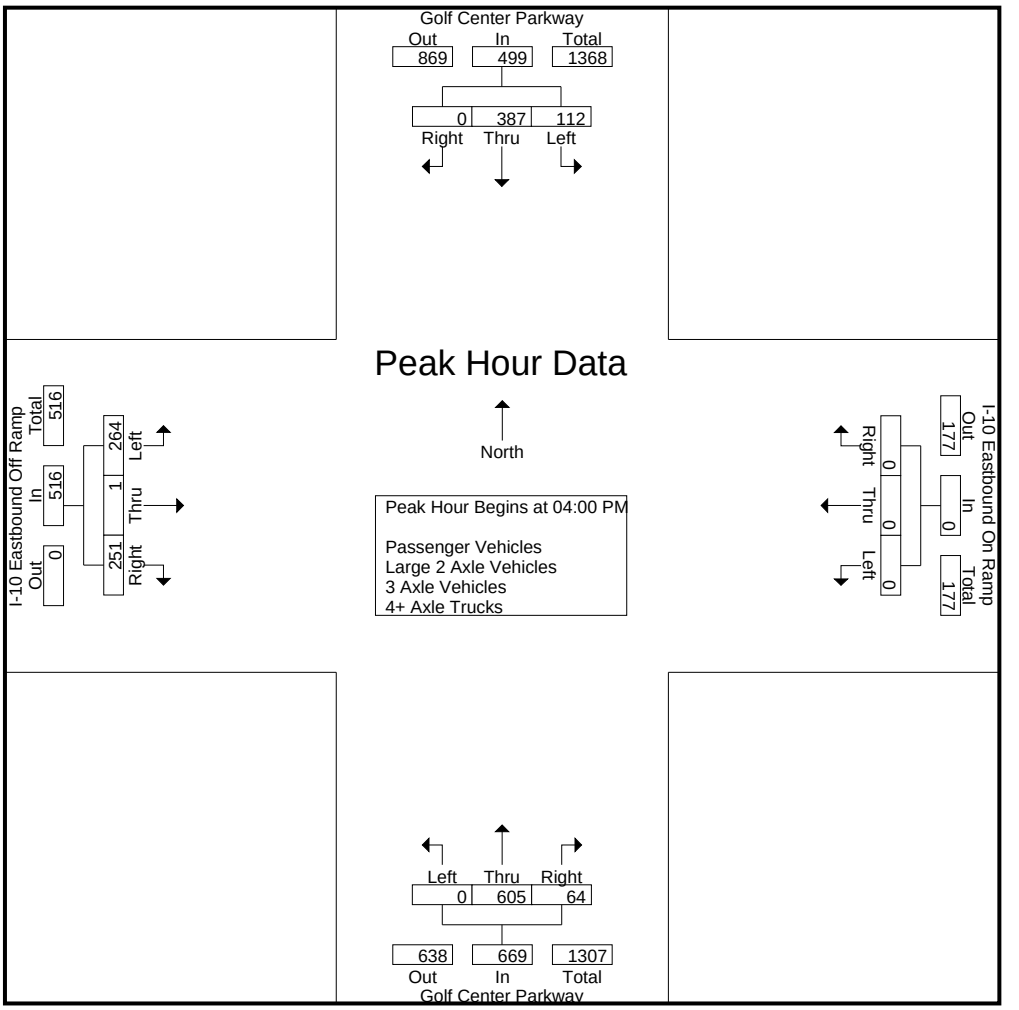

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**37**	**114**	0	**151**	0	0	0	0	0	**165**	**20**	**185**	61	**1**	60	122
+15 mins.	26	107	0	133	0	0	0	0	0	145	16	161	**72**	0	**71**	**143**
+30 mins.	22	89	0	111	0	0	0	0	0	154	14	168	61	0	64	125
+45 mins.	27	77	0	104	0	0	0	0	0	141	14	155	70	0	56	126
Total Volume	112	387	0	499	0	0	0	0	0	605	64	669	264	1	251	516
% App. Total	22.4	77.6	0		0	0	0		0	90.4	9.6		51.2	0.2	48.6	
PHF	.757	.849	.000	.826	.000	.000	.000	.000	.000	.917	.800	.904	.917	.250	.884	.902

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	111	0	146	0	0	0	0	0	159	20	179	61	1	57	119	444
04:15 PM	23	104	0	127	0	0	0	0	0	144	16	160	71	0	65	136	423
04:30 PM	21	88	0	109	0	0	0	0	0	151	13	164	59	0	61	120	393
04:45 PM	27	76	0	103	0	0	0	0	0	138	14	152	70	0	54	124	379
Total	106	379	0	485	0	0	0	0	0	592	63	655	261	1	237	499	1639
05:00 PM	34	72	0	106	0	0	0	0	0	144	18	162	62	0	43	105	373
05:15 PM	26	79	0	105	0	0	0	0	0	136	19	155	56	0	60	116	376
05:30 PM	28	89	0	117	0	0	0	0	0	138	13	151	71	0	54	125	393
05:45 PM	37	75	0	112	0	0	0	0	0	123	16	139	68	1	49	118	369
Total	125	315	0	440	0	0	0	0	0	541	66	607	257	1	206	464	1511
Grand Total	231	694	0	925	0	0	0	0	0	1133	129	1262	518	2	443	963	3150
Apprch %	25	75	0		0	0	0		0	89.8	10.2		53.8	0.2	46		
Total %	7.3	22	0	29.4	0	0	0	0	0	36	4.1	40.1	16.4	0.1	14.1	30.6	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**35**	**111**	0	**146**	0	0	0	0	0	**159**	**20**	**179**	61	**1**	57	119	**444**
04:15 PM	23	104	0	127	0	0	0	0	0	144	16	160	**71**	0	**65**	**136**	423
04:30 PM	21	88	0	109	0	0	0	0	0	151	13	164	59	0	61	120	393
04:45 PM	27	76	0	103	0	0	0	0	0	138	14	152	70	0	54	124	379
Total Volume	106	379	0	485	0	0	0	0	0	592	63	655	261	1	237	499	1639
% App. Total	21.9	78.1	0		0	0	0		0	90.4	9.6		52.3	0.2	47.5		
PHF	.757	.854	.000	.830	.000	.000	.000	.000	.000	.931	.788	.915	.919	.250	.912	.917	.923

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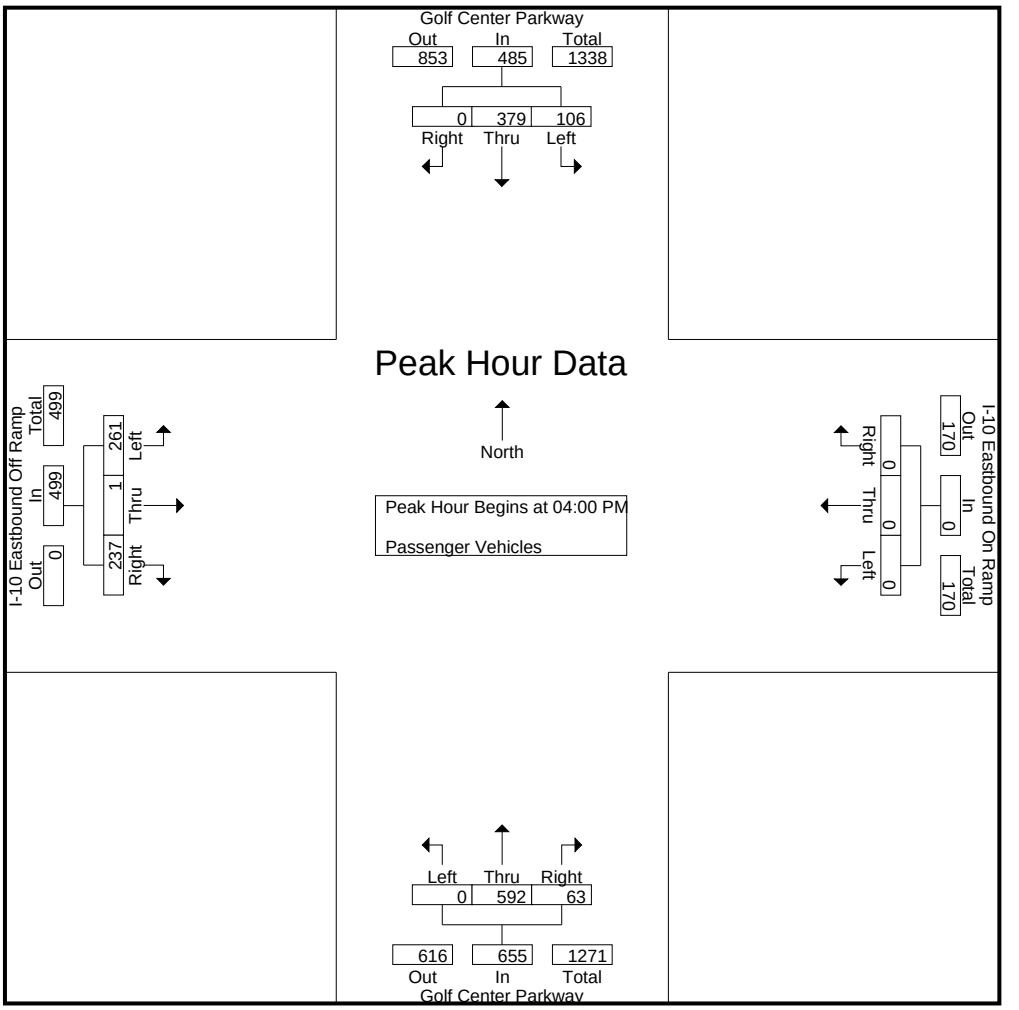

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**35**	**111**	0	**146**	0	0	0	0	0	**159**	**20**	**179**	61	**1**	57	119
+15 mins.	23	104	0	127	0	0	0	0	0	144	16	160	**71**	0	**65**	**136**
+30 mins.	21	88	0	109	0	0	0	0	0	151	13	164	59	0	61	120
+45 mins.	27	76	0	103	0	0	0	0	0	138	14	152	70	0	54	124
Total Volume	106	379	0	485	0	0	0	0	0	592	63	655	261	1	237	499
% App. Total	21.9	78.1	0		0	0	0		0	90.4	9.6		52.3	0.2	47.5	
PHF	.757	.854	.000	.830	.000	.000	.000	.000	.000	.931	.788	.915	.919	.250	.912	.917

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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	2	2	8
04:15 PM	1	3	0	4	0	0	0	0	0	0	0	0	0	0	4	4	8
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
Total	1	6	0	7	0	0	0	0	0	8	0	8	0	0	10	10	25
05:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	0	0	0	0	0	8	0	8	1	0	0	1	10
Grand Total	1	7	0	8	0	0	0	0	0	16	0	16	1	0	10	11	35
Apprch %	12.5	87.5	0		0	0	0		0	100	0		9.1	0	90.9		
Total %	2.9	20	0	22.9	0	0	0	0	0	45.7	0	45.7	2.9	0	28.6	31.4	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	3	0	0	0	0	0	**3**	0	**3**	0	0	2	2	**8**
04:15 PM	**1**	3	0	**4**	0	0	0	0	0	0	0	0	0	0	**4**	**4**	8
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
Total Volume	1	6	0	7	0	0	0	0	0	8	0	8	0	0	10	10	25
% App. Total	14.3	85.7	0		0	0	0		0	100	0		0	0	100		
PHF	.250	.500	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.625	.625	.781

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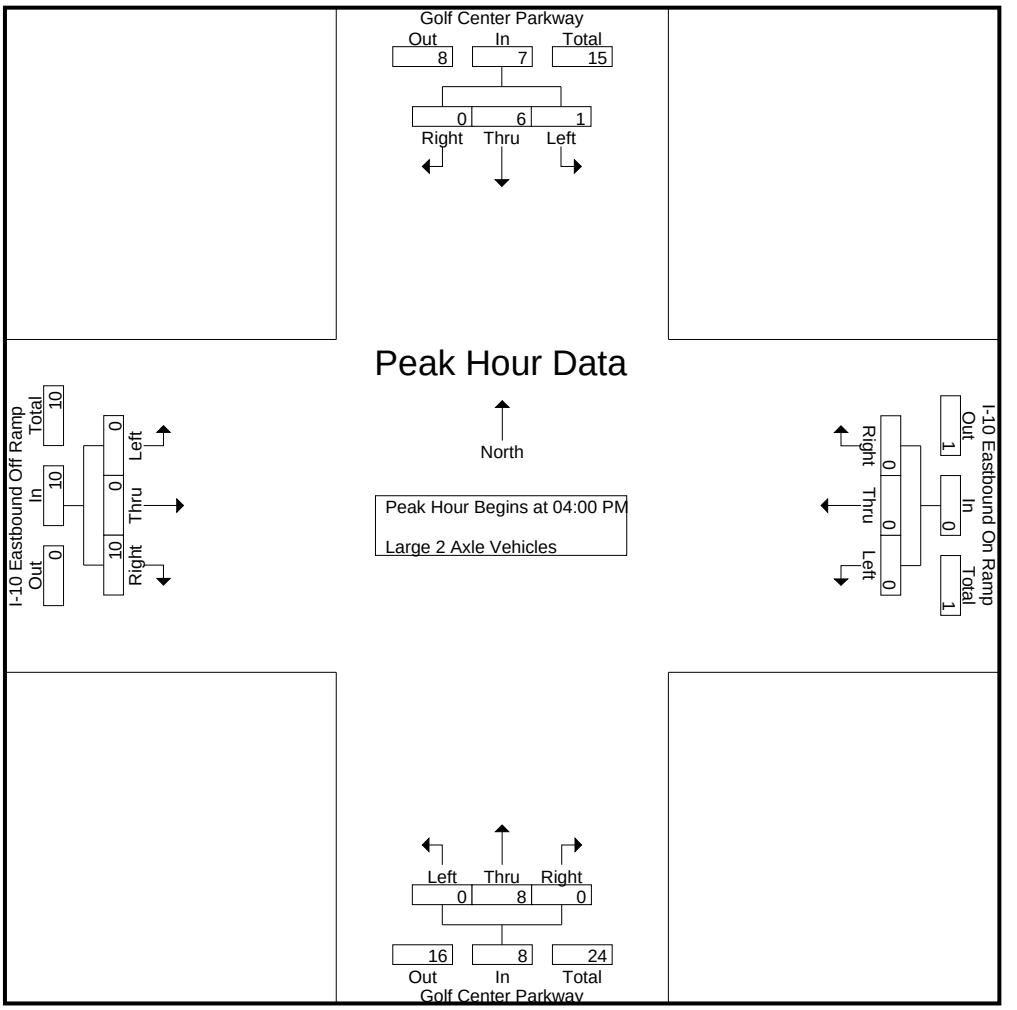

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**3**	0	3	0	0	0	0	0	**3**	0	**3**	0	0	2	2
+15 mins.	**1**	3	0	**4**	0	0	0	0	0	0	0	0	0	0	**4**	**4**
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1
Total Volume	1	6	0	7	0	0	0	0	0	8	0	8	0	0	10	10
% App. Total	14.3	85.7	0		0	0	0		0	100	0		0	0	100	
PHF	.250	.500	.000	.438	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.625	.625

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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Grand Total	1	2	0	3	0	0	0	0	0	4	0	4	1	0	1	2	9
Apprch %	33.3	66.7	0		0	0	0		0	100	0		50	0	50		
Total %	11.1	22.2	0	33.3	0	0	0	0	0	44.4	0	44.4	11.1	0	11.1	22.2	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	1	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.625

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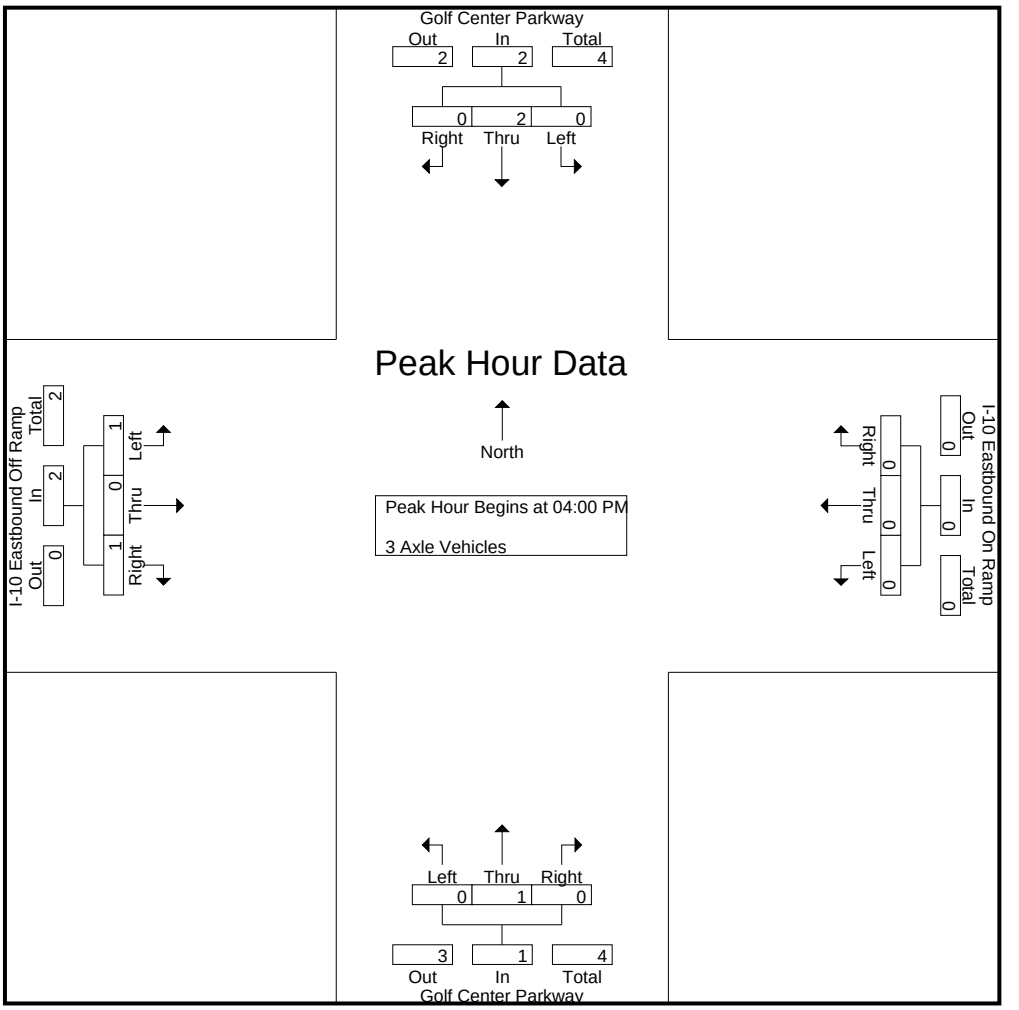

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500

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PO Box 1178
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City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	3	0	3	0	0	1	1	6
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
04:30 PM	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	5	0	0	5	0	0	0	0	0	4	1	5	2	0	3	5	15
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	1	0	0	1	0	0	0	0	0	1	0	1	2	0	1	3	5
Grand Total	6	0	0	6	0	0	0	0	0	5	1	6	4	0	4	8	20
Apprch %	100	0	0		0	0	0		0	83.3	16.7		50	0	50		
Total %	30	0	0	30	0	0	0	0	0	25	5	30	20	0	20	40	

	Golf Center Parkway Southbound				I-10 Eastbound On Ramp Westbound				Golf Center Parkway Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	**1**	1	**6**
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	**1**	0	1	**2**	4
04:30 PM	1	0	0	1	0	0	0	0	0	1	**1**	2	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	5	0	0	5	0	0	0	0	0	4	1	5	2	0	3	5	15
% App. Total	100	0	0		0	0	0		0	80	20		40	0	60		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.333	.250	.417	.500	.000	.750	.625	.625

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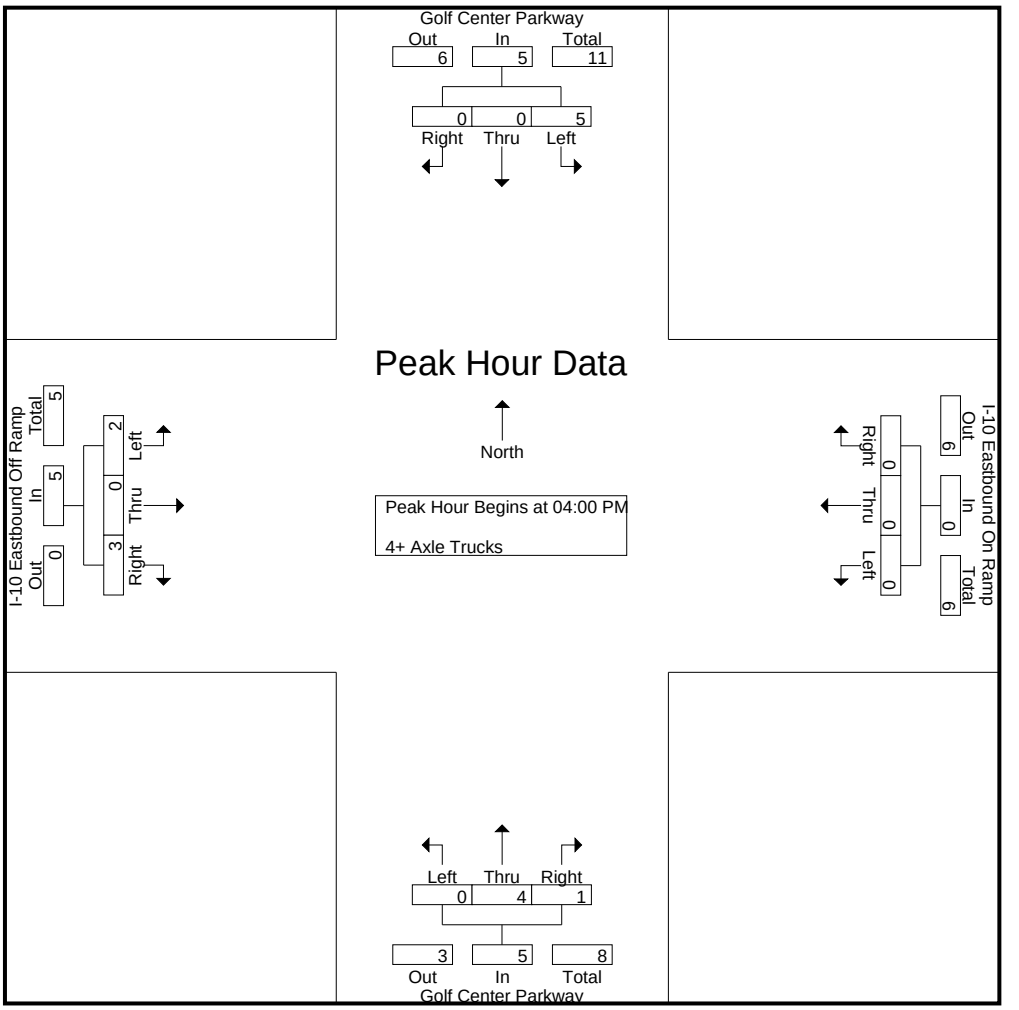
City of Indio
N/S: Golf Center Parkway
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 14_IND_Golf_10E PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	**3**	0	**3**	0	0	**1**	1
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	**1**	0	1	**2**
+30 mins.	1	0	0	1	0	0	0	0	0	1	**1**	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	5	0	0	5	0	0	0	0	0	4	1	5	2	0	3	5
% App. Total	100	0	0		0	0	0		0	80	20		40	0	60	
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.333	.250	.417	.500	.000	.750	.625

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	87	11	108	14	9	12	35	27	86	20	133	5	8	15	28	304
07:15 AM	8	107	15	130	8	6	11	25	18	94	22	134	9	9	13	31	320
07:30 AM	16	132	15	163	19	8	7	34	24	117	28	169	10	7	19	36	402
07:45 AM	7	128	20	155	15	13	15	43	35	115	30	180	10	9	19	38	416
Total	41	454	61	556	56	36	45	137	104	412	100	616	34	33	66	133	1442
08:00 AM	12	100	13	125	19	8	7	34	25	108	22	155	7	4	16	27	341
08:15 AM	7	101	15	123	12	8	9	29	21	94	21	136	12	4	14	30	318
08:30 AM	11	97	15	123	9	13	9	31	25	85	14	124	18	10	12	40	318
08:45 AM	20	79	11	110	17	13	7	37	16	90	18	124	9	7	12	28	299
Total	50	377	54	481	57	42	32	131	87	377	75	539	46	25	54	125	1276
Grand Total	91	831	115	1037	113	78	77	268	191	789	175	1155	80	58	120	258	2718
Apprch %	8.8	80.1	11.1		42.2	29.1	28.7		16.5	68.3	15.2		31	22.5	46.5		
Total %	3.3	30.6	4.2	38.2	4.2	2.9	2.8	9.9	7	29	6.4	42.5	2.9	2.1	4.4	9.5	
Passenger Vehicles	88	807	111	1006	104	71	74	249	182	758	159	1099	71	57	107	235	2589
% Passenger Vehicles	96.7	97.1	96.5	97	92	91	96.1	92.9	95.3	96.1	90.9	95.2	88.8	98.3	89.2	91.1	95.3
Large 2 Axle Vehicles	1	14	3	18	6	5	2	13	6	16	14	36	7	1	10	18	85
% Large 2 Axle Vehicles	1.1	1.7	2.6	1.7	5.3	6.4	2.6	4.9	3.1	2	8	3.1	8.8	1.7	8.3	7	3.1
3 Axle Vehicles	1	6	1	8	0	0	1	1	2	7	1	10	2	0	2	4	23
% 3 Axle Vehicles	1.1	0.7	0.9	0.8	0	0	1.3	0.4	1	0.9	0.6	0.9	2.5	0	1.7	1.6	0.8
4+ Axle Trucks	1	4	0	5	3	2	0	5	1	8	1	10	0	0	1	1	21
% 4+ Axle Trucks	1.1	0.5	0	0.5	2.7	2.6	0	1.9	0.5	1	0.6	0.9	0	0	0.8	0.4	0.8

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	107	15	130	8	6	11	25	18	94	22	134	9	**9**	13	31	320
07:30 AM	**16**	**132**	15	**163**	**19**	8	7	34	24	**117**	28	169	**10**	7	**19**	36	402
07:45 AM	7	128	**20**	155	15	**13**	**15**	**43**	**35**	115	**30**	**180**	10	9	19	**38**	**416**
08:00 AM	12	100	13	125	19	8	7	34	25	108	22	155	7	4	16	27	341
Total Volume	43	467	63	573	61	35	40	136	102	434	102	638	36	29	67	132	1479
% App. Total	7.5	81.5	11		44.9	25.7	29.4		16	68	16		27.3	22	50.8		
PHF	.672	.884	.788	.879	.803	.673	.667	.791	.729	.927	.850	.886	.900	.806	.882	.868	.889

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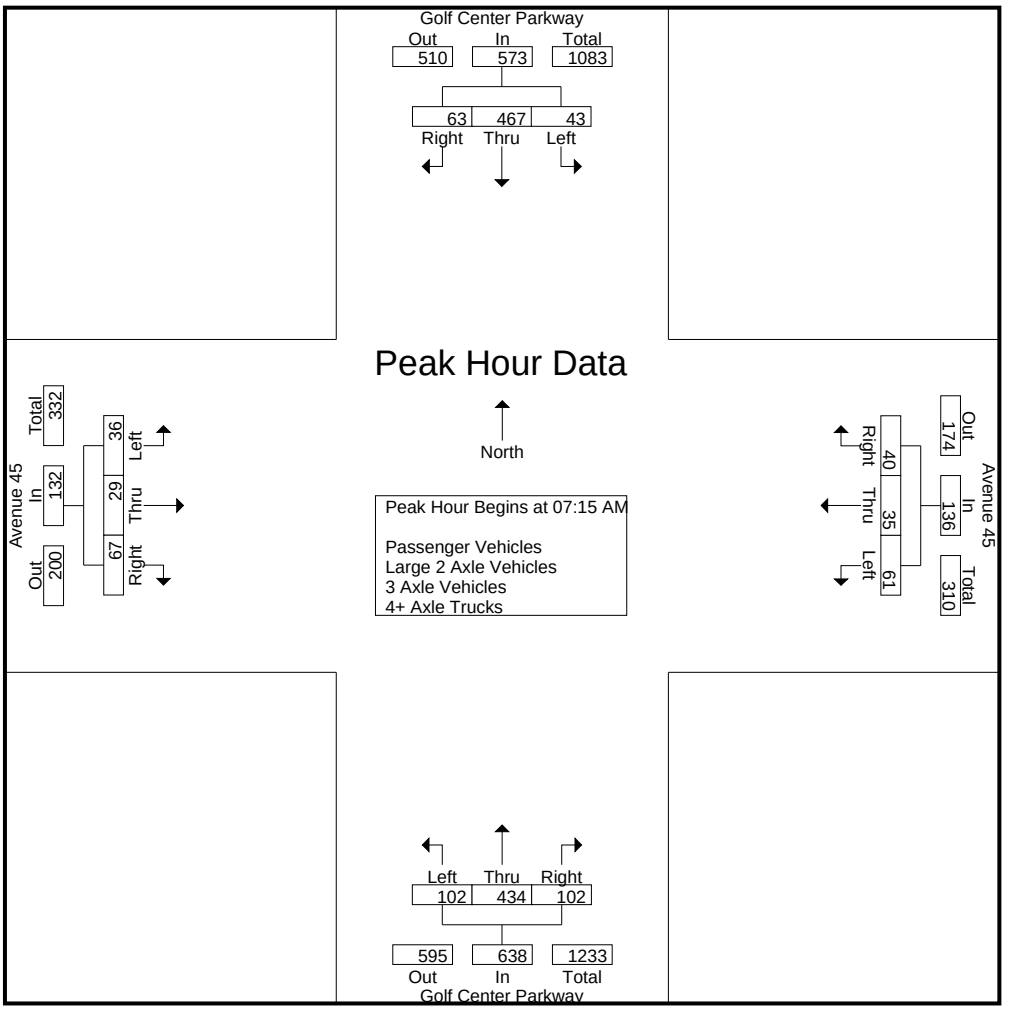
City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	8	107	15	130	**19**	8	7	34	24	**117**	28	169	10	9	**19**	38
+15 mins.	**16**	**132**	15	**163**	15	**13**	**15**	**43**	**35**	115	**30**	**180**	7	4	16	27
+30 mins.	7	128	**20**	155	19	8	7	34	25	108	22	155	12	4	14	30
+45 mins.	12	100	13	125	12	8	9	29	21	94	21	136	**18**	**10**	12	**40**
Total Volume	43	467	63	573	65	37	38	140	105	434	101	640	47	27	61	135
% App. Total	7.5	81.5	11		46.4	26.4	27.1		16.4	67.8	15.8		34.8	20	45.2	
PHF	.672	.884	.788	.879	.855	.712	.633	.814	.750	.927	.842	.889	.653	.675	.803	.844

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	84	10	103	10	8	10	28	27	78	16	121	4	8	14	26	278
07:15 AM	8	104	14	126	5	6	11	22	18	91	21	130	9	9	11	29	307
07:30 AM	16	128	15	159	19	7	7	33	23	112	28	163	9	7	17	33	388
07:45 AM	7	123	19	149	15	11	15	41	33	114	29	176	9	9	16	34	400
Total	40	439	58	537	49	32	43	124	101	395	94	590	31	33	58	122	1373
08:00 AM	12	97	13	122	19	8	7	34	23	106	21	150	4	4	13	21	327
08:15 AM	6	101	15	122	12	7	9	28	19	86	18	123	11	4	12	27	300
08:30 AM	11	93	14	118	9	11	9	29	23	83	13	119	16	9	12	37	303
08:45 AM	19	77	11	107	15	13	6	34	16	88	13	117	9	7	12	28	286
Total	48	368	53	469	55	39	31	125	81	363	65	509	40	24	49	113	1216
Grand Total	88	807	111	1006	104	71	74	249	182	758	159	1099	71	57	107	235	2589
Apprch %	8.7	80.2	11		41.8	28.5	29.7		16.6	69	14.5		30.2	24.3	45.5		
Total %	3.4	31.2	4.3	38.9	4	2.7	2.9	9.6	7	29.3	6.1	42.4	2.7	2.2	4.1	9.1	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	104	14	126	5	6	11	22	18	91	21	130	**9**	**9**	11	29	307
07:30 AM	**16**	**128**	15	**159**	**19**	7	7	33	23	112	28	163	9	7	**17**	33	388
07:45 AM	7	123	**19**	149	15	**11**	**15**	**41**	**33**	**114**	**29**	**176**	9	9	16	**34**	**400**
08:00 AM	12	97	13	122	19	8	7	34	23	106	21	150	4	4	13	21	327
Total Volume	43	452	61	556	58	32	40	130	97	423	99	619	31	29	57	117	1422
% App. Total	7.7	81.3	11		44.6	24.6	30.8		15.7	68.3	16		26.5	24.8	48.7		
PHF	.672	.883	.803	.874	.763	.727	.667	.793	.735	.928	.853	.879	.861	.806	.838	.860	.889

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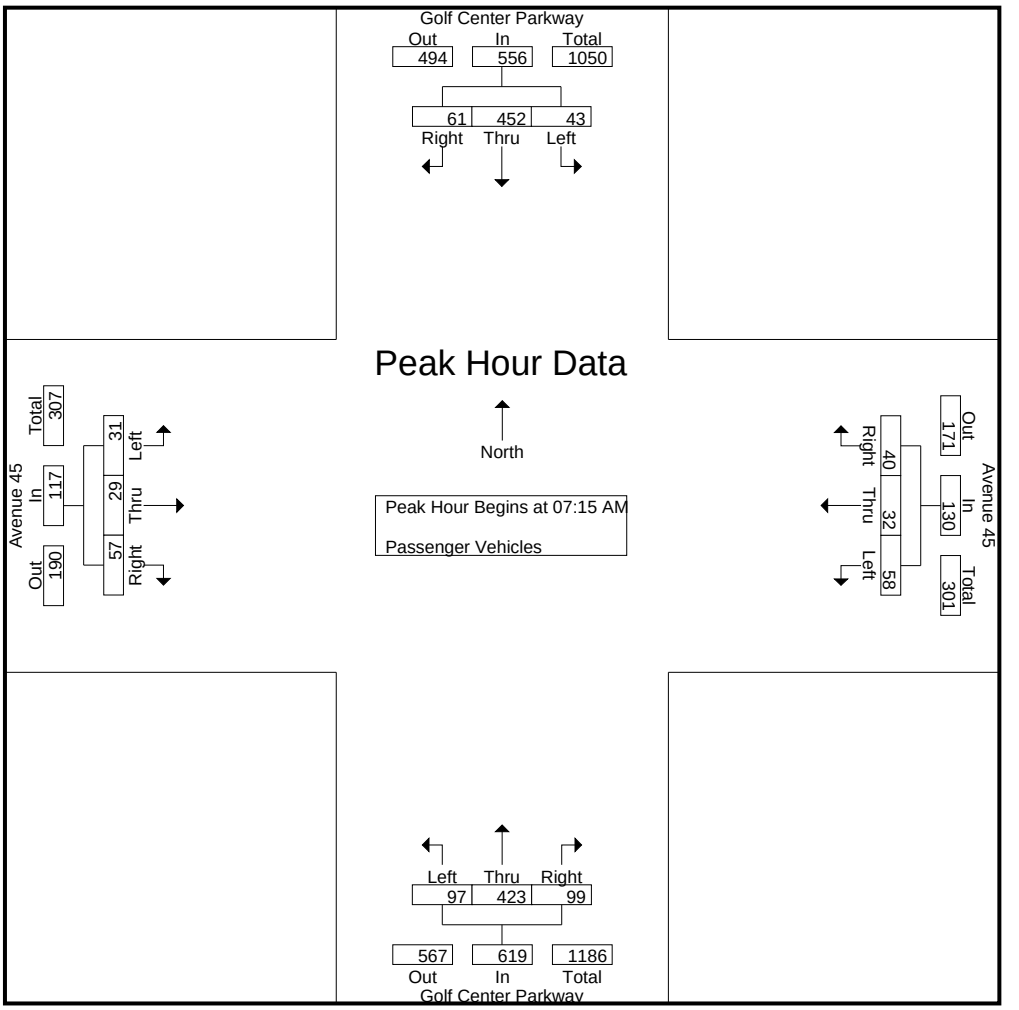
City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	104	14	126	5	6	11	22	18	91	21	130	**9**	**9**	11	29
+15 mins.	**16**	**128**	15	**159**	**19**	7	7	33	23	112	28	163	9	7	**17**	33
+30 mins.	7	123	**19**	149	15	**11**	**15**	**41**	**33**	**114**	**29**	**176**	9	9	16	**34**
+45 mins.	12	97	13	122	19	8	7	34	23	106	21	150	4	4	13	21
Total Volume	43	452	61	556	58	32	40	130	97	423	99	619	31	29	57	117
% App. Total	7.7	81.3	11		44.6	24.6	30.8		15.7	68.3	16		26.5	24.8	48.7	
PHF	.672	.883	.803	.874	.763	.727	.667	.793	.735	.928	.853	.879	.861	.806	.838	.860

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	3	1	2	6	0	2	3	5	0	0	1	1	15
07:15 AM	0	2	1	3	2	0	0	2	0	3	1	4	0	0	1	1	10
07:30 AM	0	2	0	2	0	1	0	1	0	2	0	2	1	0	1	2	7
07:45 AM	0	2	1	3	0	2	0	2	1	1	1	3	1	0	3	4	12
Total	0	9	2	11	5	4	2	11	1	8	5	14	2	0	6	8	44
08:00 AM	0	3	0	3	0	0	0	0	1	2	1	4	3	0	2	5	12
08:15 AM	1	0	0	1	0	0	0	0	2	5	2	9	0	0	2	2	12
08:30 AM	0	0	1	1	0	1	0	1	2	0	1	3	2	1	0	3	8
08:45 AM	0	2	0	2	1	0	0	1	0	1	5	6	0	0	0	0	9
Total	1	5	1	7	1	1	0	2	5	8	9	22	5	1	4	10	41
Grand Total	1	14	3	18	6	5	2	13	6	16	14	36	7	1	10	18	85
Apprch %	5.6	77.8	16.7		46.2	38.5	15.4		16.7	44.4	38.9		38.9	5.6	55.6		
Total %	1.2	16.5	3.5	21.2	7.1	5.9	2.4	15.3	7.1	18.8	16.5	42.4	8.2	1.2	11.8	21.2	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	**1**	**3**	**2**	0	0	**2**	0	**3**	**1**	**4**	0	0	1	1	10
07:30 AM	0	2	0	2	0	1	0	1	0	2	0	2	1	0	1	2	7
07:45 AM	0	2	1	3	0	**2**	0	2	**1**	1	1	3	1	0	**3**	4	**12**
08:00 AM	0	**3**	0	3	0	0	0	0	1	2	1	4	**3**	0	2	**5**	12
Total Volume	0	9	2	11	2	3	0	5	2	8	3	13	5	0	7	12	41
% App. Total	0	81.8	18.2		40	60	0		15.4	61.5	23.1		41.7	0	58.3		
PHF	.000	.750	.500	.917	.250	.375	.000	.625	.500	.667	.750	.813	.417	.000	.583	.600	.854

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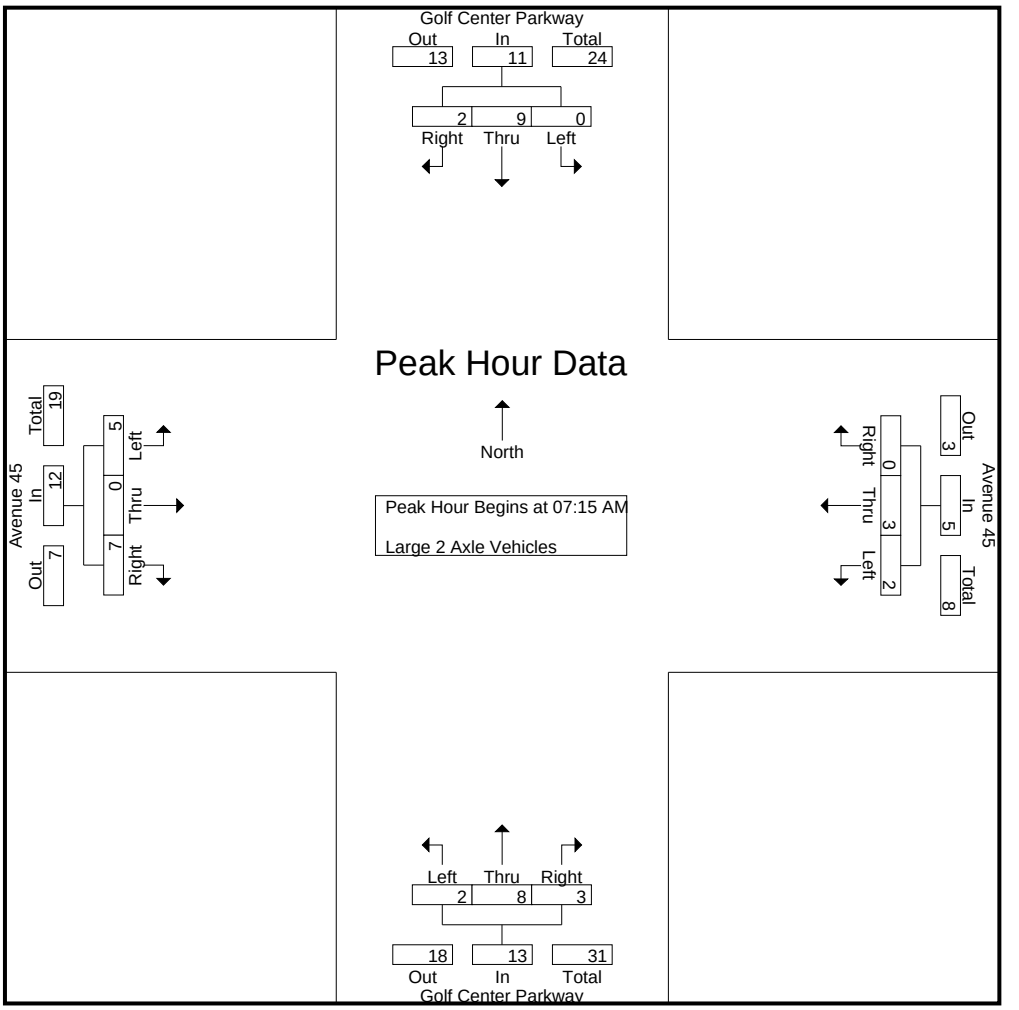

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	**1**	**3**	**2**	0	0	**2**	0	**3**	**1**	**4**	0	0	1	1
+15 mins.	0	2	0	2	0	1	0	1	0	2	0	2	1	0	1	2
+30 mins.	0	2	1	3	0	**2**	0	2	**1**	1	1	3	1	0	**3**	4
+45 mins.	0	**3**	0	3	0	0	0	0	1	2	1	4	**3**	0	2	**5**
Total Volume	0	9	2	11	2	3	0	5	2	8	3	13	5	0	7	12
% App. Total	0	81.8	18.2		40	60	0		15.4	61.5	23.1		41.7	0	58.3	
PHF	.000	.750	.500	.917	.250	.375	.000	.625	.500	.667	.750	.813	.417	.000	.583	.600

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City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	0	0	0	0	0	4	1	5	1	0	0	1	8
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	3	1	5	0	0	0	0	1	6	1	8	1	0	1	2	15
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	0	0	1	1	1	1	0	2	1	0	1	2	8
Grand Total	1	6	1	8	0	0	1	1	2	7	1	10	2	0	2	4	23
Apprch %	12.5	75	12.5		0	0	100		20	70	10		50	0	50		
Total %	4.3	26.1	4.3	34.8	0	0	4.3	4.3	8.7	30.4	4.3	43.5	8.7	0	8.7	17.4	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:30 AM	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**3**
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total Volume	0	3	0	3	0	0	0	0	2	2	0	4	0	0	2	2	9
% App. Total	0	100	0		0	0	0		50	50	0		0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.500	.250	.000	.333	.000	.000	.500	.500	.750

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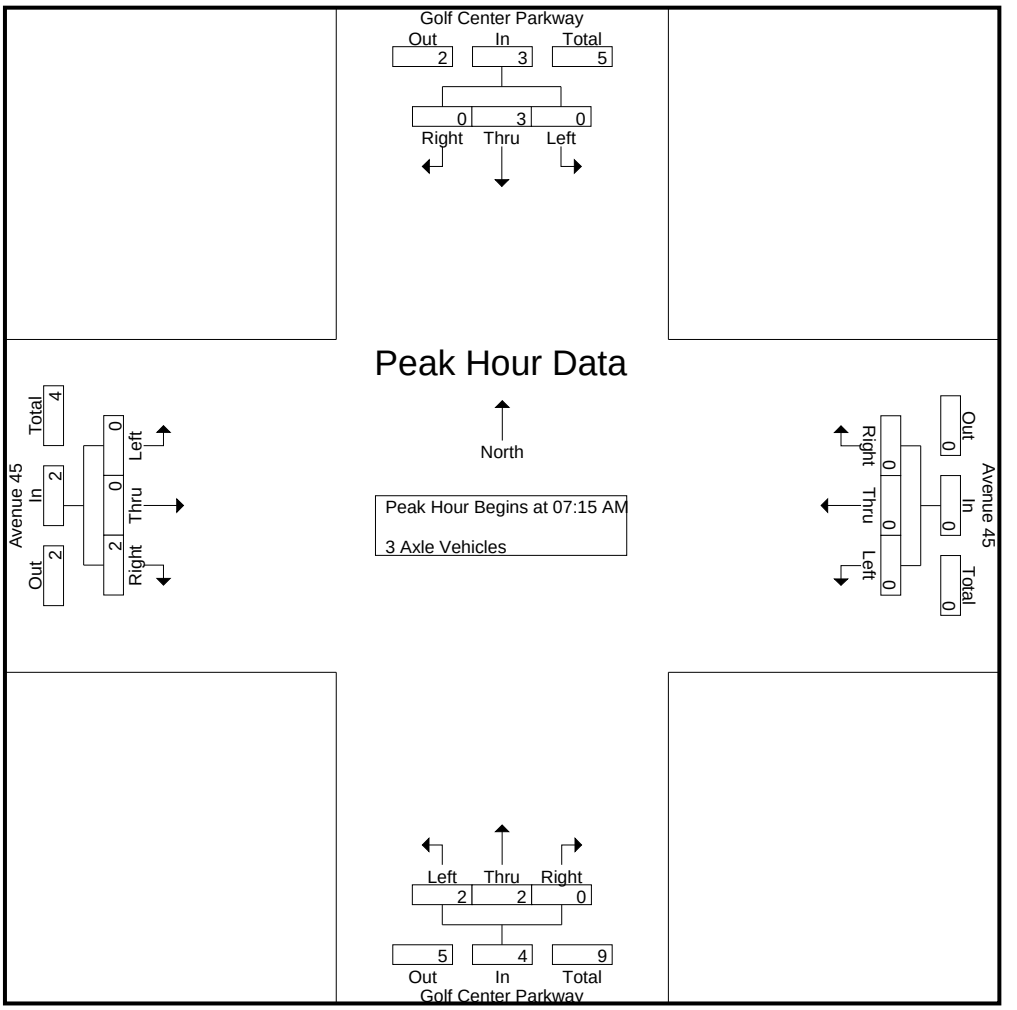

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
Total Volume	0	3	0	3	0	0	0	0	2	2	0	4	0	0	2	2
% App. Total	0	100	0		0	0	0		50	50	0		0	0	100	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.500	.250	.000	.333	.000	.000	.500	.500

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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
07:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	3	0	3	2	0	0	2	1	3	0	4	0	0	1	1	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	3	1	4	0	0	0	0	5
08:30 AM	0	1	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
08:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	1	1	0	2	1	2	0	3	0	5	1	6	0	0	0	0	11
Grand Total	1	4	0	5	3	2	0	5	1	8	1	10	0	0	1	1	21
Apprch %	20	80	0		60	40	0		10	80	10		0	0	100		
Total %	4.8	19	0	23.8	14.3	9.5	0	23.8	4.8	38.1	4.8	47.6	0	0	4.8	4.8	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**4**
07:45 AM	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	0	0	1	1	1	0	2	0	0	1	1	7
% App. Total	0	100	0		100	0	0		50	50	0		0	0	100		
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.250	.250	.438

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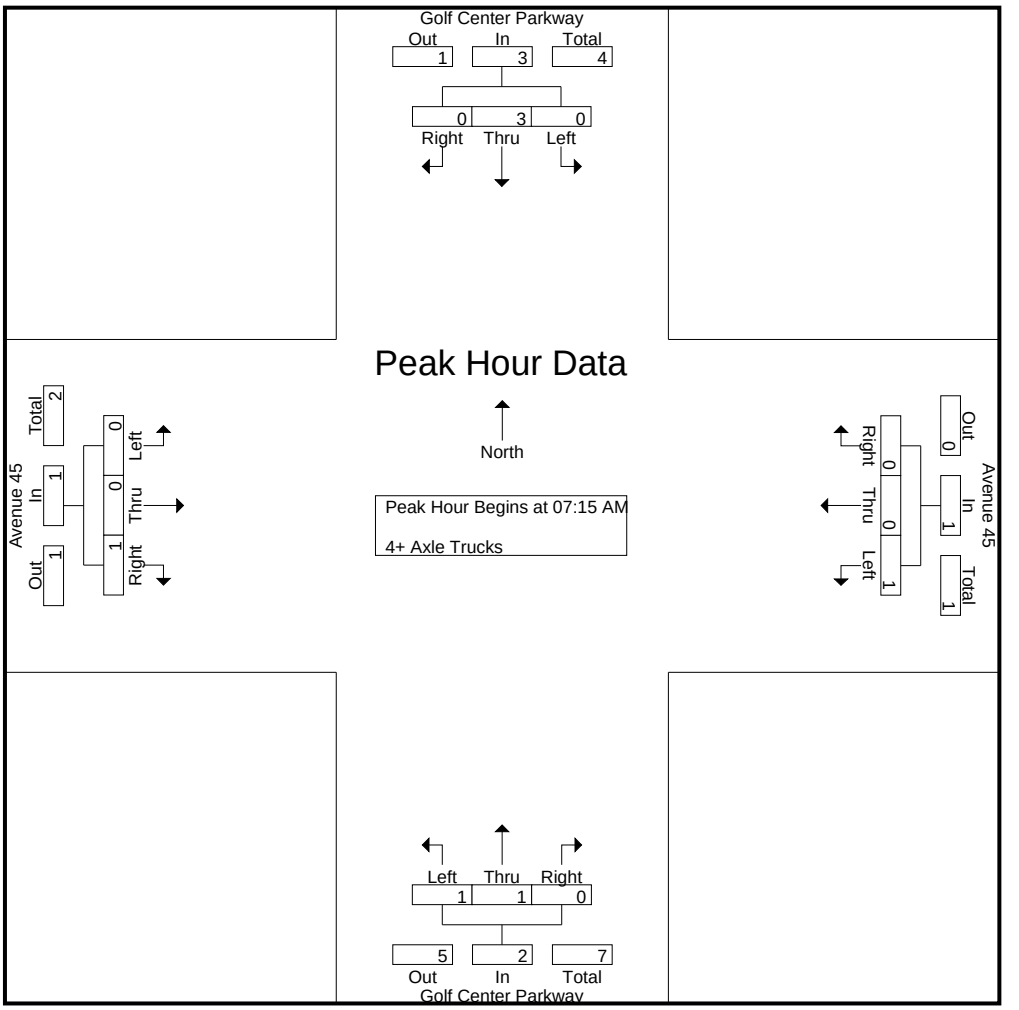

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+30 mins.	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	1	0	0	1	1	1	0	2	0	0	1	1
% App. Total	0	100	0		100	0	0		50	50	0		0	0	100	
PHF	.000	.375	.000	.375	.250	.000	.000	.250	.250	.250	.000	.500	.000	.000	.250	.250

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City of Indio
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	107	7	133	39	11	19	69	16	121	21	158	16	23	28	67	427
04:15 PM	13	122	16	151	18	7	20	45	14	145	19	178	14	6	28	48	422
04:30 PM	10	110	6	126	19	9	20	48	13	127	21	161	13	14	23	50	385
04:45 PM	9	116	6	131	15	10	16	41	12	107	7	126	7	9	14	30	328
Total	51	455	35	541	91	37	75	203	55	500	68	623	50	52	93	195	1562
05:00 PM	12	135	6	153	19	7	17	43	8	111	8	127	21	13	24	58	381
05:15 PM	13	140	5	158	25	6	11	42	8	100	9	117	6	13	16	35	352
05:30 PM	11	113	2	126	10	8	8	26	13	103	13	129	4	3	10	17	298
05:45 PM	8	123	10	141	17	7	10	34	8	111	8	127	8	6	7	21	323
Total	44	511	23	578	71	28	46	145	37	425	38	500	39	35	57	131	1354
Grand Total	95	966	58	1119	162	65	121	348	92	925	106	1123	89	87	150	326	2916
Apprch %	8.5	86.3	5.2		46.6	18.7	34.8		8.2	82.4	9.4		27.3	26.7	46		
Total %	3.3	33.1	2	38.4	5.6	2.2	4.1	11.9	3.2	31.7	3.6	38.5	3.1	3	5.1	11.2	
Passenger Vehicles	91	953	55	1099	159	63	119	341	84	917	102	1103	87	84	141	312	2855
% Passenger Vehicles	95.8	98.7	94.8	98.2	98.1	96.9	98.3	98	91.3	99.1	96.2	98.2	97.8	96.6	94	95.7	97.9
Large 2 Axle Vehicles	4	10	3	17	2	1	2	5	4	5	4	13	1	2	2	5	40
% Large 2 Axle Vehicles	4.2	1	5.2	1.5	1.2	1.5	1.7	1.4	4.3	0.5	3.8	1.2	1.1	2.3	1.3	1.5	1.4
3 Axle Vehicles	0	2	0	2	0	1	0	1	2	1	0	3	1	0	3	4	10
% 3 Axle Vehicles	0	0.2	0	0.2	0	1.5	0	0.3	2.2	0.1	0	0.3	1.1	0	2	1.2	0.3
4+ Axle Trucks	0	1	0	1	1	0	0	1	2	2	0	4	0	1	4	5	11
% 4+ Axle Trucks	0	0.1	0	0.1	0.6	0	0	0.3	2.2	0.2	0	0.4	0	1.1	2.7	1.5	0.4

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**19**	107	7	133	**39**	**11**	19	**69**	**16**	121	**21**	158	**16**	**23**	**28**	**67**	**427**
04:15 PM	13	**122**	**16**	**151**	18	7	**20**	45	14	**145**	19	**178**	14	6	28	48	422
04:30 PM	10	110	6	126	19	9	20	48	13	127	21	161	13	14	23	50	385
04:45 PM	9	116	6	131	15	10	16	41	12	107	7	126	7	9	14	30	328
Total Volume	51	455	35	541	91	37	75	203	55	500	68	623	50	52	93	195	1562
% App. Total	9.4	84.1	6.5		44.8	18.2	36.9		8.8	80.3	10.9		25.6	26.7	47.7		
PHF	.671	.932	.547	.896	.583	.841	.938	.736	.859	.862	.810	.875	.781	.565	.830	.728	.915

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City of Indio
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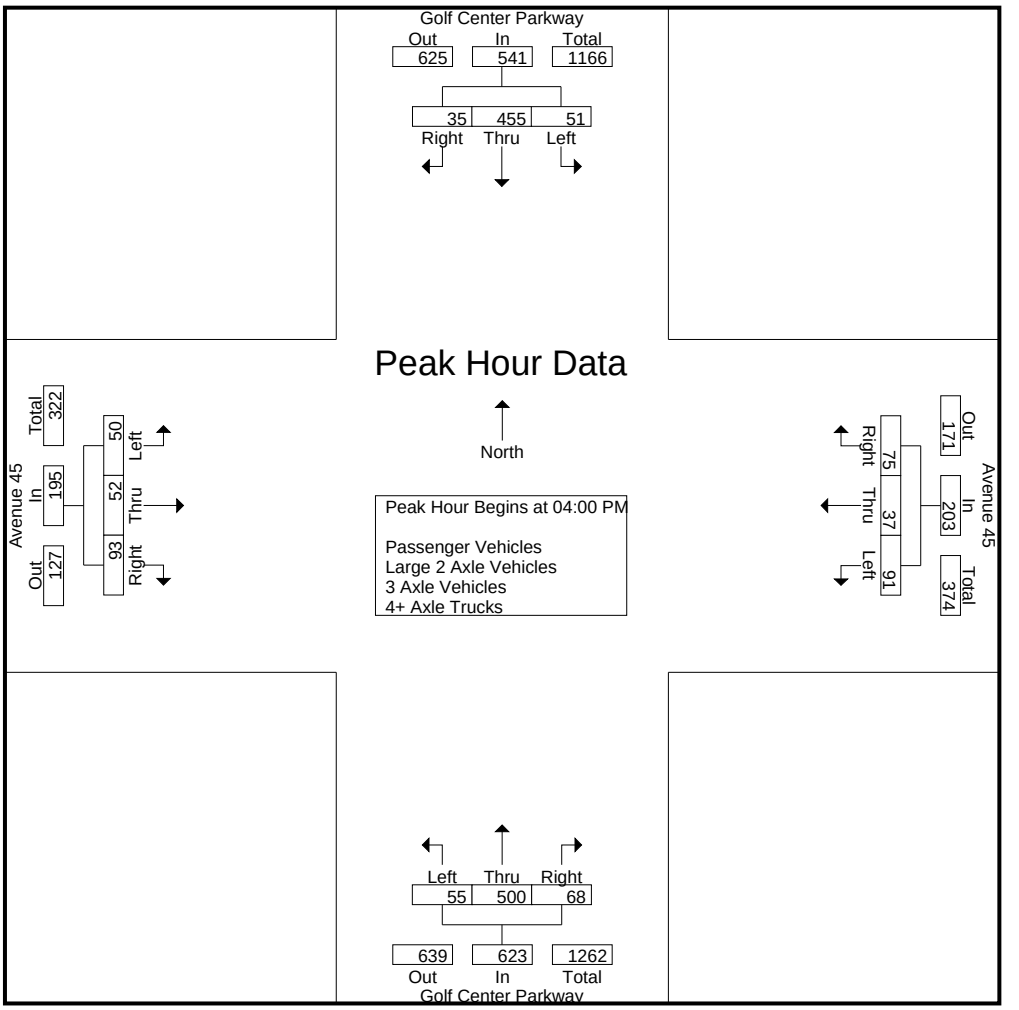

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	12	135	6	153	**39**	**11**	19	**69**	**16**	121	**21**	158	**16**	**23**	**28**	**67**
+15 mins.	**13**	**140**	5	**158**	18	7	**20**	45	14	**145**	19	**178**	14	6	28	48
+30 mins.	11	113	2	126	19	9	20	48	13	127	21	161	13	14	23	50
+45 mins.	8	123	**10**	141	15	10	16	41	12	107	7	126	7	9	14	30
Total Volume	44	511	23	578	91	37	75	203	55	500	68	623	50	52	93	195
% App. Total	7.6	88.4	4		44.8	18.2	36.9		8.8	80.3	10.9		25.6	26.7	47.7	
PHF	.846	.913	.575	.915	.583	.841	.938	.736	.859	.862	.810	.875	.781	.565	.830	.728

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	106	7	132	38	10	18	66	14	120	20	154	16	22	25	63	415
04:15 PM	12	122	15	149	18	7	20	45	10	143	17	170	14	6	27	47	411
04:30 PM	8	110	6	124	17	8	19	44	12	125	20	157	13	14	21	48	373
04:45 PM	9	113	5	127	15	10	16	41	11	105	7	123	7	8	14	29	320
Total	48	451	33	532	88	35	73	196	47	493	64	604	50	50	87	187	1519
05:00 PM	12	130	5	147	19	7	17	43	8	111	8	127	20	13	23	56	373
05:15 PM	13	138	5	156	25	6	11	42	8	100	9	117	6	12	14	32	347
05:30 PM	10	112	2	124	10	8	8	26	13	103	13	129	4	3	10	17	296
05:45 PM	8	122	10	140	17	7	10	34	8	110	8	126	7	6	7	20	320
Total	43	502	22	567	71	28	46	145	37	424	38	499	37	34	54	125	1336
Grand Total	91	953	55	1099	159	63	119	341	84	917	102	1103	87	84	141	312	2855
Apprch %	8.3	86.7	5		46.6	18.5	34.9		7.6	83.1	9.2		27.9	26.9	45.2		
Total %	3.2	33.4	1.9	38.5	5.6	2.2	4.2	11.9	2.9	32.1	3.6	38.6	3	2.9	4.9	10.9	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**19**	106	7	132	**38**	**10**	18	**66**	**14**	120	**20**	154	**16**	**22**	25	**63**	**415**
04:15 PM	12	**122**	**15**	**149**	18	7	**20**	45	10	**143**	17	**170**	14	6	**27**	47	411
04:30 PM	8	110	6	124	17	8	19	44	12	125	20	157	13	14	21	48	373
04:45 PM	9	113	5	127	15	10	16	41	11	105	7	123	7	8	14	29	320
Total Volume	48	451	33	532	88	35	73	196	47	493	64	604	50	50	87	187	1519
% App. Total	9	84.8	6.2		44.9	17.9	37.2		7.8	81.6	10.6		26.7	26.7	46.5		
PHF	.632	.924	.550	.893	.579	.875	.913	.742	.839	.862	.800	.888	.781	.568	.806	.742	.915

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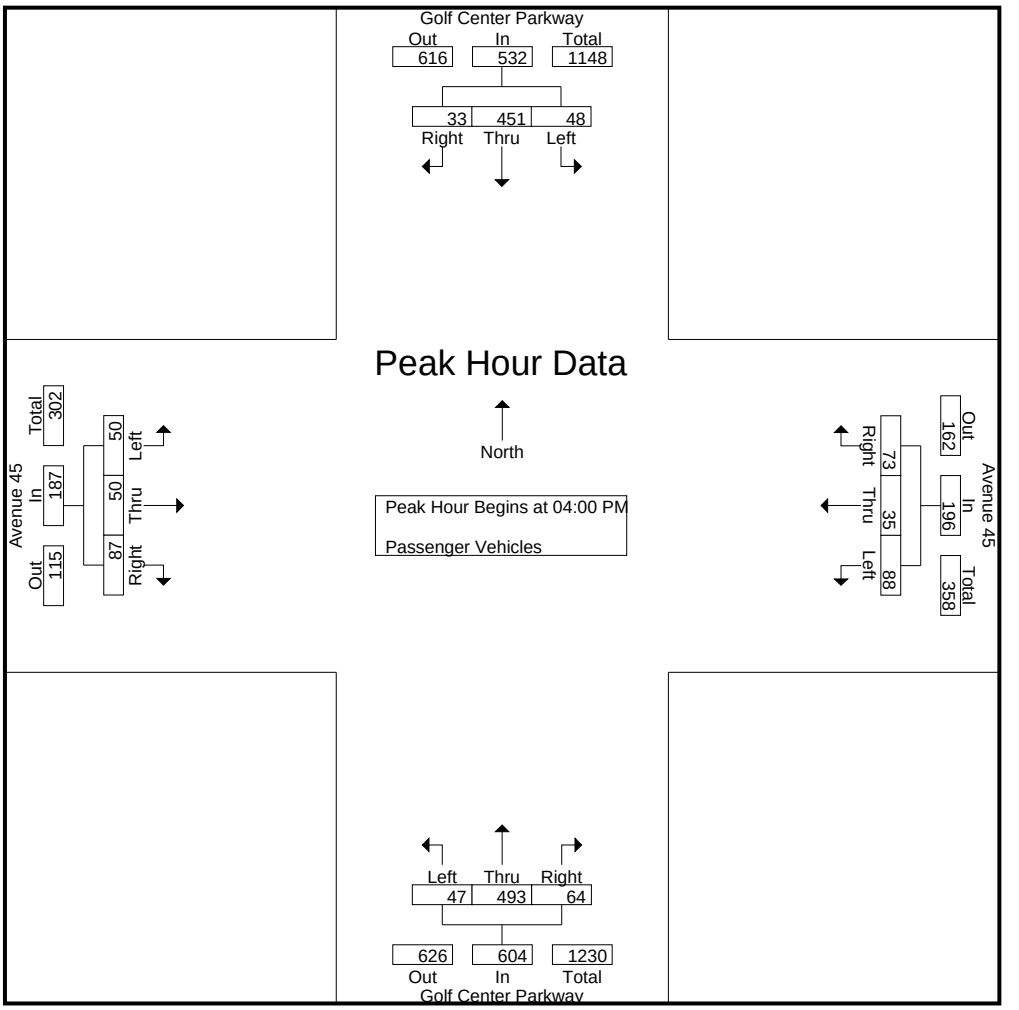

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**19**	106	7	132	**38**	**10**	18	**66**	**14**	120	**20**	154	**16**	**22**	25	**63**
+15 mins.	12	**122**	**15**	**149**	18	7	**20**	45	10	**143**	17	**170**	14	6	**27**	47
+30 mins.	8	110	6	124	17	8	19	44	12	125	20	157	13	14	21	48
+45 mins.	9	113	5	127	15	10	16	41	11	105	7	123	7	8	14	29
Total Volume	48	451	33	532	88	35	73	196	47	493	64	604	50	50	87	187
% App. Total	9	84.8	6.2		44.9	17.9	37.2		7.8	81.6	10.6		26.7	26.7	46.5	
PHF	.632	.924	.550	.893	.579	.875	.913	.742	.839	.862	.800	.888	.781	.568	.806	.742

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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	1	1	3	1	1	1	3	0	1	0	1	8
04:15 PM	1	0	1	2	0	0	0	0	2	2	2	6	0	0	0	0	8
04:30 PM	2	0	0	2	1	0	1	2	1	1	1	3	0	0	1	1	8
04:45 PM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	3	4	2	9	2	1	2	5	4	5	4	13	0	1	1	2	29
05:00 PM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
05:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	6	1	8	0	0	0	0	0	0	0	0	1	1	1	3	11
Grand Total	4	10	3	17	2	1	2	5	4	5	4	13	1	2	2	5	40
Apprch %	23.5	58.8	17.6		40	20	40		30.8	38.5	30.8		20	40	40		
Total %	10	25	7.5	42.5	5	2.5	5	12.5	10	12.5	10	32.5	2.5	5	5	12.5	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	**1**	**1**	**1**	**3**	1	1	1	3	0	**1**	0	**1**	**8**
04:15 PM	1	0	**1**	2	0	0	0	0	**2**	**2**	**2**	**6**	0	0	0	0	8
04:30 PM	**2**	0	0	2	1	0	1	2	1	1	1	3	0	0	**1**	1	8
04:45 PM	0	**3**	1	**4**	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	3	4	2	9	2	1	2	5	4	5	4	13	0	1	1	2	29
% App. Total	33.3	44.4	22.2		40	20	40		30.8	38.5	30.8		0	50	50		
PHF	.375	.333	.500	.563	.500	.250	.500	.417	.500	.625	.500	.542	.000	.250	.250	.500	.906

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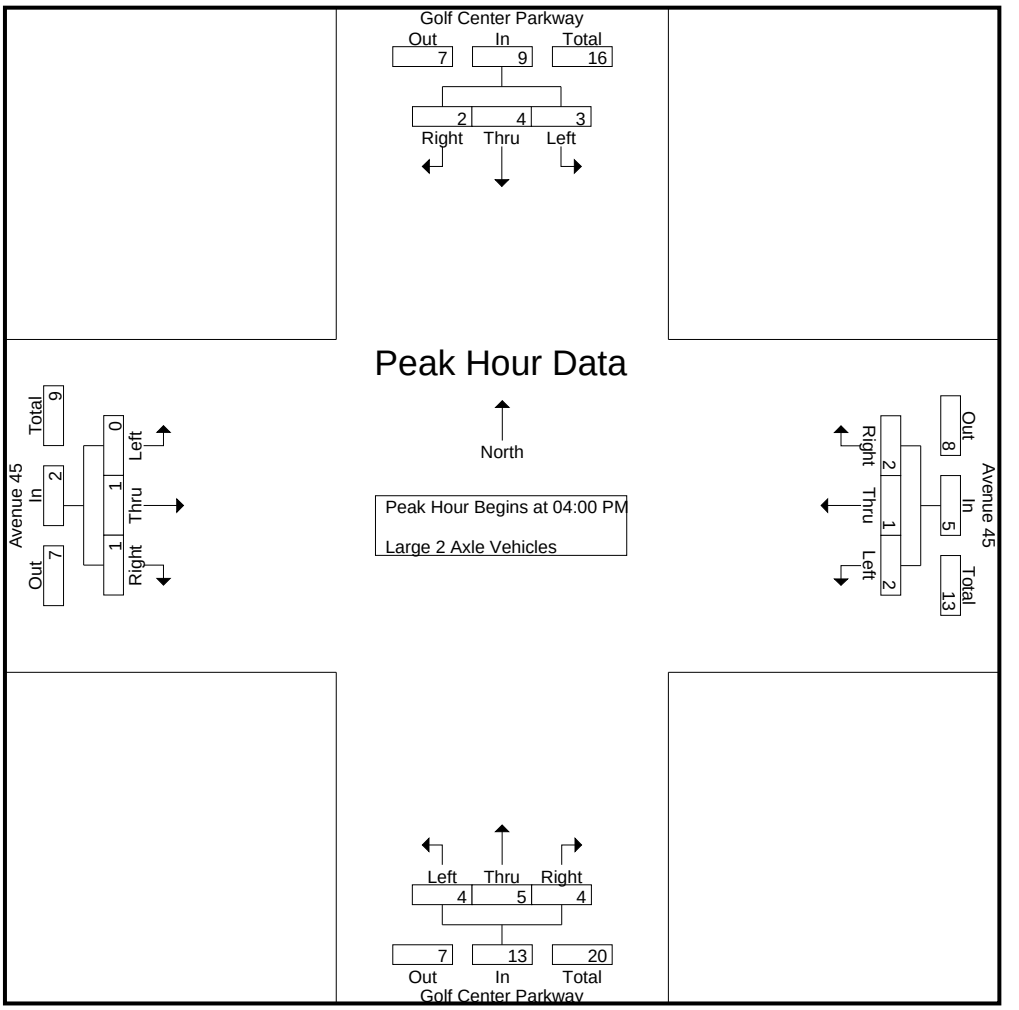
City of Indio
N/S: Golf Center Parkway
E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	**1**	**1**	**1**	**3**	1	1	1	3	0	**1**	0	**1**
+15 mins.	1	0	**1**	2	0	0	0	0	**2**	**2**	**2**	**6**	0	0	0	0
+30 mins.	**2**	0	0	2	1	0	1	2	1	1	1	3	0	0	**1**	1
+45 mins.	0	**3**	1	**4**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	3	4	2	9	2	1	2	5	4	5	4	13	0	1	1	2
% App. Total	33.3	44.4	22.2		40	20	40		30.8	38.5	30.8		0	50	50	
PHF	.375	.333	.500	.563	.500	.250	.500	.417	.500	.625	.500	.542	.000	.250	.250	.500

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City of Indio
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1	5
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	1	0	2	3	5
Grand Total	0	2	0	2	0	1	0	1	2	1	0	3	1	0	3	4	10
Apprch %	0	100	0		0	100	0		66.7	33.3	0		25	0	75		
Total %	0	20	0	20	0	10	0	10	20	10	0	30	10	0	30	40	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**2**
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1	5
% App. Total	0	0	0		0	100	0		66.7	33.3	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.250	.000	.750	.000	.000	.250	.250	.625

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City of Indio
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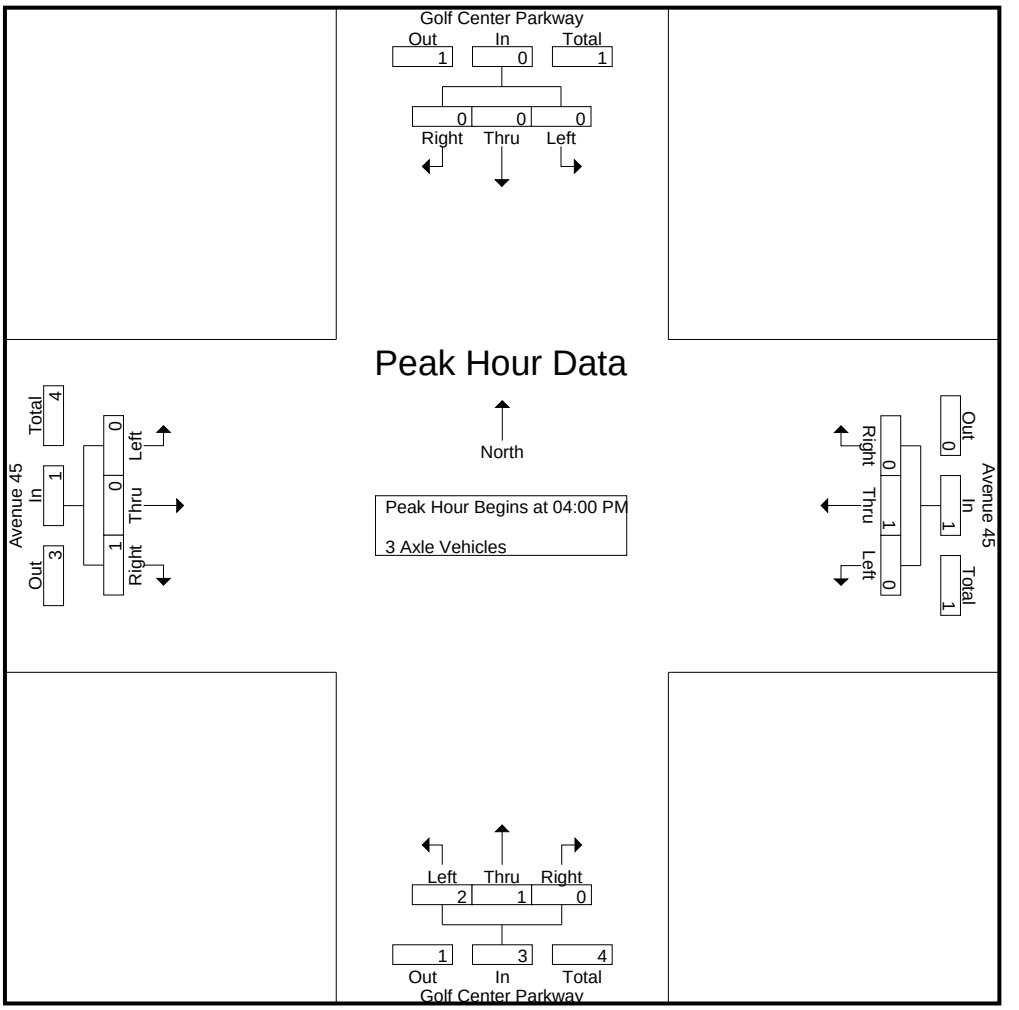

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	**1**	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1
% App. Total	0	0	0		0	100	0		66.7	33.3	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.250	.000	.750	.000	.000	.250	.250

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City of Indio
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E/W: Avenue 45
Weather: Clear

File Name : 15_IND_Golf_Ave 45 PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	1	0	0	1	2	1	0	3	0	1	4	5	9
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	1	0	1	1	0	0	1	2	2	0	4	0	1	4	5	11
Apprch %	0	100	0		100	0	0		50	50	0		0	20	80		
Total %	0	9.1	0	9.1	9.1	0	0	9.1	18.2	18.2	0	36.4	0	9.1	36.4	45.5	

	Golf Center Parkway Southbound				Avenue 45 Westbound				Golf Center Parkway Northbound				Avenue 45 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**3**	**3**	**4**
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	1	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	1	2
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	0	1	4	5	9
% App. Total	0	0	0		100	0	0		66.7	33.3	0		0	20	80		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.250	.000	.750	.000	.250	.333	.417	.563

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City of Indio
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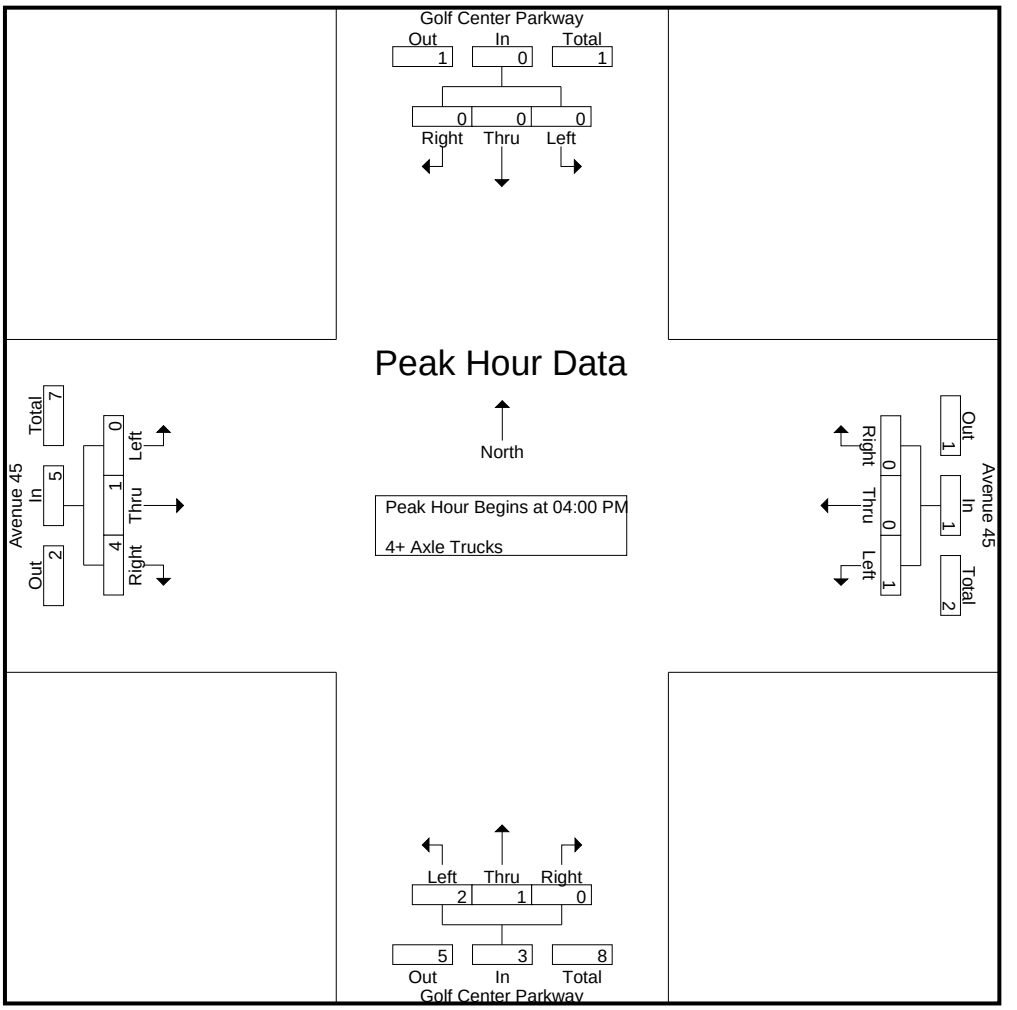

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**3**	**3**
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	1
Total Volume	0	0	0	0	1	0	0	1	2	1	0	3	0	1	4	5
% App. Total	0	0	0		100	0	0		66.7	33.3	0		0	20	80	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.250	.000	.750	.000	.250	.333	.417

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	58	2	32	92	1	20	89	110	0	0	0	0	29	14	4	47	249
07:15 AM	66	0	53	119	2	20	91	113	0	0	1	1	33	13	3	49	282
07:30 AM	49	0	72	121	1	32	108	141	1	3	0	4	49	33	1	83	349
07:45 AM	69	2	54	125	4	36	99	139	0	1	2	3	50	45	0	95	362
Total	242	4	211	457	8	108	387	503	1	4	3	8	161	105	8	274	1242
08:00 AM	62	0	51	113	1	30	78	109	0	0	1	1	34	68	2	104	327
08:15 AM	66	0	48	114	4	36	76	116	1	0	1	2	49	43	2	94	326
08:30 AM	52	0	53	105	2	41	77	120	1	0	1	2	44	37	3	84	311
08:45 AM	53	2	45	100	4	31	73	108	0	2	3	5	36	39	2	77	290
Total	233	2	197	432	11	138	304	453	2	2	6	10	163	187	9	359	1254
Grand Total	475	6	408	889	19	246	691	956	3	6	9	18	324	292	17	633	2496
Apprch %	53.4	0.7	45.9		2	25.7	72.3		16.7	33.3	50		51.2	46.1	2.7		
Total %	19	0.2	16.3	35.6	0.8	9.9	27.7	38.3	0.1	0.2	0.4	0.7	13	11.7	0.7	25.4	
Passenger Vehicles	448	4	393	845	18	234	671	923	3	6	8	17	315	272	16	603	2388
% Passenger Vehicles	94.3	66.7	96.3	95.1	94.7	95.1	97.1	96.5	100	100	88.9	94.4	97.2	93.2	94.1	95.3	95.7
Large 2 Axle Vehicles	19	2	6	27	1	9	9	19	0	0	1	1	6	14	0	20	67
% Large 2 Axle Vehicles	4	33.3	1.5	3	5.3	3.7	1.3	2	0	0	11.1	5.6	1.9	4.8	0	3.2	2.7
3 Axle Vehicles	3	0	7	10	0	2	6	8	0	0	0	0	3	2	1	6	24
% 3 Axle Vehicles	0.6	0	1.7	1.1	0	0.8	0.9	0.8	0	0	0	0	0.9	0.7	5.9	0.9	1
4+ Axle Trucks	5	0	2	7	0	1	5	6	0	0	0	0	0	4	0	4	17
% 4+ Axle Trucks	1.1	0	0.5	0.8	0	0.4	0.7	0.6	0	0	0	0	0	1.4	0	0.6	0.7

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	0	**72**	121	1	32	**108**	**141**	**1**	**3**	0	**4**	49	33	1	83	349
07:45 AM	**69**	**2**	54	**125**	**4**	**36**	99	139	0	1	**2**	3	**50**	45	0	95	**362**
08:00 AM	62	0	51	113	1	30	78	109	0	0	1	1	34	**68**	**2**	**104**	327
08:15 AM	66	0	48	114	4	36	76	116	1	0	1	2	49	43	2	94	326
Total Volume	246	2	225	473	10	134	361	505	2	4	4	10	182	189	5	376	1364
% App. Total	52	0.4	47.6		2	26.5	71.5		20	40	40		48.4	50.3	1.3		
PHF	.891	.250	.781	.946	.625	.931	.836	.895	.500	.333	.500	.625	.910	.695	.625	.904	.942

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City of Indio
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Weather: Clear

File Name : 16_IND_Golf_111 AM
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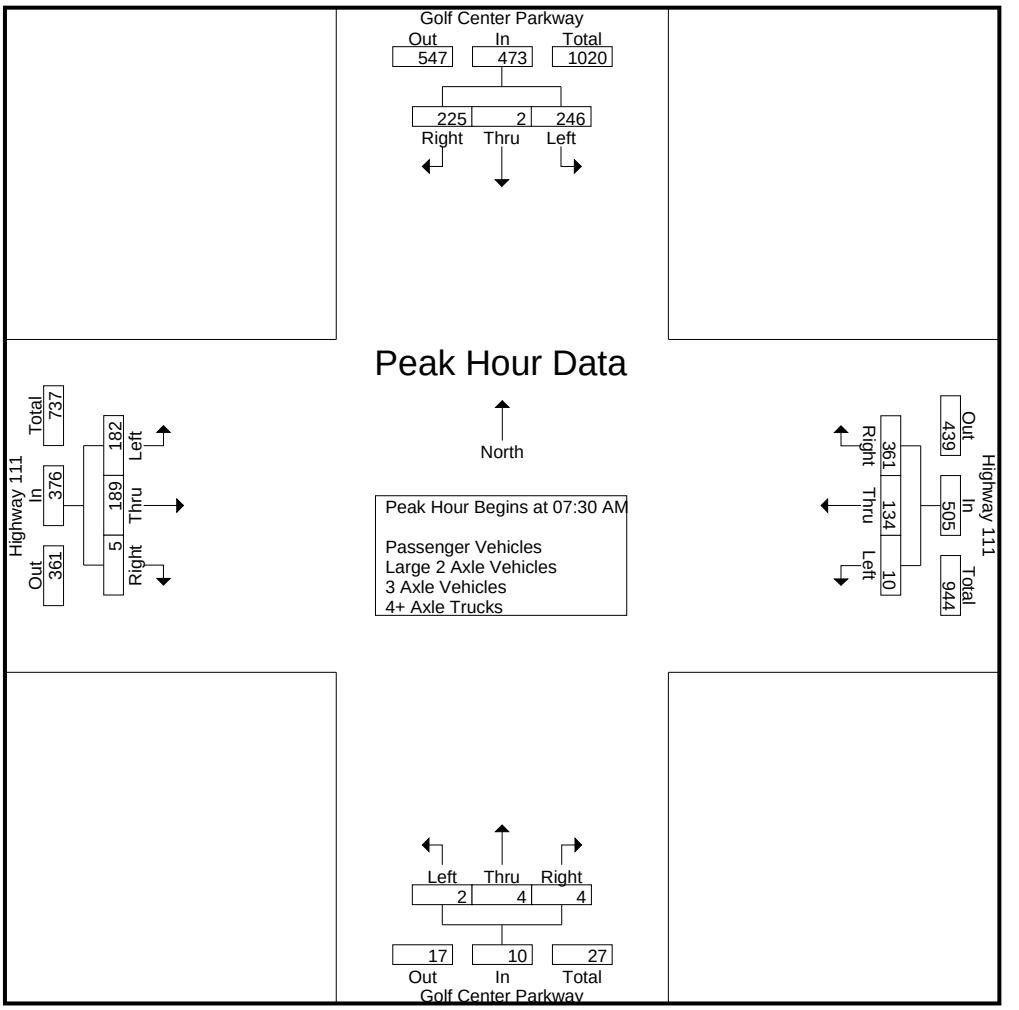

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	66	0	53	119	1	32	**108**	**141**	**1**	**3**	0	**4**	**50**	45	0	95
+15 mins.	49	0	**72**	121	**4**	**36**	99	139	0	1	**2**	3	34	**68**	2	**104**
+30 mins.	**69**	**2**	54	**125**	1	30	78	109	0	0	1	1	49	43	2	94
+45 mins.	62	0	51	113	4	36	76	116	1	0	1	2	44	37	**3**	84
Total Volume	246	2	230	478	10	134	361	505	2	4	4	10	177	193	7	377
% App. Total	51.5	0.4	48.1		2	26.5	71.5		20	40	40		46.9	51.2	1.9	
PHF	.891	.250	.799	.956	.625	.931	.836	.895	.500	.333	.500	.625	.885	.710	.583	.906

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Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	53	0	26	79	1	18	86	105	0	0	0	0	27	10	4	41	225
07:15 AM	66	0	53	119	2	19	88	109	0	0	1	1	32	13	2	47	276
07:30 AM	42	0	70	112	1	28	106	135	1	3	0	4	47	31	1	79	330
07:45 AM	67	2	54	123	4	34	93	131	0	1	2	3	49	42	0	91	348
Total	228	2	203	433	8	99	373	480	1	4	3	8	155	96	7	258	1179
08:00 AM	60	0	49	109	1	27	78	106	0	0	1	1	33	66	2	101	317
08:15 AM	58	0	46	104	4	36	73	113	1	0	1	2	49	39	2	90	309
08:30 AM	50	0	51	101	1	41	76	118	1	0	1	2	42	35	3	80	301
08:45 AM	52	2	44	98	4	31	71	106	0	2	2	4	36	36	2	74	282
Total	220	2	190	412	10	135	298	443	2	2	5	9	160	176	9	345	1209
Grand Total	448	4	393	845	18	234	671	923	3	6	8	17	315	272	16	603	2388
Apprch %	53	0.5	46.5		2	25.4	72.7		17.6	35.3	47.1		52.2	45.1	2.7		
Total %	18.8	0.2	16.5	35.4	0.8	9.8	28.1	38.7	0.1	0.3	0.3	0.7	13.2	11.4	0.7	25.3	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	0	**70**	112	1	28	**106**	**135**	**1**	**3**	0	**4**	47	31	1	79	330
07:45 AM	**67**	**2**	54	**123**	**4**	34	93	131	0	1	**2**	3	**49**	42	0	91	**348**
08:00 AM	60	0	49	109	1	27	78	106	0	0	1	1	33	**66**	**2**	**101**	317
08:15 AM	58	0	46	104	4	**36**	73	113	1	0	1	2	49	39	2	90	309
Total Volume	227	2	219	448	10	125	350	485	2	4	4	10	178	178	5	361	1304
% App. Total	50.7	0.4	48.9		2.1	25.8	72.2		20	40	40		49.3	49.3	1.4		
PHF	.847	.250	.782	.911	.625	.868	.825	.898	.500	.333	.500	.625	.908	.674	.625	.894	.937

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 AM
Site Code : 05722739
Start Date : 8/24/2022
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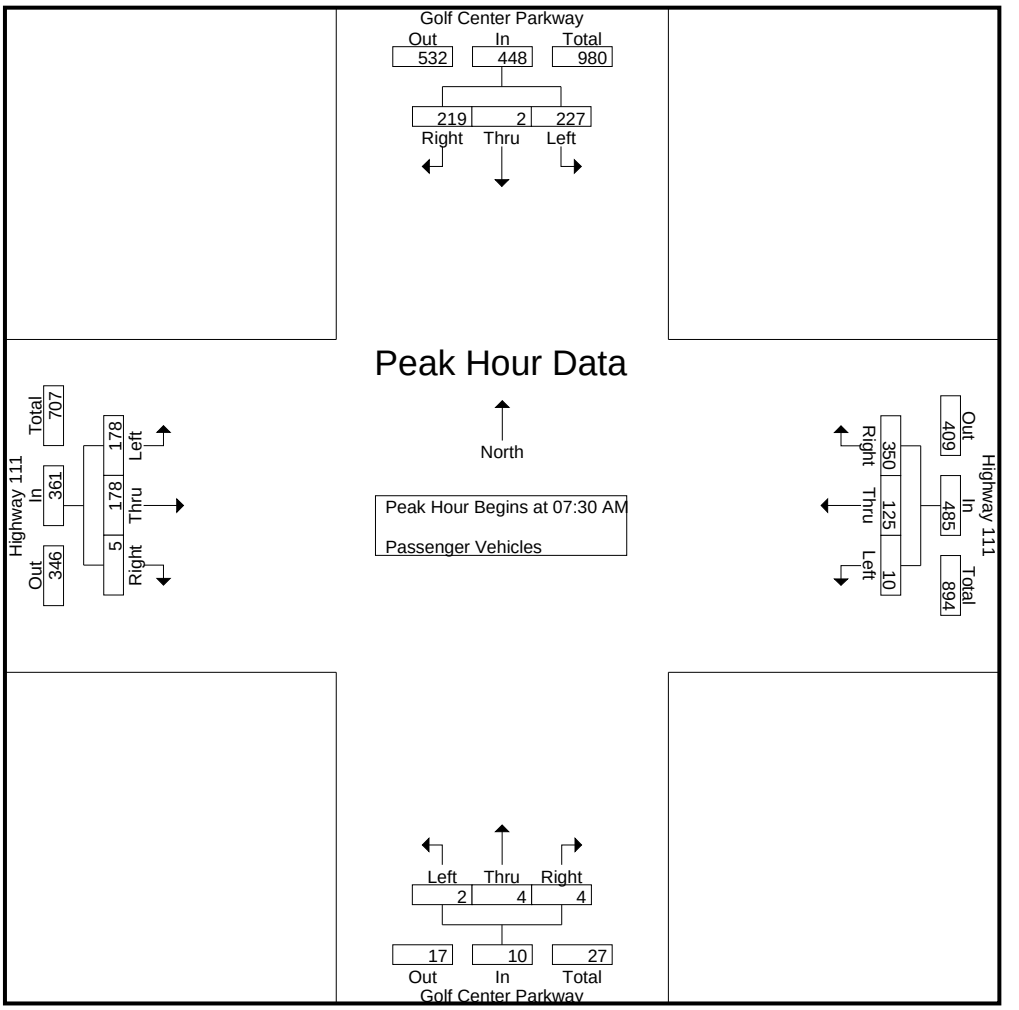

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	42	0	**70**	112	1	28	**106**	**135**	**1**	**3**	0	**4**	47	31	1	79
+15 mins.	**67**	**2**	54	**123**	**4**	34	93	131	0	1	**2**	3	**49**	42	0	91
+30 mins.	60	0	49	109	1	27	78	106	0	0	1	1	33	**66**	**2**	**101**
+45 mins.	58	0	46	104	4	**36**	73	113	1	0	1	2	49	39	2	90
Total Volume	227	2	219	448	10	125	350	485	2	4	4	10	178	178	5	361
% App. Total	50.7	0.4	48.9		2.1	25.8	72.2		20	40	40		49.3	49.3	1.4	
PHF	.847	.250	.782	.911	.625	.868	.825	.898	.500	.333	.500	.625	.908	.674	.625	.894

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Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	1	5	0	1	1	2	0	0	0	0	2	3	0	5	12
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
07:30 AM	5	0	1	6	0	3	1	4	0	0	0	0	2	1	0	3	13
07:45 AM	2	0	0	2	0	1	3	4	0	0	0	0	0	2	0	2	8
Total	9	2	2	13	0	6	6	12	0	0	0	0	5	6	0	11	36
08:00 AM	2	0	2	4	0	3	0	3	0	0	0	0	1	1	0	2	9
08:15 AM	6	0	0	6	0	0	2	2	0	0	0	0	0	3	0	3	11
08:30 AM	1	0	1	2	1	0	0	1	0	0	0	0	0	2	0	2	5
08:45 AM	1	0	1	2	0	0	1	1	0	0	1	1	0	2	0	2	6
Total	10	0	4	14	1	3	3	7	0	0	1	1	1	8	0	9	31
Grand Total	19	2	6	27	1	9	9	19	0	0	1	1	6	14	0	20	67
Apprch %	70.4	7.4	22.2		5.3	47.4	47.4		0	0	100		30	70	0		
Total %	28.4	3	9	40.3	1.5	13.4	13.4	28.4	0	0	1.5	1.5	9	20.9	0	29.9	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	1	**6**	0	**3**	1	**4**	0	0	0	0	**2**	1	0	**3**	**13**
07:45 AM	2	0	0	2	0	1	**3**	4	0	0	0	0	0	2	0	2	8
08:00 AM	2	0	**2**	4	0	3	0	3	0	0	0	0	1	1	0	2	9
08:15 AM	**6**	0	0	6	0	0	2	2	0	0	0	0	0	**3**	0	3	11
Total Volume	15	0	3	18	0	7	6	13	0	0	0	0	3	7	0	10	41
% App. Total	83.3	0	16.7		0	53.8	46.2		0	0	0		30	70	0		
PHF	.625	.000	.375	.750	.000	.583	.500	.813	.000	.000	.000	.000	.375	.583	.000	.833	.788

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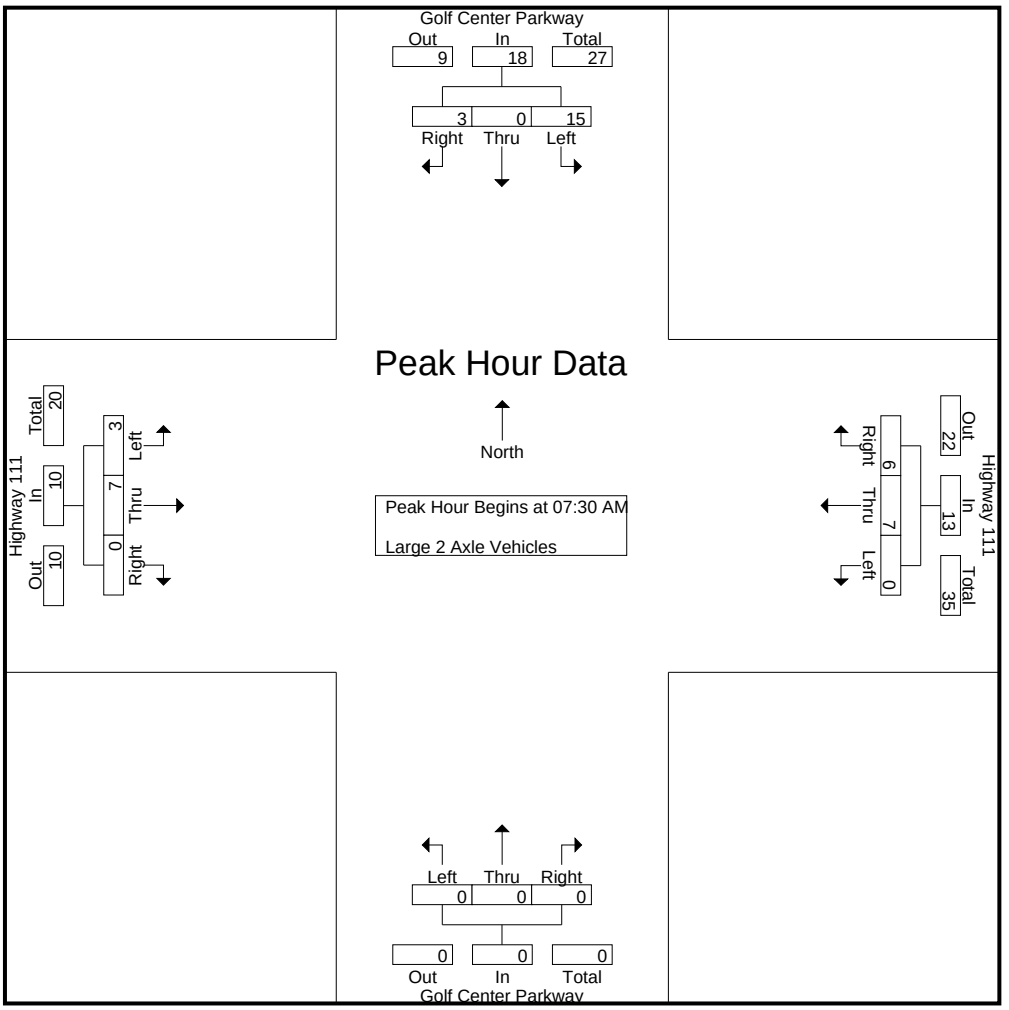

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	0	1	**6**	0	**3**	1	**4**	0	0	0	0	**2**	1	0	**3**
+15 mins.	2	0	0	2	0	1	**3**	4	0	0	0	0	0	2	0	2
+30 mins.	2	0	**2**	4	0	3	0	3	0	0	0	0	1	1	0	2
+45 mins.	**6**	0	0	6	0	0	2	2	0	0	0	0	0	**3**	0	3
Total Volume	15	0	3	18	0	7	6	13	0	0	0	0	3	7	0	10
% App. Total	83.3	0	16.7		0	53.8	46.2		0	0	0		30	70	0	
PHF	.625	.000	.375	.750	.000	.583	.500	.813	.000	.000	.000	.000	.375	.583	.000	.833

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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	5	7	0	1	2	3	0	0	0	0	0	0	0	0	10
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
07:30 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	1	3
Total	3	0	6	9	0	2	5	7	0	0	0	0	1	0	1	2	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	1	0	0	1	1	0	0	0	0	2	2	0	4	6
Grand Total	3	0	7	10	0	2	6	8	0	0	0	0	3	2	1	6	24
Apprch %	30	0	70		0	25	75		0	0	0		50	33.3	16.7		
Total %	12.5	0	29.2	41.7	0	8.3	25	33.3	0	0	0	0	12.5	8.3	4.2	25	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	**2**	0	**1**	0	1	0	0	0	0	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**1**	0	0	**1**	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	**1**	0	1	3
Total Volume	1	0	2	3	0	1	3	4	0	0	0	0	1	1	0	2	9
% App. Total	33.3	0	66.7		0	25	75		0	0	0		50	50	0		
PHF	.250	.000	.500	.375	.000	.250	.375	.500	.000	.000	.000	.000	.250	.250	.000	.500	.750

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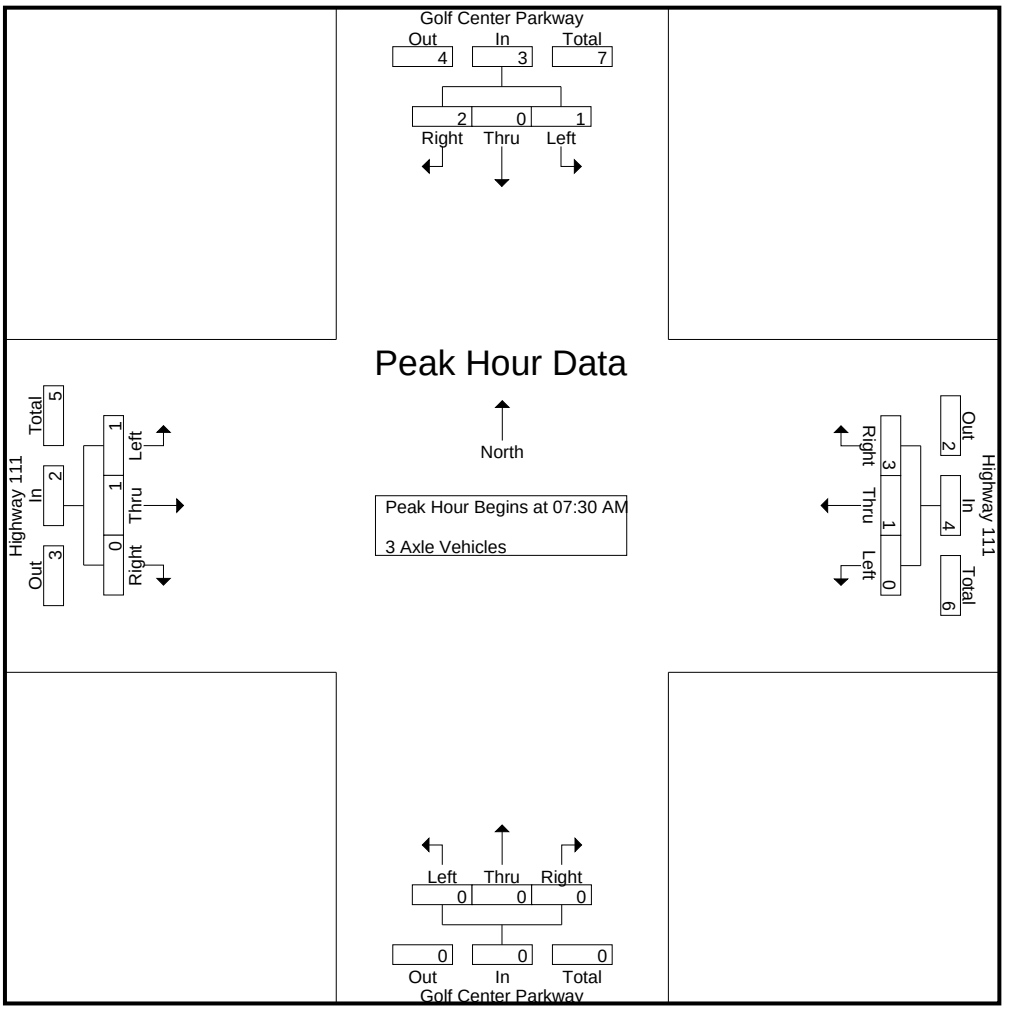

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	**1**	**2**	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	**1**	0	1
Total Volume	1	0	2	3	0	1	3	4	0	0	0	0	1	1	0	2
% App. Total	33.3	0	66.7		0	25	75		0	0	0		50	50	0	
PHF	.250	.000	.500	.375	.000	.250	.375	.500	.000	.000	.000	.000	.250	.250	.000	.500

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Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total	2	0	0	2	0	1	3	4	0	0	0	0	0	3	0	3	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	3	0	2	5	0	0	2	2	0	0	0	0	0	1	0	1	8
Grand Total	5	0	2	7	0	1	5	6	0	0	0	0	0	4	0	4	17
Apprch %	71.4	0	28.6		0	16.7	83.3		0	0	0		0	100	0		
Total %	29.4	0	11.8	41.2	0	5.9	29.4	35.3	0	0	0	0	0	23.5	0	23.5	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**	**3**
07:45 AM	0	0	0	0	0	**1**	1	**2**	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	**2**	0	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	3	0	1	4	0	1	2	3	0	0	0	0	0	3	0	3	10
% App. Total	75	0	25		0	33.3	66.7		0	0	0		0	100	0		
PHF	.375	.000	.250	.333	.000	.250	.500	.375	.000	.000	.000	.000	.000	.750	.000	.750	.833

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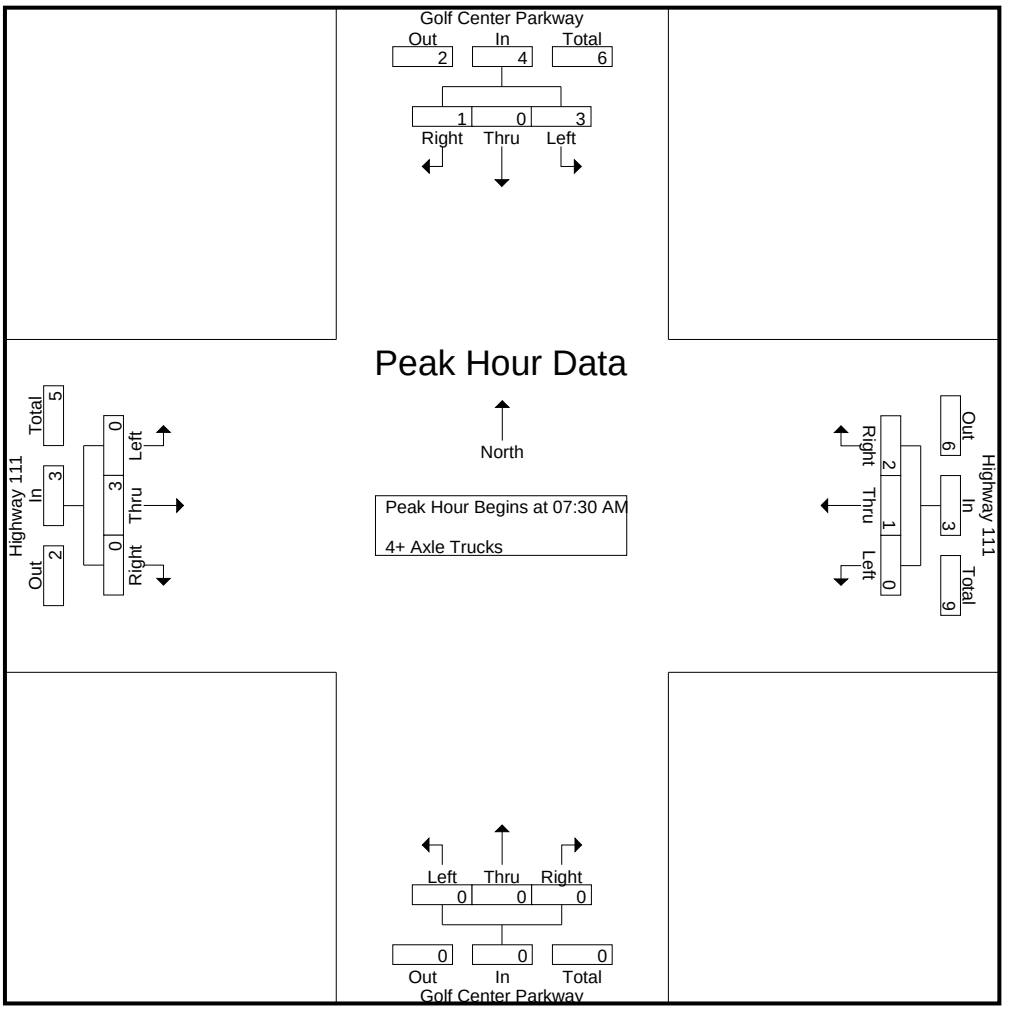

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	1	**2**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	**2**	0	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	1	4	0	1	2	3	0	0	0	0	0	3	0	3
% App. Total	75	0	25		0	33.3	66.7		0	0	0		0	100	0	
PHF	.375	.000	.250	.333	.000	.250	.500	.375	.000	.000	.000	.000	.000	.750	.000	.750

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	104	0	55	159	2	30	78	110	1	1	1	3	59	42	1	102	374
04:15 PM	104	2	59	165	1	40	74	115	2	1	1	4	67	59	2	128	412
04:30 PM	105	3	58	166	4	30	56	90	0	3	6	9	67	42	1	110	375
04:45 PM	83	1	49	133	3	36	78	117	0	1	6	7	47	52	0	99	356
Total	396	6	221	623	10	136	286	432	3	6	14	23	240	195	4	439	1517
05:00 PM	89	1	60	150	0	39	74	113	1	4	2	7	66	46	1	113	383
05:15 PM	79	5	37	121	3	42	87	132	0	2	2	4	70	42	1	113	370
05:30 PM	76	0	40	116	4	26	70	100	1	2	4	7	55	47	1	103	326
05:45 PM	85	3	35	123	1	29	71	101	0	2	3	5	56	47	2	105	334
Total	329	9	172	510	8	136	302	446	2	10	11	23	247	182	5	434	1413
Grand Total	725	15	393	1133	18	272	588	878	5	16	25	46	487	377	9	873	2930
Apprch %	64	1.3	34.7		2.1	31	67		10.9	34.8	54.3		55.8	43.2	1		
Total %	24.7	0.5	13.4	38.7	0.6	9.3	20.1	30	0.2	0.5	0.9	1.6	16.6	12.9	0.3	29.8	
Passenger Vehicles	716	15	388	1119	17	264	576	857	3	16	24	43	479	370	7	856	2875
% Passenger Vehicles	98.8	100	98.7	98.8	94.4	97.1	98	97.6	60	100	96	93.5	98.4	98.1	77.8	98.1	98.1
Large 2 Axle Vehicles	7	0	4	11	1	6	11	18	1	0	1	2	5	7	0	12	43
% Large 2 Axle Vehicles	1	0	1	1	5.6	2.2	1.9	2.1	20	0	4	4.3	1	1.9	0	1.4	1.5
3 Axle Vehicles	1	0	1	2	0	0	1	1	1	0	0	1	2	0	2	4	8
% 3 Axle Vehicles	0.1	0	0.3	0.2	0	0	0.2	0.1	20	0	0	2.2	0.4	0	22.2	0.5	0.3
4+ Axle Trucks	1	0	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
% 4+ Axle Trucks	0.1	0	0	0.1	0	0.7	0	0.2	0	0	0	0	0.2	0	0	0.1	0.1

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	104	2	59	165	1	**40**	74	115	**2**	1	1	4	**67**	**59**	**2**	**128**	**412**
04:30 PM	**105**	**3**	58	**166**	**4**	30	56	90	0	3	**6**	**9**	67	42	1	110	375
04:45 PM	83	1	49	133	3	36	**78**	**117**	0	1	6	7	47	52	0	99	356
05:00 PM	89	1	**60**	150	0	39	74	113	1	**4**	2	7	66	46	1	113	383
Total Volume	381	7	226	614	8	145	282	435	3	9	15	27	247	199	4	450	1526
% App. Total	62.1	1.1	36.8		1.8	33.3	64.8		11.1	33.3	55.6		54.9	44.2	0.9		
PHF	.907	.583	.942	.925	.500	.906	.904	.929	.375	.563	.625	.750	.922	.843	.500	.879	.926

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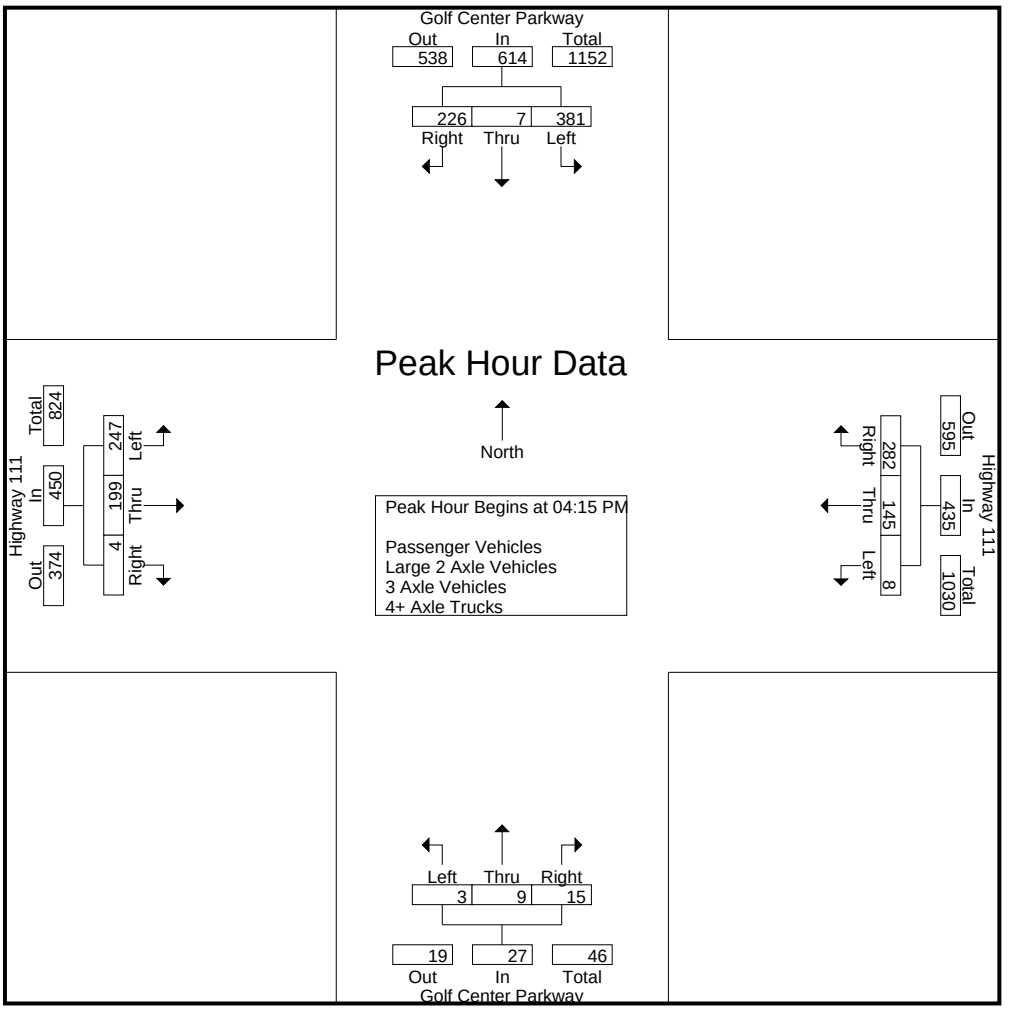
City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:15 PM				04:15 PM			
+0 mins.	104	0	55	159	3	36	78	117	**2**	1	1	4	**67**	**59**	**2**	**128**
+15 mins.	104	2	**59**	165	0	39	74	113	0	3	**6**	**9**	67	42	1	110
+30 mins.	**105**	**3**	58	**166**	3	**42**	**87**	**132**	0	1	6	7	47	52	0	99
+45 mins.	83	1	49	133	**4**	26	70	100	1	**4**	2	7	66	46	1	113
Total Volume	396	6	221	623	10	143	309	462	3	9	15	27	247	199	4	450
% App. Total	63.6	1	35.5		2.2	31	66.9		11.1	33.3	55.6		54.9	44.2	0.9	
PHF	.943	.500	.936	.938	.625	.851	.888	.875	.375	.563	.625	.750	.922	.843	.500	.879

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	103	0	53	156	2	29	77	108	0	1	1	2	59	42	0	101	367
04:15 PM	102	2	59	163	1	37	73	111	1	1	1	3	66	58	1	125	402
04:30 PM	104	3	56	163	3	30	55	88	0	3	6	9	66	42	1	109	369
04:45 PM	80	1	49	130	3	36	76	115	0	1	5	6	44	51	0	95	346
Total	389	6	217	612	9	132	281	422	1	6	13	20	235	193	2	430	1484
05:00 PM	88	1	60	149	0	39	72	111	1	4	2	7	63	45	1	109	376
05:15 PM	79	5	37	121	3	41	85	129	0	2	2	4	70	41	1	112	366
05:30 PM	76	0	40	116	4	25	68	97	1	2	4	7	55	45	1	101	321
05:45 PM	84	3	34	121	1	27	70	98	0	2	3	5	56	46	2	104	328
Total	327	9	171	507	8	132	295	435	2	10	11	23	244	177	5	426	1391
Grand Total	716	15	388	1119	17	264	576	857	3	16	24	43	479	370	7	856	2875
Apprch %	64	1.3	34.7		2	30.8	67.2		7	37.2	55.8		56	43.2	0.8		
Total %	24.9	0.5	13.5	38.9	0.6	9.2	20	29.8	0.1	0.6	0.8	1.5	16.7	12.9	0.2	29.8	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	102	2	59	**163**	1	37	73	111	**1**	1	1	3	**66**	**58**	**1**	**125**	**402**
04:30 PM	**104**	**3**	56	163	**3**	30	55	88	0	3	**6**	**9**	66	42	1	109	369
04:45 PM	80	1	49	130	3	36	**76**	**115**	0	1	5	6	44	51	0	95	346
05:00 PM	88	1	**60**	149	0	**39**	72	111	1	**4**	2	7	63	45	1	109	376
Total Volume	374	7	224	605	7	142	276	425	2	9	14	25	239	196	3	438	1493
% App. Total	61.8	1.2	37		1.6	33.4	64.9		8	36	56		54.6	44.7	0.7		
PHF	.899	.583	.933	.928	.583	.910	.908	.924	.500	.563	.583	.694	.905	.845	.750	.876	.928

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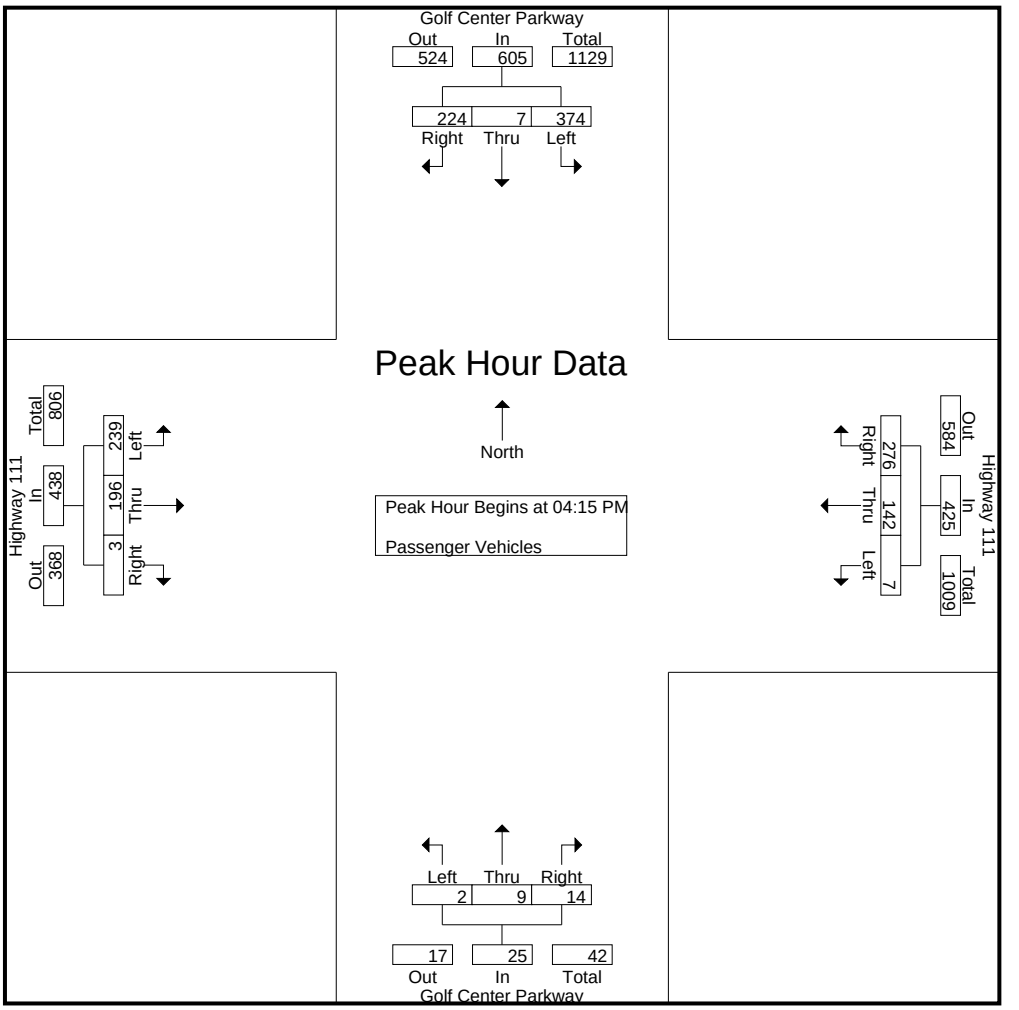
City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	102	2	59	**163**	1	37	73	111	**1**	1	1	3	**66**	**58**	**1**	**125**
+15 mins.	**104**	**3**	56	163	**3**	30	55	88	0	3	**6**	**9**	66	42	1	109
+30 mins.	80	1	49	130	3	36	**76**	**115**	0	1	5	6	44	51	0	95
+45 mins.	88	1	**60**	149	0	**39**	72	111	1	**4**	2	7	63	45	1	109
Total Volume	374	7	224	605	7	142	276	425	2	9	14	25	239	196	3	438
% App. Total	61.8	1.2	37		1.6	33.4	64.9		8	36	56		54.6	44.7	0.7	
PHF	.899	.583	.933	.928	.583	.910	.908	.924	.500	.563	.583	.694	.905	.845	.750	.876

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	2	3	0	1	1	2	1	0	0	1	0	0	0	0	6
04:15 PM	2	0	0	2	0	2	1	3	0	0	0	0	1	1	0	2	7
04:30 PM	1	0	1	2	1	0	1	2	0	0	0	0	1	0	0	1	5
04:45 PM	2	0	0	2	0	0	2	2	0	0	1	1	2	1	0	3	8
Total	6	0	3	9	1	3	5	9	1	0	1	2	4	2	0	6	26
05:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	2	4
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	5
05:45 PM	1	0	1	2	0	1	1	2	0	0	0	0	0	1	0	1	5
Total	1	0	1	2	0	3	6	9	0	0	0	0	1	5	0	6	17
Grand Total	7	0	4	11	1	6	11	18	1	0	1	2	5	7	0	12	43
Apprch %	63.6	0	36.4		5.6	33.3	61.1		50	0	50		41.7	58.3	0		
Total %	16.3	0	9.3	25.6	2.3	14	25.6	41.9	2.3	0	2.3	4.7	11.6	16.3	0	27.9	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**2**	0	0	**2**	0	**2**	1	**3**	0	0	0	0	1	**1**	0	2	7
04:30 PM	1	0	**1**	2	**1**	0	1	2	0	0	0	0	1	0	0	1	5
04:45 PM	2	0	0	2	0	0	**2**	2	0	0	**1**	**1**	**2**	1	0	**3**	**8**
05:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	2	4
Total Volume	5	0	1	6	1	2	6	9	0	0	1	1	5	3	0	8	24
% App. Total	83.3	0	16.7		11.1	22.2	66.7		0	0	100		62.5	37.5	0		
PHF	.625	.000	.250	.750	.250	.250	.750	.750	.000	.000	.250	.250	.625	.750	.000	.667	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
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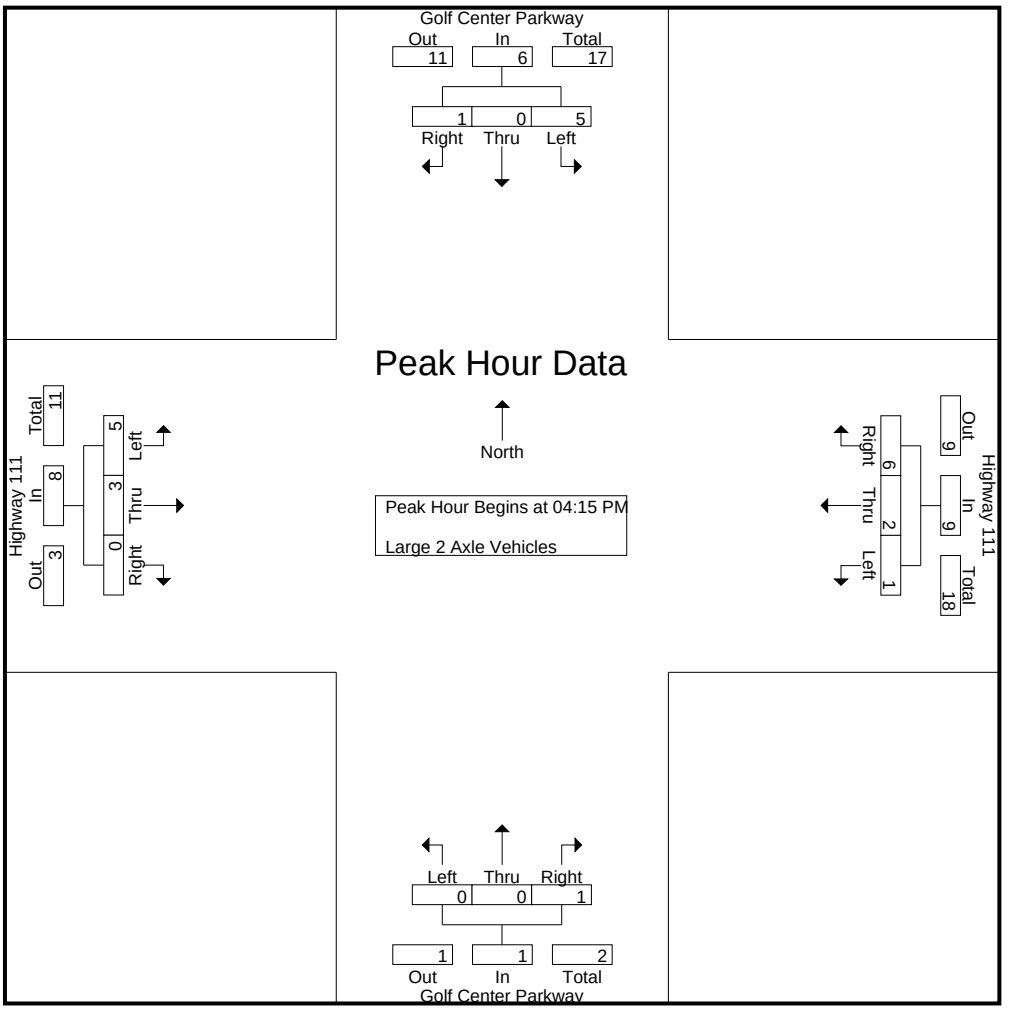

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**2**	0	0	**2**	0	**2**	1	**3**	0	0	0	0	1	**1**	0	2
+15 mins.	1	0	**1**	2	**1**	0	1	2	0	0	0	0	1	0	0	1
+30 mins.	2	0	0	2	0	0	**2**	2	0	0	**1**	**1**	**2**	1	0	**3**
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	2
Total Volume	5	0	1	6	1	2	6	9	0	0	1	1	5	3	0	8
% App. Total	83.3	0	16.7		11.1	22.2	66.7		0	0	100		62.5	37.5	0	
PHF	.625	.000	.250	.750	.250	.250	.750	.750	.000	.000	.250	.250	.625	.750	.000	.667

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
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Groups Printed- 3 Axle Vehicles

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	1	0	0	0	0	1	0	0	1	1	0	2	3	5
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
Grand Total	1	0	1	2	0	0	1	1	1	0	0	1	2	0	2	4	8
Apprch %	50	0	50		0	0	100		100	0	0		50	0	50		
Total %	12.5	0	12.5	25	0	0	12.5	12.5	12.5	0	0	12.5	25	0	25	50	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**2**
04:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:00 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	1	2	0	0	0	0	1	0	0	1	2	0	1	3	6
% App. Total	50	0	50		0	0	0		100	0	0		66.7	0	33.3		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.250	.750	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
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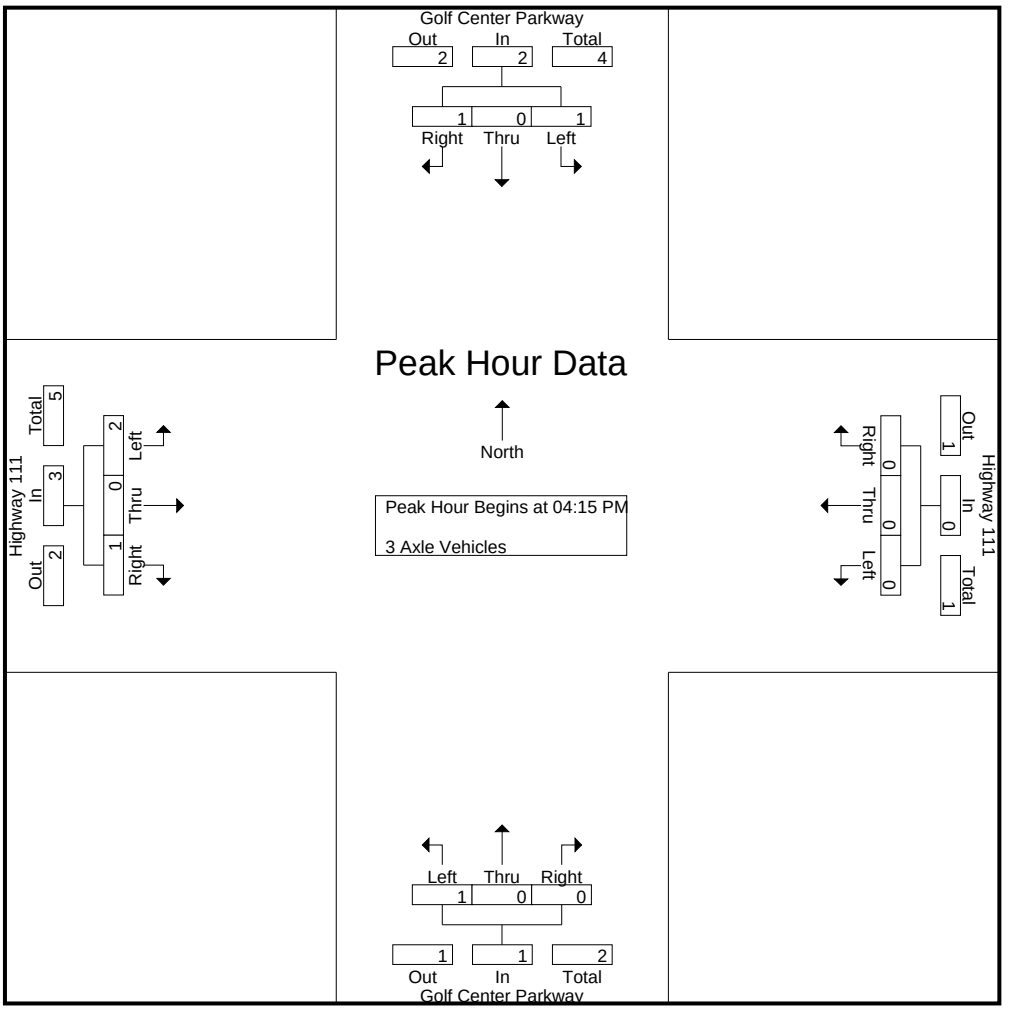

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	1	2	0	0	0	0	1	0	0	1	2	0	1	3
% App. Total	50	0	50		0	0	0		100	0	0		66.7	0	33.3	
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.250	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
Grand Total	1	0	0	1	0	2	0	2	0	0	0	0	1	0	0	1	4
Apprch %	100	0	0		0	100	0		0	0	0		100	0	0		
Total %	25	0	0	25	0	50	0	50	0	0	0	0	25	0	0	25	

	Golf Center Parkway Southbound				Highway 111 Westbound				Golf Center Parkway Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
% App. Total	100	0	0		0	100	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.750

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City of Indio
N/S: Golf Center Parkway
E/W: Highway 111
Weather: Clear

File Name : 16_IND_Golf_111 PM
Site Code : 05722739
Start Date : 8/24/2022
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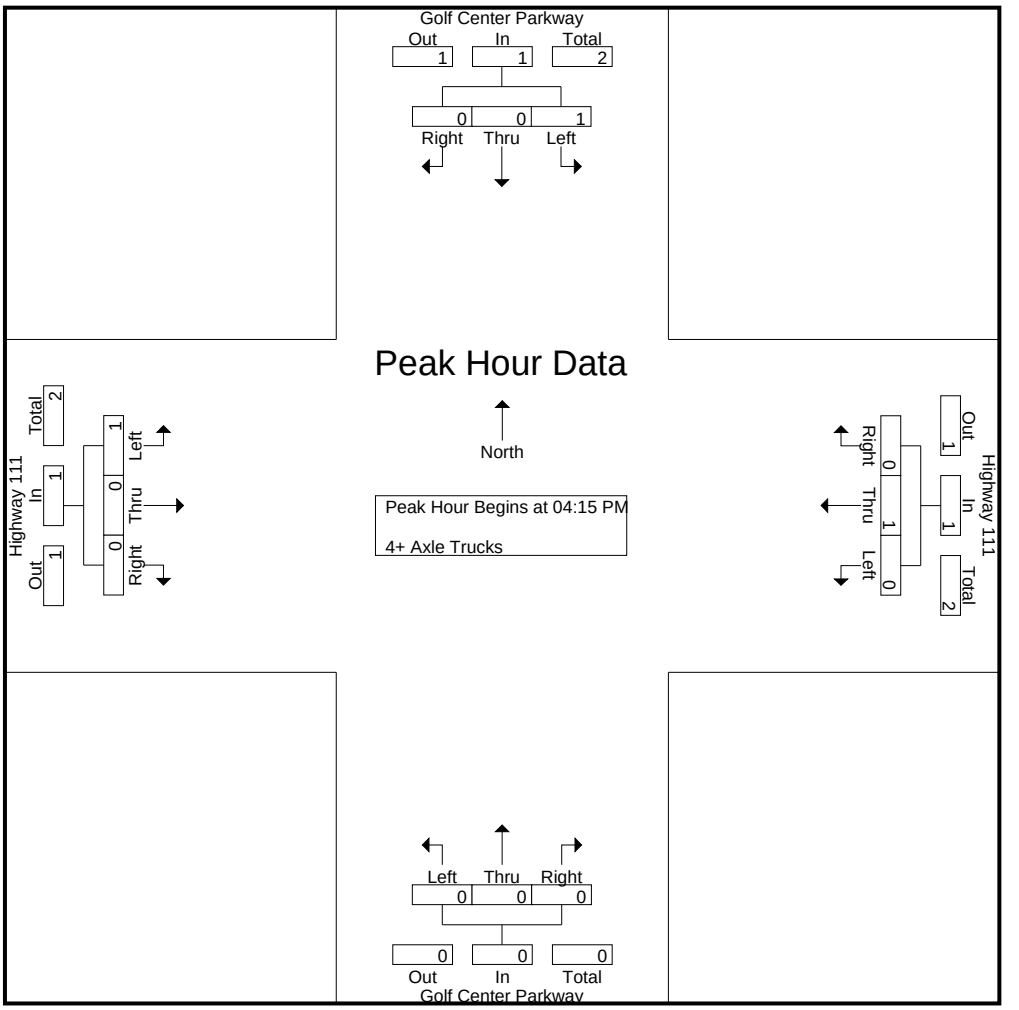

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	1
% App. Total	100	0	0		0	100	0		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	28	14	51	2	71	14	87	22	70	6	98	5	63	16	84	320
07:15 AM	6	45	12	63	4	84	14	102	38	101	7	146	11	77	21	109	420
07:30 AM	16	42	19	77	3	140	16	159	62	95	15	172	8	86	20	114	522
07:45 AM	26	40	15	81	9	160	25	194	57	82	12	151	17	110	21	148	574
Total	57	155	60	272	18	455	69	542	179	348	40	567	41	336	78	455	1836
08:00 AM	13	36	23	72	5	149	19	173	56	62	11	129	16	99	26	141	515
08:15 AM	3	27	10	40	6	127	9	142	34	65	6	105	22	103	25	150	437
08:30 AM	9	21	15	45	2	115	5	122	35	40	9	84	13	86	28	127	378
08:45 AM	7	31	18	56	4	92	3	99	27	45	9	81	15	73	24	112	348
Total	32	115	66	213	17	483	36	536	152	212	35	399	66	361	103	530	1678
Grand Total	89	270	126	485	35	938	105	1078	331	560	75	966	107	697	181	985	3514
Apprch %	18.4	55.7	26		3.2	87	9.7		34.3	58	7.8		10.9	70.8	18.4		
Total %	2.5	7.7	3.6	13.8	1	26.7	3	30.7	9.4	15.9	2.1	27.5	3	19.8	5.2	28	
Passenger Vehicles	87	259	122	468	31	914	102	1047	328	550	65	943	105	659	179	943	3401
% Passenger Vehicles	97.8	95.9	96.8	96.5	88.6	97.4	97.1	97.1	99.1	98.2	86.7	97.6	98.1	94.5	98.9	95.7	96.8
Large 2 Axle Vehicles	0	7	3	10	4	12	3	19	3	8	9	20	2	17	2	21	70
% Large 2 Axle Vehicles	0	2.6	2.4	2.1	11.4	1.3	2.9	1.8	0.9	1.4	12	2.1	1.9	2.4	1.1	2.1	2
3 Axle Vehicles	1	3	0	4	0	10	0	10	0	2	1	3	0	16	0	16	33
% 3 Axle Vehicles	1.1	1.1	0	0.8	0	1.1	0	0.9	0	0.4	1.3	0.3	0	2.3	0	1.6	0.9
4+ Axle Trucks	1	1	1	3	0	2	0	2	0	0	0	0	0	5	0	5	10
% 4+ Axle Trucks	1.1	0.4	0.8	0.6	0	0.2	0	0.2	0	0	0	0	0	0.7	0	0.5	0.3

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	**42**	19	77	3	140	16	159	**62**	**95**	**15**	**172**	8	86	20	114	522
07:45 AM	**26**	40	15	**81**	**9**	**160**	**25**	**194**	57	82	12	151	17	**110**	21	148	**574**
08:00 AM	13	36	**23**	72	5	149	19	173	56	62	11	129	16	99	**26**	141	515
08:15 AM	3	27	10	40	6	127	9	142	34	65	6	105	**22**	103	25	**150**	437
Total Volume	58	145	67	270	23	576	69	668	209	304	44	557	63	398	92	553	2048
% App. Total	21.5	53.7	24.8		3.4	86.2	10.3		37.5	54.6	7.9		11.4	72	16.6		
PHF	.558	.863	.728	.833	.639	.900	.690	.861	.843	.800	.733	.810	.716	.905	.885	.922	.892

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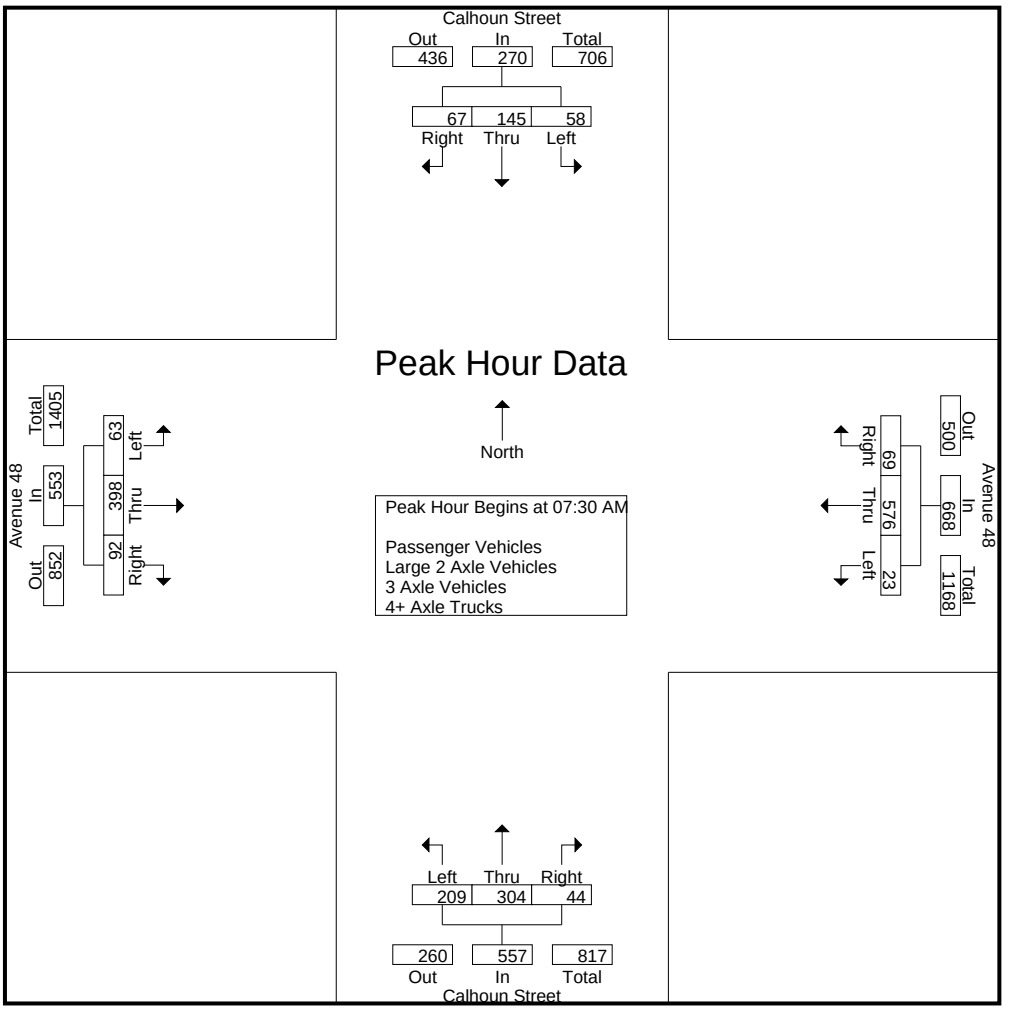
City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	6	**45**	12	63	3	140	16	159	38	**101**	7	146	17	**110**	21	148
+15 mins.	16	42	19	77	**9**	**160**	**25**	**194**	**62**	95	**15**	**172**	16	99	26	141
+30 mins.	**26**	40	15	**81**	5	149	19	173	57	82	12	151	**22**	103	25	**150**
+45 mins.	13	36	**23**	72	6	127	9	142	56	62	11	129	13	86	**28**	127
Total Volume	61	163	69	293	23	576	69	668	213	340	45	598	68	398	100	566
% App. Total	20.8	55.6	23.5		3.4	86.2	10.3		35.6	56.9	7.5		12	70.3	17.7	
PHF	.587	.906	.750	.904	.639	.900	.690	.861	.859	.842	.750	.869	.773	.905	.893	.943

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	26	14	49	2	69	14	85	22	67	6	95	5	58	16	79	308
07:15 AM	5	44	11	60	4	82	14	100	38	100	7	145	9	73	20	102	407
07:30 AM	16	41	17	74	2	135	16	153	61	95	14	170	8	84	20	112	509
07:45 AM	25	39	15	79	8	157	24	189	57	81	11	149	17	98	21	136	553
Total	55	150	57	262	16	443	68	527	178	343	38	559	39	313	77	429	1777
08:00 AM	13	35	23	71	5	146	19	170	55	62	10	127	16	95	26	137	505
08:15 AM	3	23	10	36	5	124	9	138	34	65	5	104	22	101	25	148	426
08:30 AM	9	21	14	44	2	111	4	117	35	38	6	79	13	83	27	123	363
08:45 AM	7	30	18	55	3	90	2	95	26	42	6	74	15	67	24	106	330
Total	32	109	65	206	15	471	34	520	150	207	27	384	66	346	102	514	1624
Grand Total	87	259	122	468	31	914	102	1047	328	550	65	943	105	659	179	943	3401
Apprch %	18.6	55.3	26.1		3	87.3	9.7		34.8	58.3	6.9		11.1	69.9	19		
Total %	2.6	7.6	3.6	13.8	0.9	26.9	3	30.8	9.6	16.2	1.9	27.7	3.1	19.4	5.3	27.7	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	16	**41**	17	74	2	135	16	153	**61**	**95**	**14**	**170**	8	84	20	112	509
07:45 AM	**25**	39	15	**79**	**8**	**157**	**24**	**189**	57	81	11	149	17	98	21	136	**553**
08:00 AM	13	35	**23**	71	5	146	19	170	55	62	10	127	16	95	**26**	137	505
08:15 AM	3	23	10	36	5	124	9	138	34	65	5	104	**22**	**101**	25	**148**	426
Total Volume	57	138	65	260	20	562	68	650	207	303	40	550	63	378	92	533	1993
% App. Total	21.9	53.1	25		3.1	86.5	10.5		37.6	55.1	7.3		11.8	70.9	17.3		
PHF	.570	.841	.707	.823	.625	.895	.708	.860	.848	.797	.714	.809	.716	.936	.885	.900	.901

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City of Coachella
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Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
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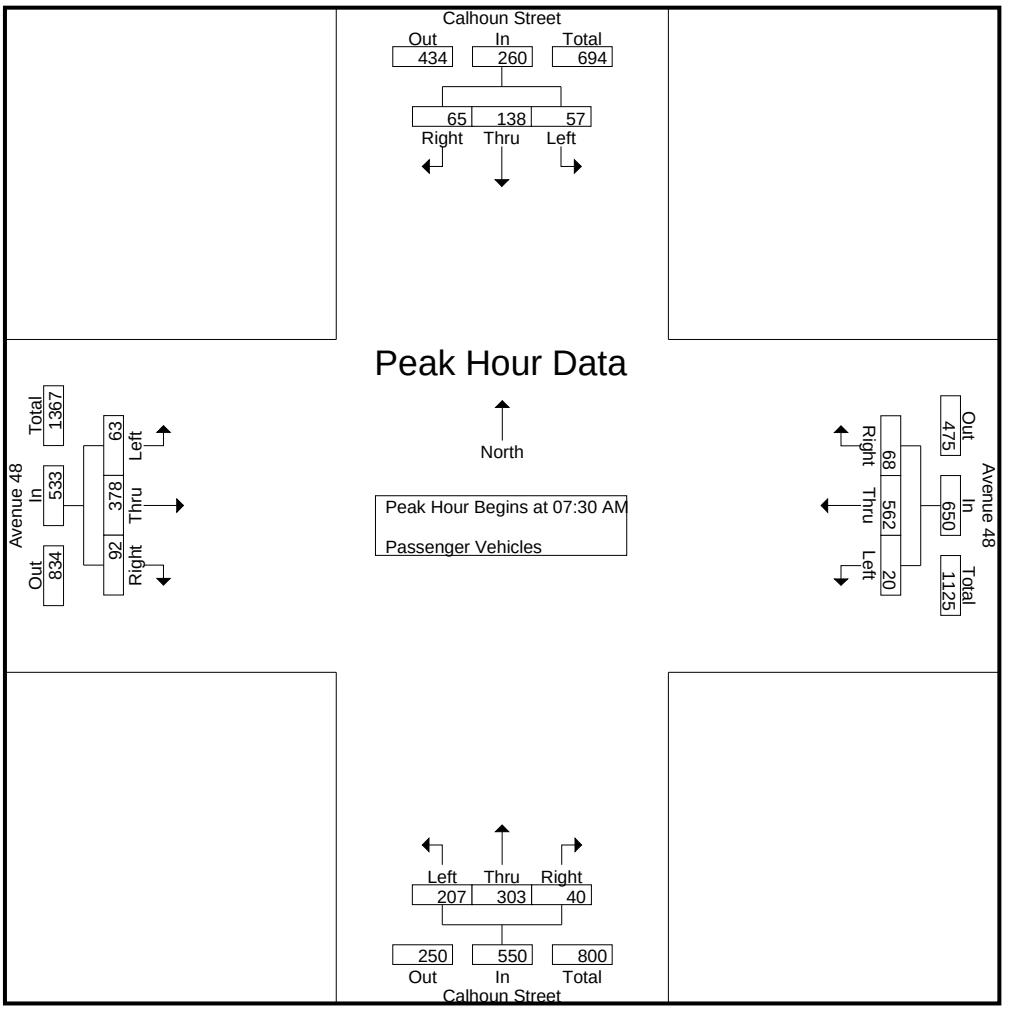

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	16	**41**	17	74	2	135	16	153	**61**	**95**	**14**	**170**	8	84	20	112
+15 mins.	**25**	39	15	**79**	**8**	**157**	**24**	**189**	57	81	11	149	17	98	21	136
+30 mins.	13	35	**23**	71	5	146	19	170	55	62	10	127	16	95	**26**	137
+45 mins.	3	23	10	36	5	124	9	138	34	65	5	104	**22**	**101**	25	**148**
Total Volume	57	138	65	260	20	562	68	650	207	303	40	550	63	378	92	533
% App. Total	21.9	53.1	25		3.1	86.5	10.5		37.6	55.1	7.3		11.8	70.9	17.3	
PHF	.570	.841	.707	.823	.625	.895	.708	.860	.848	.797	.714	.809	.716	.936	.885	.900

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	5
07:15 AM	0	1	1	2	0	1	0	1	0	1	0	1	2	1	1	4	8
07:30 AM	0	0	1	1	1	3	0	4	1	0	1	2	0	2	0	2	9
07:45 AM	0	1	0	1	1	1	1	3	0	1	1	2	0	5	0	5	11
Total	0	2	2	4	2	6	1	9	1	4	2	7	2	10	1	13	33
08:00 AM	0	1	0	1	0	2	0	2	1	0	1	2	0	3	0	3	8
08:15 AM	0	3	0	3	1	2	0	3	0	0	1	1	0	1	0	1	8
08:30 AM	0	0	1	1	0	1	1	2	0	1	2	3	0	1	1	2	8
08:45 AM	0	1	0	1	1	1	1	3	1	3	3	7	0	2	0	2	13
Total	0	5	1	6	2	6	2	10	2	4	7	13	0	7	1	8	37
Grand Total	0	7	3	10	4	12	3	19	3	8	9	20	2	17	2	21	70
Apprch %	0	70	30		21.1	63.2	15.8		15	40	45		9.5	81	9.5		
Total %	0	10	4.3	14.3	5.7	17.1	4.3	27.1	4.3	11.4	12.9	28.6	2.9	24.3	2.9	30	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	**1**	**3**	0	**4**	**1**	0	**1**	**2**	0	2	0	2	9
07:45 AM	0	1	0	1	1	1	**1**	3	0	**1**	1	2	0	**5**	0	**5**	**11**
08:00 AM	0	1	0	1	0	2	0	2	1	0	1	2	0	3	0	3	8
08:15 AM	0	**3**	0	**3**	1	2	0	3	0	0	1	1	0	1	0	1	8
Total Volume	0	5	1	6	3	8	1	12	2	1	4	7	0	11	0	11	36
% App. Total	0	83.3	16.7		25	66.7	8.3		28.6	14.3	57.1		0	100	0		
PHF	.000	.417	.250	.500	.750	.667	.250	.750	.500	.250	1.00	.875	.000	.550	.000	.550	.818

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City of Coachella
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File Name : 17_COA_Cal_Ave 48 AM
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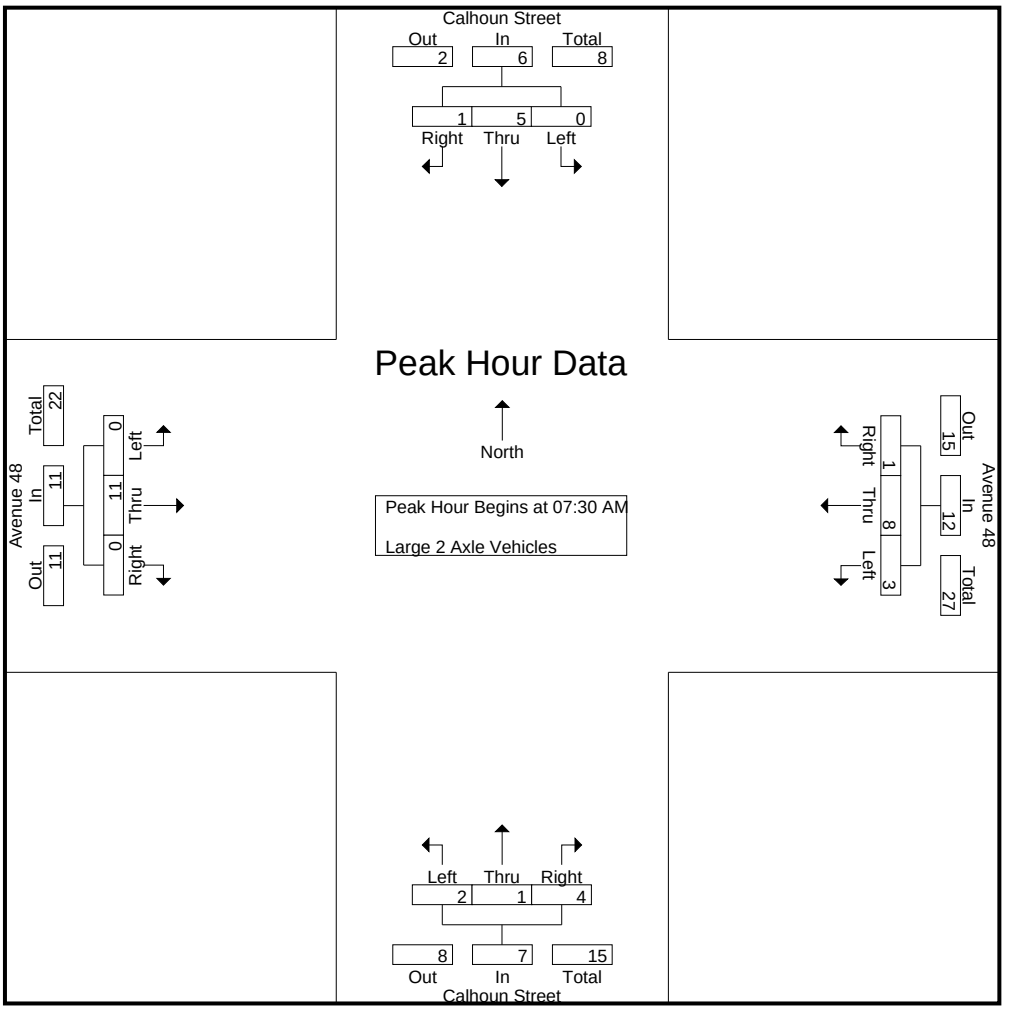

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	**1**	**3**	0	**4**	**1**	0	**1**	**2**	0	2	0	2
+15 mins.	0	1	0	1	1	1	**1**	3	0	**1**	1	2	0	**5**	0	**5**
+30 mins.	0	1	0	1	0	2	0	2	1	0	1	2	0	3	0	3
+45 mins.	0	**3**	0	**3**	1	2	0	3	0	0	1	1	0	1	0	1
Total Volume	0	5	1	6	3	8	1	12	2	1	4	7	0	11	0	11
% App. Total	0	83.3	16.7		25	66.7	8.3		28.6	14.3	57.1		0	100	0	
PHF	.000	.417	.250	.500	.750	.667	.250	.750	.500	.250	1.000	.875	.000	.550	.000	.550

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City of Coachella
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File Name : 17_COA_Cal_Ave 48 AM
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Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	6	0	6	9
Total	1	2	0	3	0	4	0	4	0	1	0	1	0	11	0	11	19
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	3	0	3	0	1	1	2	0	2	0	2	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	1	0	1	0	6	0	6	0	1	1	2	0	5	0	5	14
Grand Total	1	3	0	4	0	10	0	10	0	2	1	3	0	16	0	16	33
Apprch %	25	75	0		0	100	0		0	66.7	33.3		0	100	0		
Total %	3	9.1	0	12.1	0	30.3	0	30.3	0	6.1	3	9.1	0	48.5	0	48.5	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	**1**	0	0	1	0	**2**	0	**2**	0	0	0	0	0	**6**	0	**6**	**9**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	1	2	0	3	0	5	0	5	0	0	0	0	0	7	0	7	15
% App. Total	33.3	66.7	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.500	.000	.750	.000	.625	.000	.625	.000	.000	.000	.000	.000	.292	.000	.292	.417

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City of Coachella
N/S: Calhoun Street
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File Name : 17_COA_Cal_Ave 48 AM
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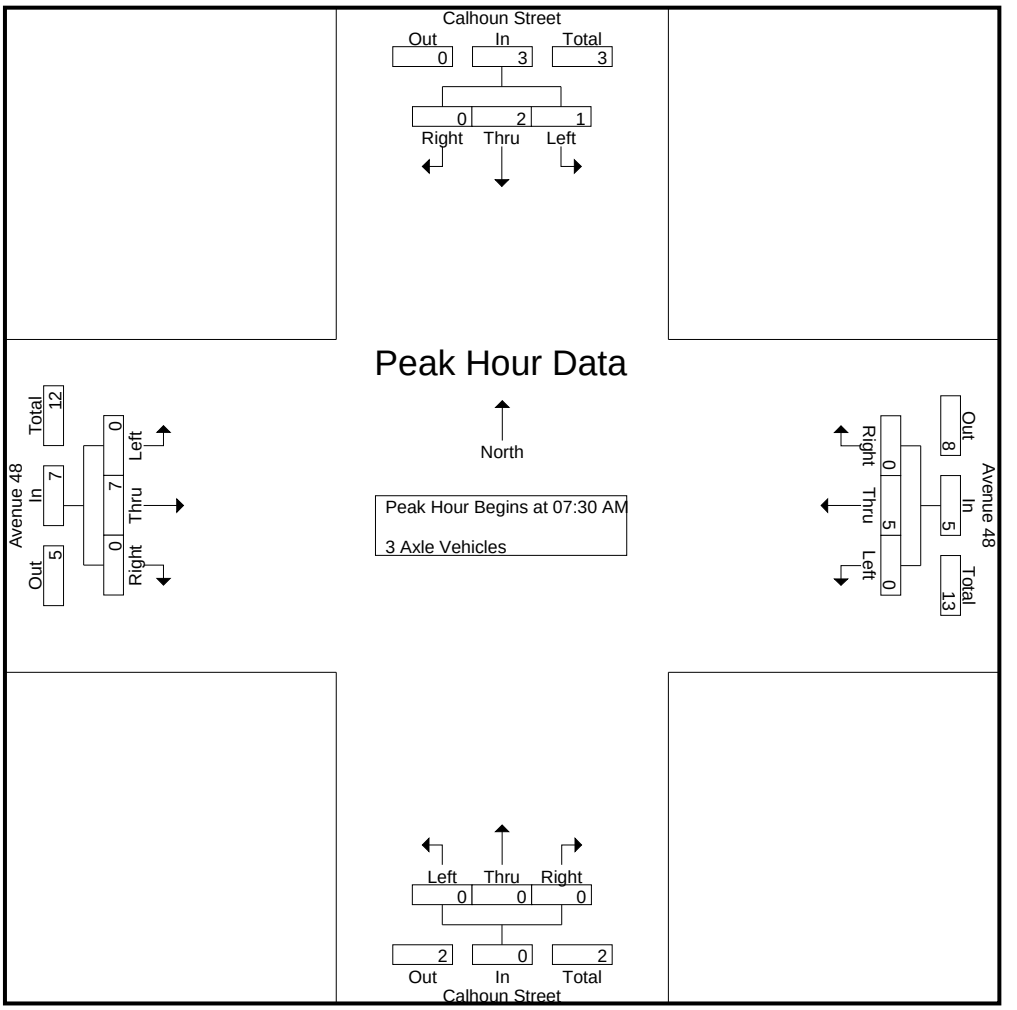

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	1	0	**2**	0	**2**	0	0	0	0	0	**6**	0	**6**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	1	2	0	3	0	5	0	5	0	0	0	0	0	7	0	7
% App. Total	33.3	66.7	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.500	.000	.750	.000	.625	.000	.625	.000	.000	.000	.000	.000	.292	.000	.292

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City of Coachella
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File Name : 17_COA_Cal_Ave 48 AM
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Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	1	1	3	0	2	0	2	0	0	0	0	0	2	0	2	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	1	1	1	3	0	2	0	2	0	0	0	0	0	5	0	5	10
Apprch %	33.3	33.3	33.3		0	100	0		0	0	0		0	100	0		
Total %	10	10	10	30	0	20	0	20	0	0	0	0	0	50	0	50	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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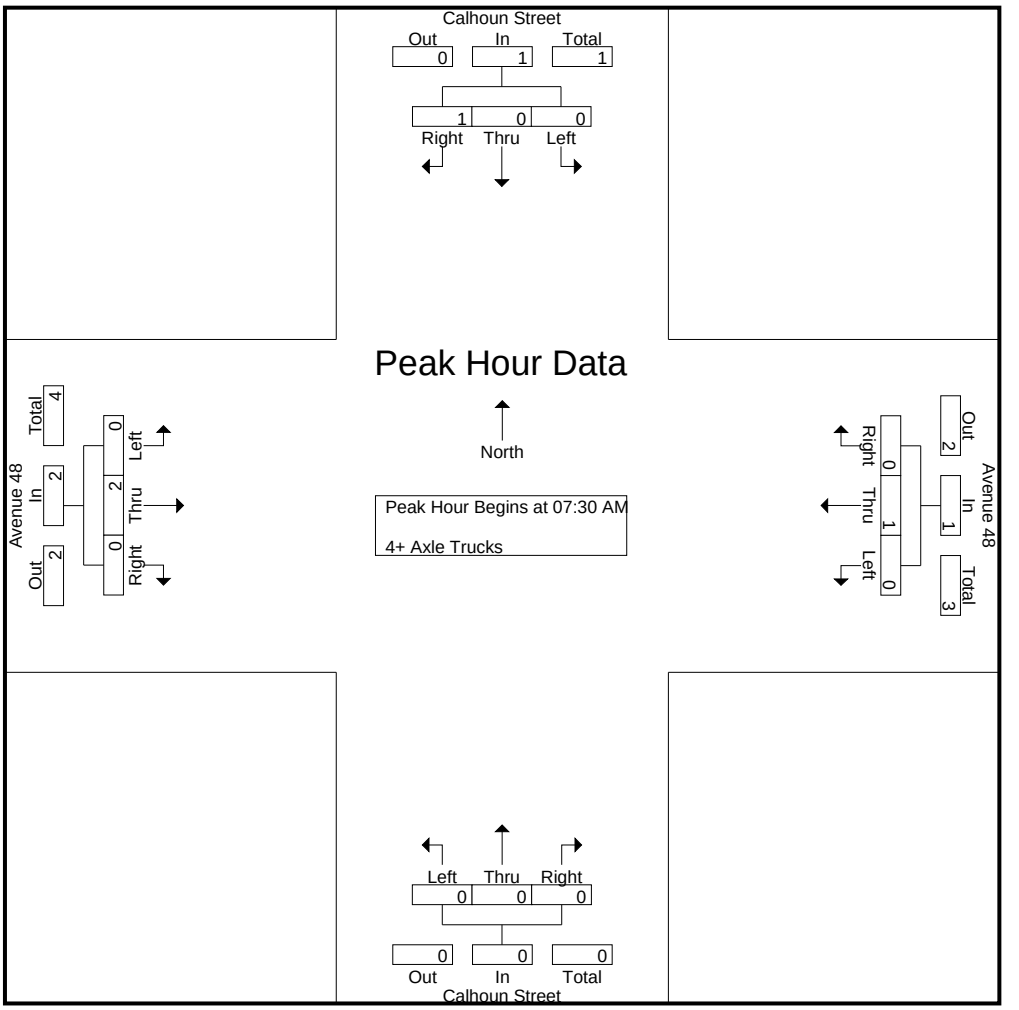

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

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City of Coachella
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	82	21	118	7	112	11	130	28	32	8	68	18	149	42	209	525
04:15 PM	15	71	14	100	11	95	9	115	22	54	8	84	13	121	47	181	480
04:30 PM	13	80	14	107	6	93	9	108	31	31	9	71	8	140	37	185	471
04:45 PM	12	62	7	81	3	97	8	108	20	33	5	58	15	126	23	164	411
Total	55	295	56	406	27	397	37	461	101	150	30	281	54	536	149	739	1887
05:00 PM	10	70	12	92	13	121	9	143	23	46	8	77	11	126	51	188	500
05:15 PM	24	79	16	119	7	95	13	115	30	48	11	89	24	132	49	205	528
05:30 PM	17	54	16	87	4	95	17	116	30	47	8	85	17	119	45	181	469
05:45 PM	14	68	14	96	5	79	11	95	29	43	3	75	21	113	43	177	443
Total	65	271	58	394	29	390	50	469	112	184	30	326	73	490	188	751	1940
Grand Total	120	566	114	800	56	787	87	930	213	334	60	607	127	1026	337	1490	3827
Apprch %	15	70.8	14.2		6	84.6	9.4		35.1	55	9.9		8.5	68.9	22.6		
Total %	3.1	14.8	3	20.9	1.5	20.6	2.3	24.3	5.6	8.7	1.6	15.9	3.3	26.8	8.8	38.9	
Passenger Vehicles	120	561	111	792	54	772	86	912	212	328	57	597	125	1017	336	1478	3779
% Passenger Vehicles	100	99.1	97.4	99	96.4	98.1	98.9	98.1	99.5	98.2	95	98.4	98.4	99.1	99.7	99.2	98.7
Large 2 Axle Vehicles	0	4	3	7	2	15	1	18	1	5	3	9	2	9	1	12	46
% Large 2 Axle Vehicles	0	0.7	2.6	0.9	3.6	1.9	1.1	1.9	0.5	1.5	5	1.5	1.6	0.9	0.3	0.8	1.2
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	70	12	92	**13**	**121**	9	**143**	23	46	8	77	11	126	**51**	188	500
05:15 PM	**24**	**79**	**16**	**119**	7	95	13	115	**30**	**48**	**11**	**89**	**24**	**132**	49	**205**	**528**
05:30 PM	17	54	16	87	4	95	**17**	116	30	47	8	85	17	119	45	181	469
05:45 PM	14	68	14	96	5	79	11	95	29	43	3	75	21	113	43	177	443
Total Volume	65	271	58	394	29	390	50	469	112	184	30	326	73	490	188	751	1940
% App. Total	16.5	68.8	14.7		6.2	83.2	10.7		34.4	56.4	9.2		9.7	65.2	25		
PHF	.677	.858	.906	.828	.558	.806	.735	.820	.933	.958	.682	.916	.760	.928	.922	.916	.919

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N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 PM
Site Code : 05722739
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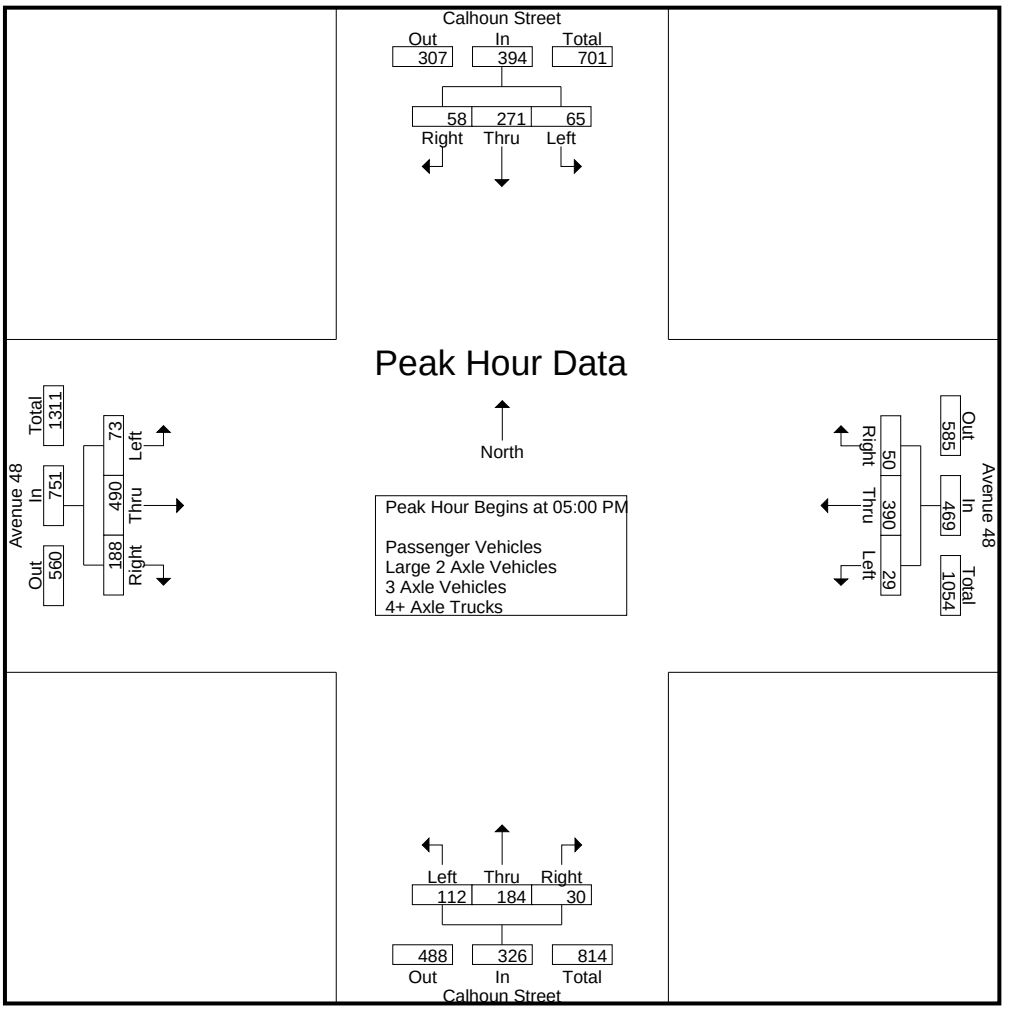

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**15**	**82**	**21**	**118**	3	97	8	108	23	46	8	77	11	126	**51**	188
+15 mins.	15	71	14	100	**13**	**121**	9	**143**	**30**	**48**	**11**	**89**	**24**	**132**	49	**205**
+30 mins.	13	80	14	107	7	95	13	115	30	47	8	85	17	119	45	181
+45 mins.	12	62	7	81	4	95	**17**	116	29	43	3	75	21	113	43	177
Total Volume	55	295	56	406	27	408	47	482	112	184	30	326	73	490	188	751
% App. Total	13.5	72.7	13.8		5.6	84.6	9.8		34.4	56.4	9.2		9.7	65.2	25	
PHF	.917	.899	.667	.860	.519	.843	.691	.843	.933	.958	.682	.916	.760	.928	.922	.916

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City of Coachella
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Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	81	19	115	7	109	11	127	27	32	8	67	18	148	42	208	517
04:15 PM	15	71	13	99	11	91	9	111	22	53	8	83	13	120	47	180	473
04:30 PM	13	79	14	106	6	92	9	107	31	30	7	68	8	139	37	184	465
04:45 PM	12	60	7	79	2	96	8	106	20	32	5	57	15	124	23	162	404
Total	55	291	53	399	26	388	37	451	100	147	28	275	54	531	149	734	1859
05:00 PM	10	70	12	92	13	119	9	141	23	46	8	77	11	124	50	185	495
05:15 PM	24	79	16	119	7	92	13	112	30	47	11	88	23	132	49	204	523
05:30 PM	17	53	16	86	4	94	16	114	30	46	7	83	16	118	45	179	462
05:45 PM	14	68	14	96	4	79	11	94	29	42	3	74	21	112	43	176	440
Total	65	270	58	393	28	384	49	461	112	181	29	322	71	486	187	744	1920
Grand Total	120	561	111	792	54	772	86	912	212	328	57	597	125	1017	336	1478	3779
Apprch %	15.2	70.8	14		5.9	84.6	9.4		35.5	54.9	9.5		8.5	68.8	22.7		
Total %	3.2	14.8	2.9	21	1.4	20.4	2.3	24.1	5.6	8.7	1.5	15.8	3.3	26.9	8.9	39.1	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	70	12	92	**13**	**119**	9	**141**	23	46	8	77	11	124	**50**	185	495
05:15 PM	**24**	**79**	**16**	**119**	7	92	13	112	**30**	**47**	**11**	**88**	**23**	**132**	49	**204**	**523**
05:30 PM	17	53	16	86	4	94	**16**	114	30	46	7	83	16	118	45	179	462
05:45 PM	14	68	14	96	4	79	11	94	29	42	3	74	21	112	43	176	440
Total Volume	65	270	58	393	28	384	49	461	112	181	29	322	71	486	187	744	1920
% App. Total	16.5	68.7	14.8		6.1	83.3	10.6		34.8	56.2	9		9.5	65.3	25.1		
PHF	.677	.854	.906	.826	.538	.807	.766	.817	.933	.963	.659	.915	.772	.920	.935	.912	.918

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City of Coachella
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File Name : 17_COA_Cal_Ave 48 PM
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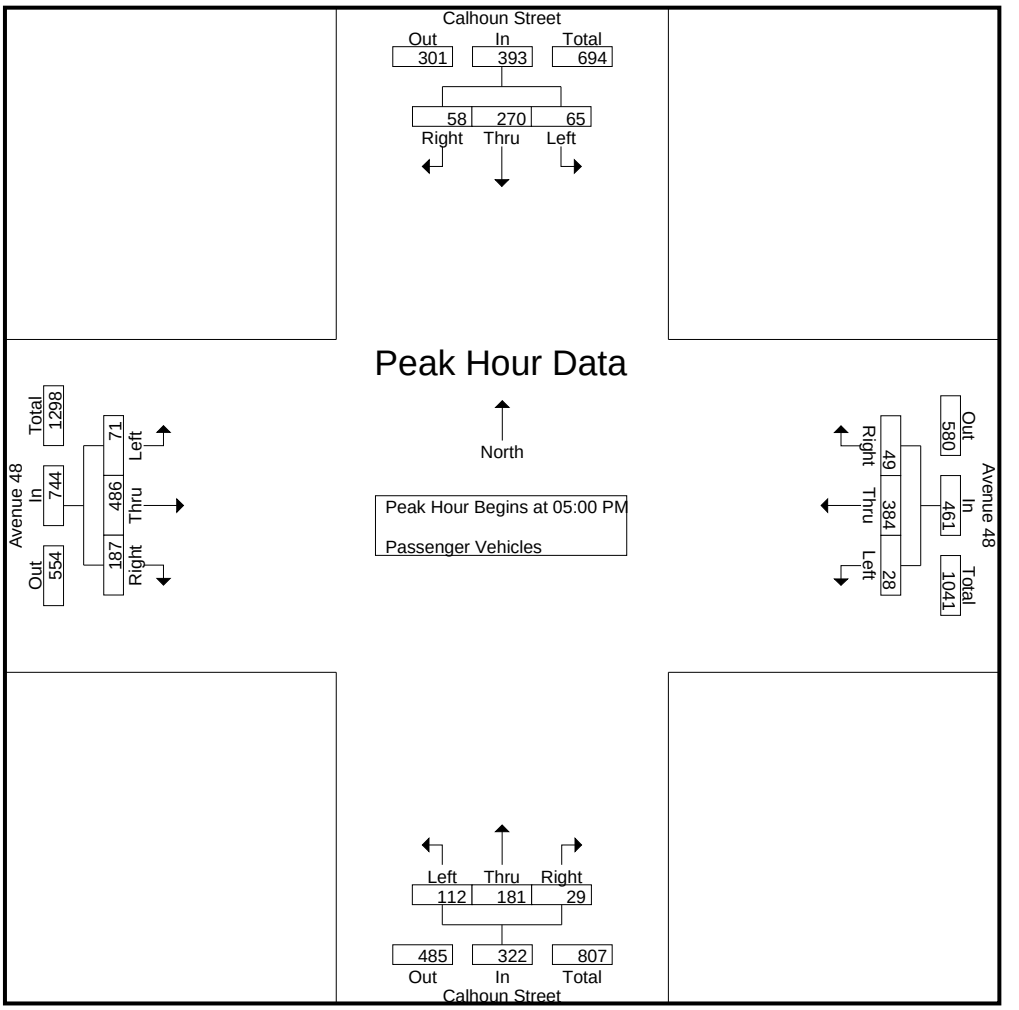

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	10	70	12	92	**13**	**119**	9	**141**	23	46	8	77	11	124	**50**	185
+15 mins.	**24**	**79**	**16**	**119**	7	92	13	112	**30**	**47**	**11**	**88**	**23**	**132**	49	**204**
+30 mins.	17	53	16	86	4	94	**16**	114	30	46	7	83	16	118	45	179
+45 mins.	14	68	14	96	4	79	11	94	29	42	3	74	21	112	43	176
Total Volume	65	270	58	393	28	384	49	461	112	181	29	322	71	486	187	744
% App. Total	16.5	68.7	14.8		6.1	83.3	10.6		34.8	56.2	9		9.5	65.3	25.1	
PHF	.677	.854	.906	.826	.538	.807	.766	.817	.933	.963	.659	.915	.772	.920	.935	.912

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City of Coachella
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File Name : 17_COA_Cal_Ave 48 PM
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Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	3	0	3	1	0	0	1	0	1	0	1	7
04:15 PM	0	0	1	1	0	4	0	4	0	1	0	1	0	1	0	1	7
04:30 PM	0	1	0	1	0	1	0	1	0	0	2	2	0	1	0	1	5
04:45 PM	0	2	0	2	1	1	0	2	0	1	0	1	0	2	0	2	7
Total	0	3	3	6	1	9	0	10	1	2	2	5	0	5	0	5	26
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	5
05:15 PM	0	0	0	0	0	3	0	3	0	1	0	1	1	0	0	1	5
05:30 PM	0	1	0	1	0	1	1	2	0	1	1	2	1	1	0	2	7
05:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
Total	0	1	0	1	1	6	1	8	0	3	1	4	2	4	1	7	20
Grand Total	0	4	3	7	2	15	1	18	1	5	3	9	2	9	1	12	46
Apprch %	0	57.1	42.9		11.1	83.3	5.6		11.1	55.6	33.3		16.7	75	8.3		
Total %	0	8.7	6.5	15.2	4.3	32.6	2.2	39.1	2.2	10.9	6.5	19.6	4.3	19.6	2.2	26.1	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	**1**	**3**	5
05:15 PM	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	**1**	0	0	1	5
05:30 PM	0	**1**	0	**1**	0	1	**1**	2	0	1	**1**	**2**	1	1	0	2	**7**
05:45 PM	0	0	0	0	**1**	0	0	1	0	1	0	1	0	1	0	1	3
Total Volume	0	1	0	1	1	6	1	8	0	3	1	4	2	4	1	7	20
% App. Total	0	100	0		12.5	75	12.5		0	75	25		28.6	57.1	14.3		
PHF	.000	.250	.000	.250	.250	.500	.250	.667	.000	.750	.250	.500	.500	.500	.250	.583	.714

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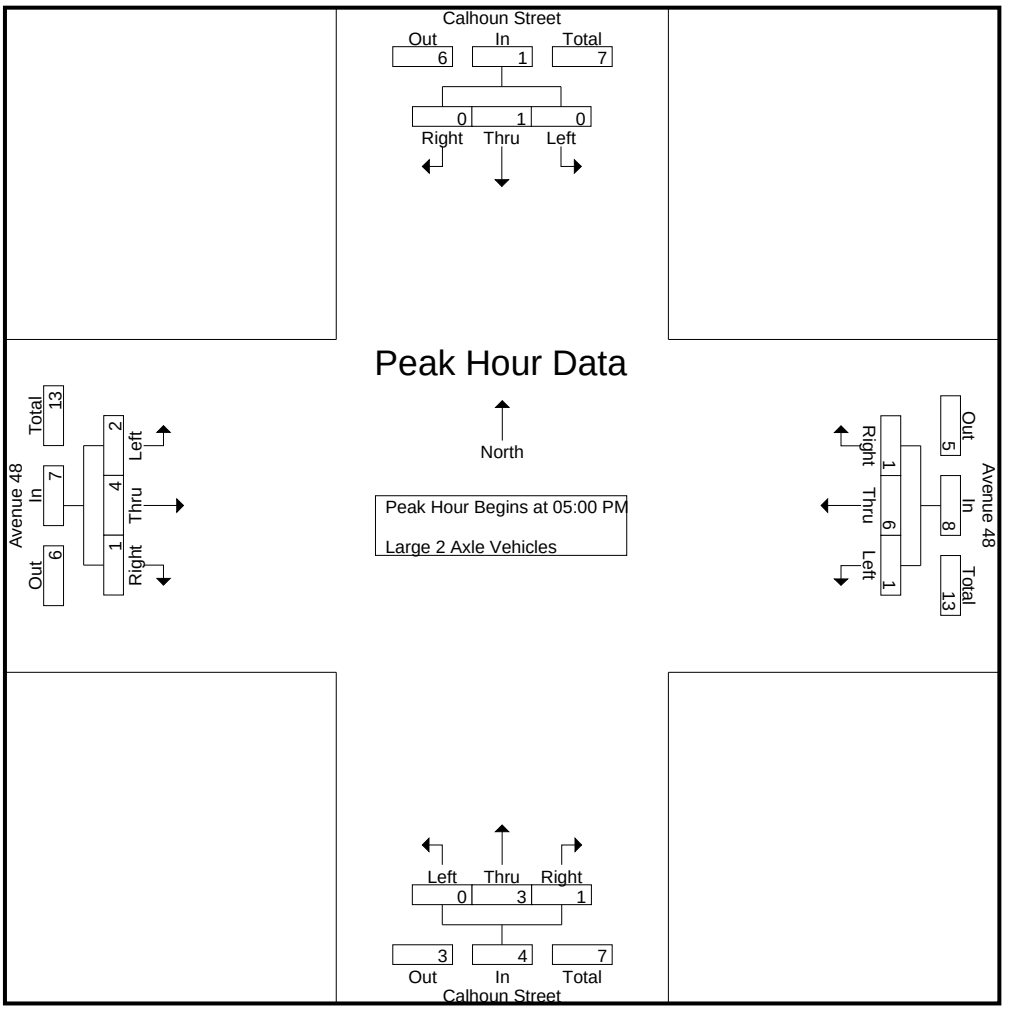

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	**1**	0	1	**1**	0	0	1
+30 mins.	0	**1**	0	**1**	0	1	**1**	2	0	1	**1**	**2**	1	1	0	2
+45 mins.	0	0	0	0	**1**	0	0	1	0	1	0	1	0	1	0	1
Total Volume	0	1	0	1	1	6	1	8	0	3	1	4	2	4	1	7
% App. Total	0	100	0		12.5	75	12.5		0	75	25		28.6	57.1	14.3	
PHF	.000	.250	.000	.250	.250	.500	.250	.667	.000	.750	.250	.500	.500	.500	.250	.583

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Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 48
Weather: Clear

File Name : 17_COA_Cal_Ave 48 PM
Site Code : 05722739
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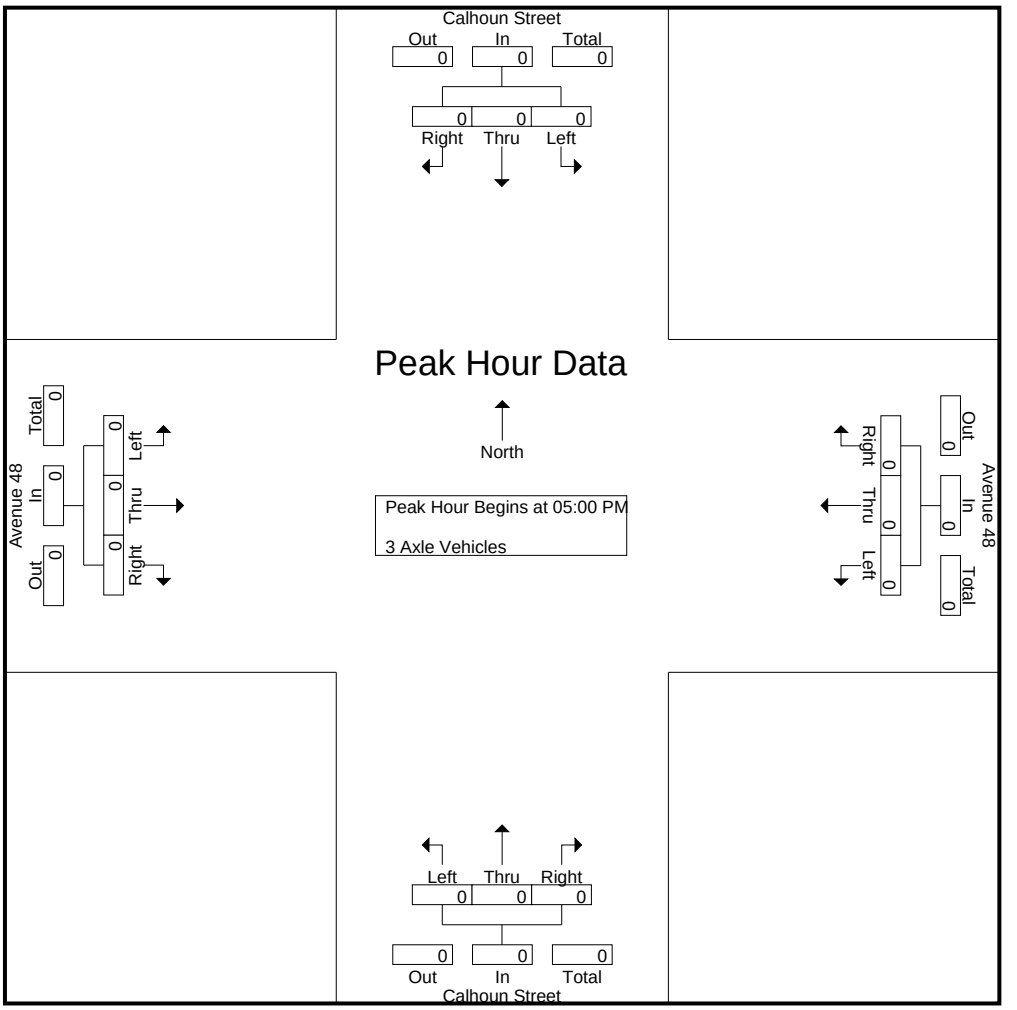

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 17_COA_Cal_Ave 48 PM
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Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Calhoun Street Southbound				Avenue 48 Westbound				Calhoun Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 17_COA_Cal_Ave 48 PM
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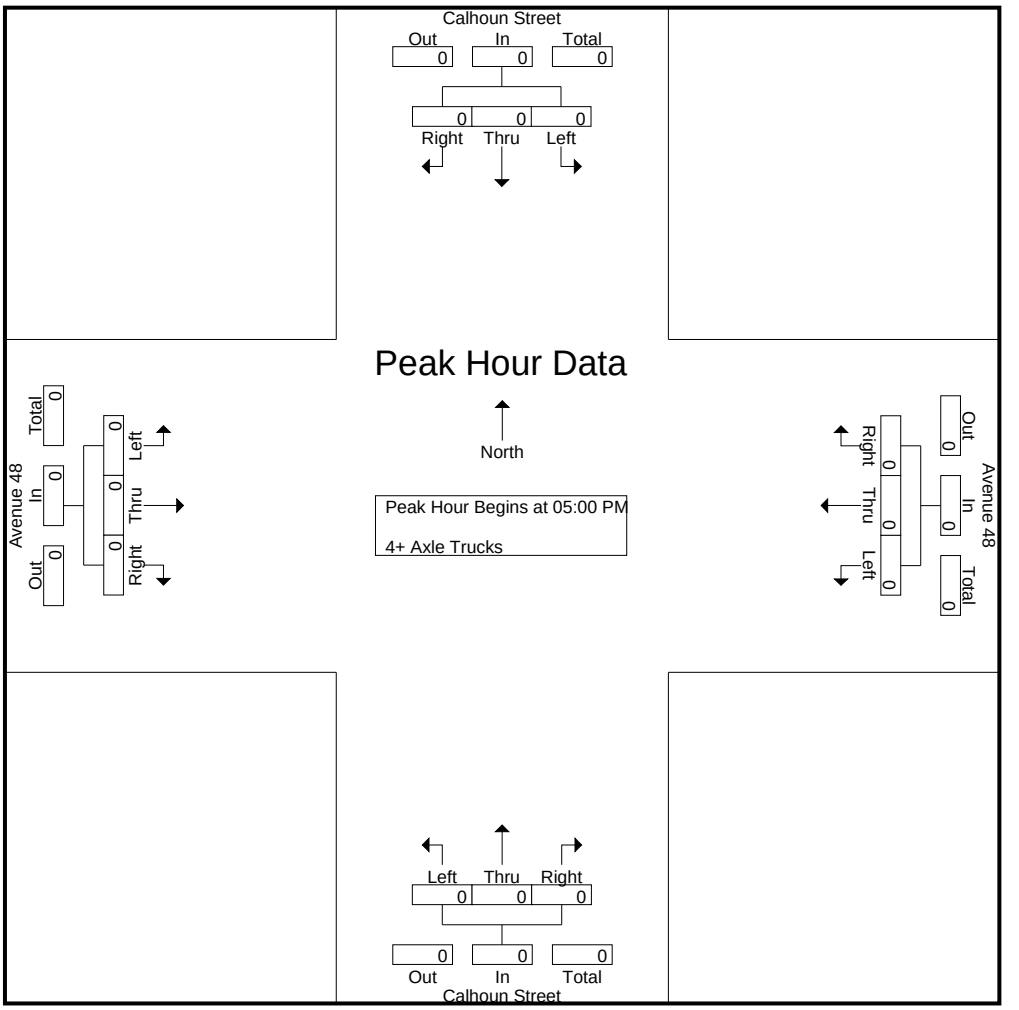

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
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Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	44	5	59	4	63	15	82	4	53	19	76	5	34	5	44	261
07:15 AM	14	46	8	68	2	71	18	91	17	79	25	121	12	27	5	44	324
07:30 AM	26	50	13	89	2	83	26	111	21	62	31	114	8	46	5	59	373
07:45 AM	30	66	19	115	10	119	43	172	21	57	62	140	11	55	3	69	496
Total	80	206	45	331	18	336	102	456	63	251	137	451	36	162	18	216	1454
08:00 AM	23	44	19	86	4	94	33	131	18	53	39	110	10	57	8	75	402
08:15 AM	14	23	9	46	8	73	31	112	9	40	7	56	10	46	8	64	278
08:30 AM	14	34	8	56	3	70	9	82	6	24	4	34	18	52	9	79	251
08:45 AM	20	25	15	60	6	68	17	91	5	16	3	24	7	53	4	64	239
Total	71	126	51	248	21	305	90	416	38	133	53	224	45	208	29	282	1170
Grand Total	151	332	96	579	39	641	192	872	101	384	190	675	81	370	47	498	2624
Apprch %	26.1	57.3	16.6		4.5	73.5	22		15	56.9	28.1		16.3	74.3	9.4		
Total %	5.8	12.7	3.7	22.1	1.5	24.4	7.3	33.2	3.8	14.6	7.2	25.7	3.1	14.1	1.8	19	
Passenger Vehicles	147	326	89	562	38	622	188	848	99	381	190	670	77	358	46	481	2561
% Passenger Vehicles	97.4	98.2	92.7	97.1	97.4	97	97.9	97.2	98	99.2	100	99.3	95.1	96.8	97.9	96.6	97.6
Large 2 Axle Vehicles	3	3	7	13	1	16	3	20	0	2	0	2	4	7	0	11	46
% Large 2 Axle Vehicles	2	0.9	7.3	2.2	2.6	2.5	1.6	2.3	0	0.5	0	0.3	4.9	1.9	0	2.2	1.8
3 Axle Vehicles	1	2	0	3	0	1	0	1	2	1	0	3	0	3	1	4	11
% 3 Axle Vehicles	0.7	0.6	0	0.5	0	0.2	0	0.1	2	0.3	0	0.4	0	0.8	2.1	0.8	0.4
4+ Axle Trucks	0	1	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
% 4+ Axle Trucks	0	0.3	0	0.2	0	0.3	0.5	0.3	0	0	0	0	0	0.5	0	0.4	0.2

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	46	8	68	2	71	18	91	17	**79**	25	121	**12**	27	5	44	324
07:30 AM	26	50	13	89	2	83	26	111	**21**	62	31	114	8	46	5	59	373
07:45 AM	**30**	**66**	**19**	**115**	**10**	**119**	**43**	**172**	21	57	**62**	**140**	11	55	3	69	**496**
08:00 AM	23	44	19	86	4	94	33	131	18	53	39	110	10	**57**	**8**	**75**	402
Total Volume	93	206	59	358	18	367	120	505	77	251	157	485	41	185	21	247	1595
% App. Total	26	57.5	16.5		3.6	72.7	23.8		15.9	51.8	32.4		16.6	74.9	8.5		
PHF	.775	.780	.776	.778	.450	.771	.698	.734	.917	.794	.633	.866	.854	.811	.656	.823	.804

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File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
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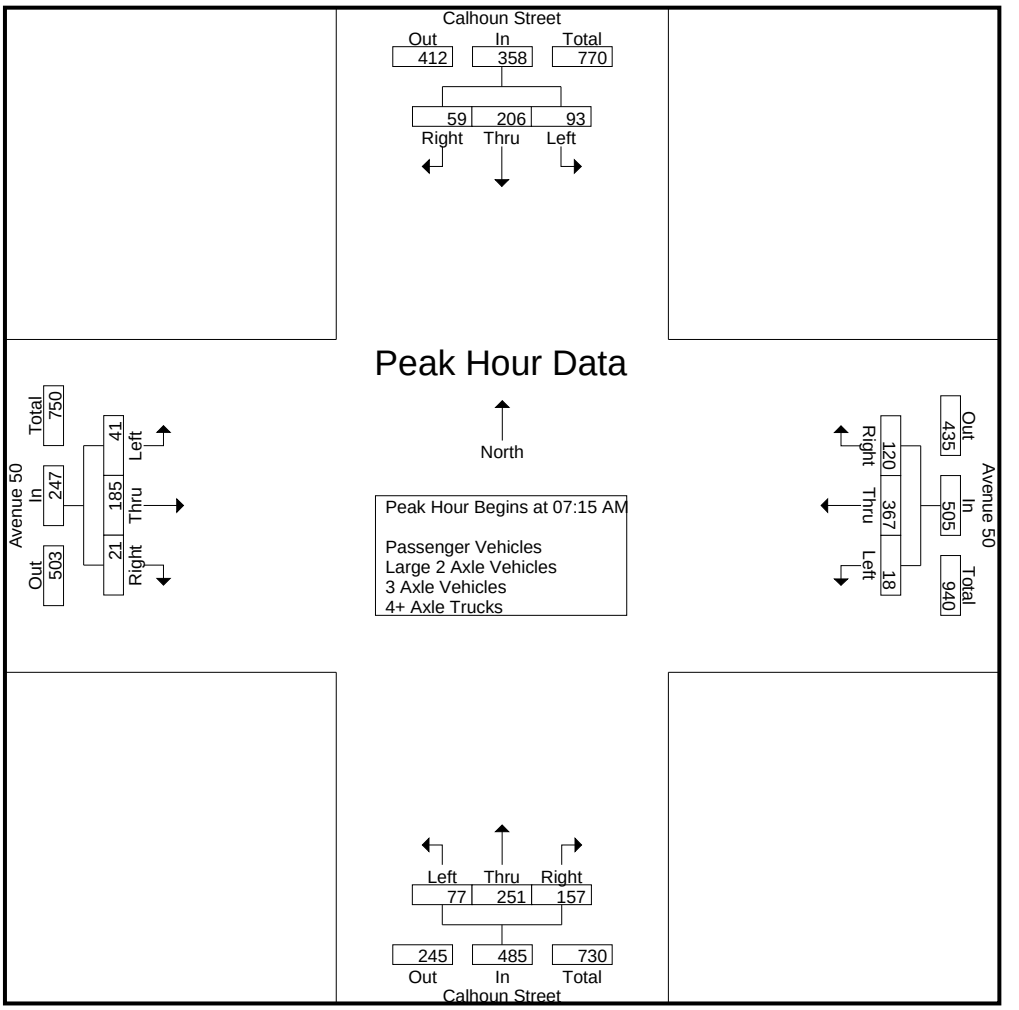

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	14	46	8	68	2	83	26	111	17	**79**	25	121	11	55	3	69
+15 mins.	26	50	13	89	**10**	**119**	**43**	**172**	**21**	62	31	114	10	**57**	8	75
+30 mins.	**30**	**66**	**19**	**115**	4	94	33	131	21	57	**62**	**140**	10	46	8	64
+45 mins.	23	44	19	86	8	73	31	112	18	53	39	110	**18**	52	**9**	**79**
Total Volume	93	206	59	358	24	369	133	526	77	251	157	485	49	210	28	287
% App. Total	26	57.5	16.5		4.6	70.2	25.3		15.9	51.8	32.4		17.1	73.2	9.8	
PHF	.775	.780	.776	.778	.600	.775	.773	.765	.917	.794	.633	.866	.681	.921	.778	.908

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Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
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Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	43	4	57	4	61	15	80	4	52	19	75	5	34	5	44	256
07:15 AM	14	45	8	67	2	71	18	91	17	78	25	120	11	25	5	41	319
07:30 AM	26	50	11	87	2	76	23	101	20	62	31	113	7	43	5	55	356
07:45 AM	29	65	18	112	10	118	43	171	21	57	62	140	10	55	2	67	490
Total	79	203	41	323	18	326	99	443	62	249	137	448	33	157	17	207	1421
08:00 AM	23	43	18	84	4	89	33	126	18	53	39	110	9	54	8	71	391
08:15 AM	13	22	7	42	7	70	31	108	8	39	7	54	10	44	8	62	266
08:30 AM	14	34	8	56	3	70	8	81	6	24	4	34	18	51	9	78	249
08:45 AM	18	24	15	57	6	67	17	90	5	16	3	24	7	52	4	63	234
Total	68	123	48	239	20	296	89	405	37	132	53	222	44	201	29	274	1140
Grand Total	147	326	89	562	38	622	188	848	99	381	190	670	77	358	46	481	2561
Apprch %	26.2	58	15.8		4.5	73.3	22.2		14.8	56.9	28.4		16	74.4	9.6		
Total %	5.7	12.7	3.5	21.9	1.5	24.3	7.3	33.1	3.9	14.9	7.4	26.2	3	14	1.8	18.8	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	45	8	67	2	71	18	91	17	**78**	25	120	**11**	25	5	41	319
07:30 AM	26	50	11	87	2	76	23	101	20	62	31	113	7	43	5	55	356
07:45 AM	**29**	**65**	**18**	**112**	**10**	**118**	**43**	**171**	**21**	57	**62**	**140**	10	**55**	2	67	**490**
08:00 AM	23	43	18	84	4	89	33	126	18	53	39	110	9	54	**8**	**71**	391
Total Volume	92	203	55	350	18	354	117	489	76	250	157	483	37	177	20	234	1556
% App. Total	26.3	58	15.7		3.7	72.4	23.9		15.7	51.8	32.5		15.8	75.6	8.5		
PHF	.793	.781	.764	.781	.450	.750	.680	.715	.905	.801	.633	.863	.841	.805	.625	.824	.794

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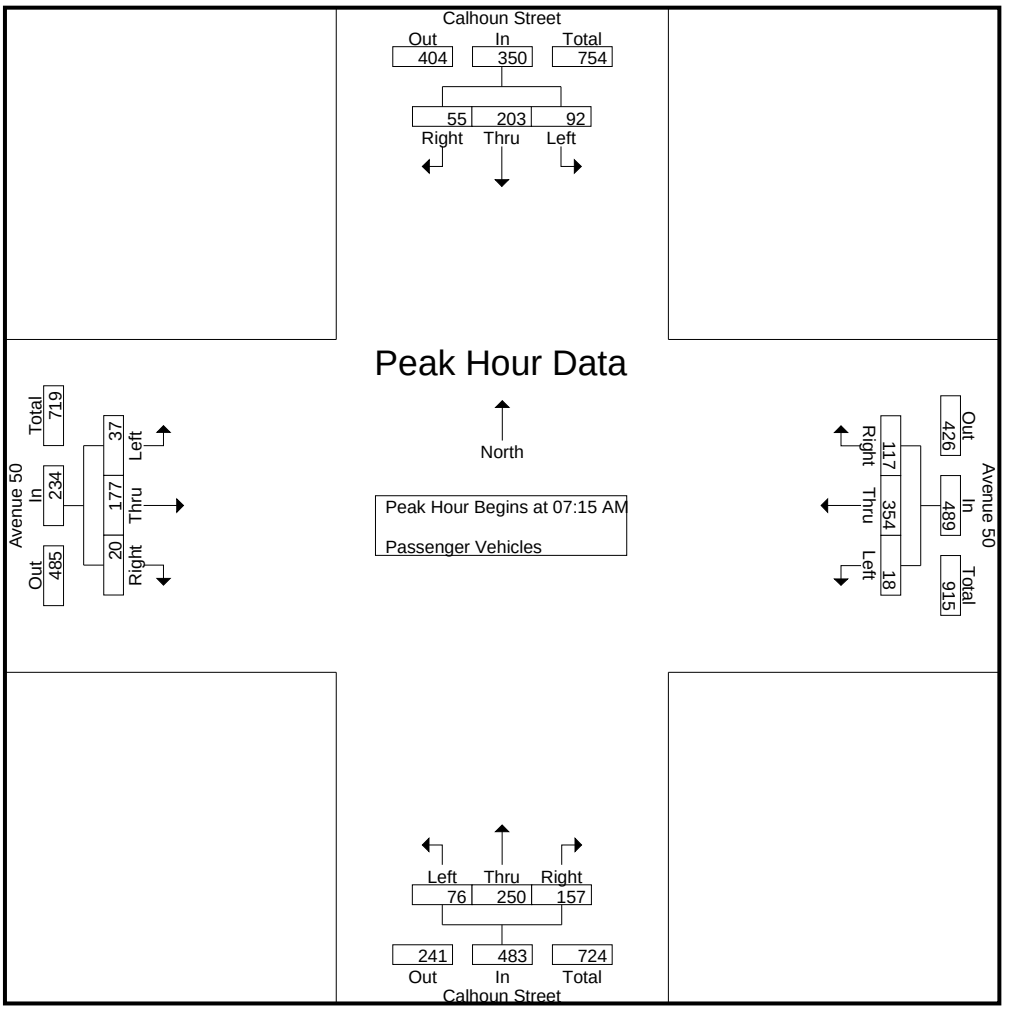

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	14	45	8	67	2	71	18	91	17	**78**	25	120	**11**	25	5	41
+15 mins.	26	50	11	87	2	76	23	101	20	62	31	113	7	43	5	55
+30 mins.	**29**	**65**	**18**	**112**	**10**	**118**	**43**	**171**	**21**	57	**62**	**140**	10	**55**	2	67
+45 mins.	23	43	18	84	4	89	33	126	18	53	39	110	9	54	**8**	**71**
Total Volume	92	203	55	350	18	354	117	489	76	250	157	483	37	177	20	234
% App. Total	26.3	58	15.7		3.7	72.4	23.9		15.7	51.8	32.5		15.8	75.6	8.5	
PHF	.793	.781	.764	.781	.450	.750	.680	.715	.905	.801	.633	.863	.841	.805	.625	.824

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City of Coachella
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File Name : 18_COA_Cal_Ave 50 AM
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Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	3	4
07:30 AM	0	0	2	2	0	7	2	9	0	0	0	0	1	2	0	3	14
07:45 AM	1	1	1	3	0	1	0	1	0	0	0	0	1	0	0	1	5
Total	1	1	4	6	0	9	2	11	0	1	0	1	3	4	0	7	25
08:00 AM	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3	8
08:15 AM	0	1	2	3	1	3	0	4	0	1	0	1	0	0	0	0	8
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	2	3	7	1	7	1	9	0	1	0	1	1	3	0	4	21
Grand Total	3	3	7	13	1	16	3	20	0	2	0	2	4	7	0	11	46
Apprch %	23.1	23.1	53.8		5	80	15		0	100	0		36.4	63.6	0		
Total %	6.5	6.5	15.2	28.3	2.2	34.8	6.5	43.5	0	4.3	0	4.3	8.7	15.2	0	23.9	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	**2**	0	**3**	4
07:30 AM	0	0	**2**	2	0	**7**	**2**	**9**	0	0	0	0	1	2	0	3	**14**
07:45 AM	**1**	**1**	1	**3**	0	1	0	1	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3	8
Total Volume	1	1	4	6	0	12	2	14	0	1	0	1	4	6	0	10	31
% App. Total	16.7	16.7	66.7		0	85.7	14.3		0	100	0		40	60	0		
PHF	.250	.250	.500	.500	.000	.429	.250	.389	.000	.250	.000	.250	1.00	.750	.000	.833	.554

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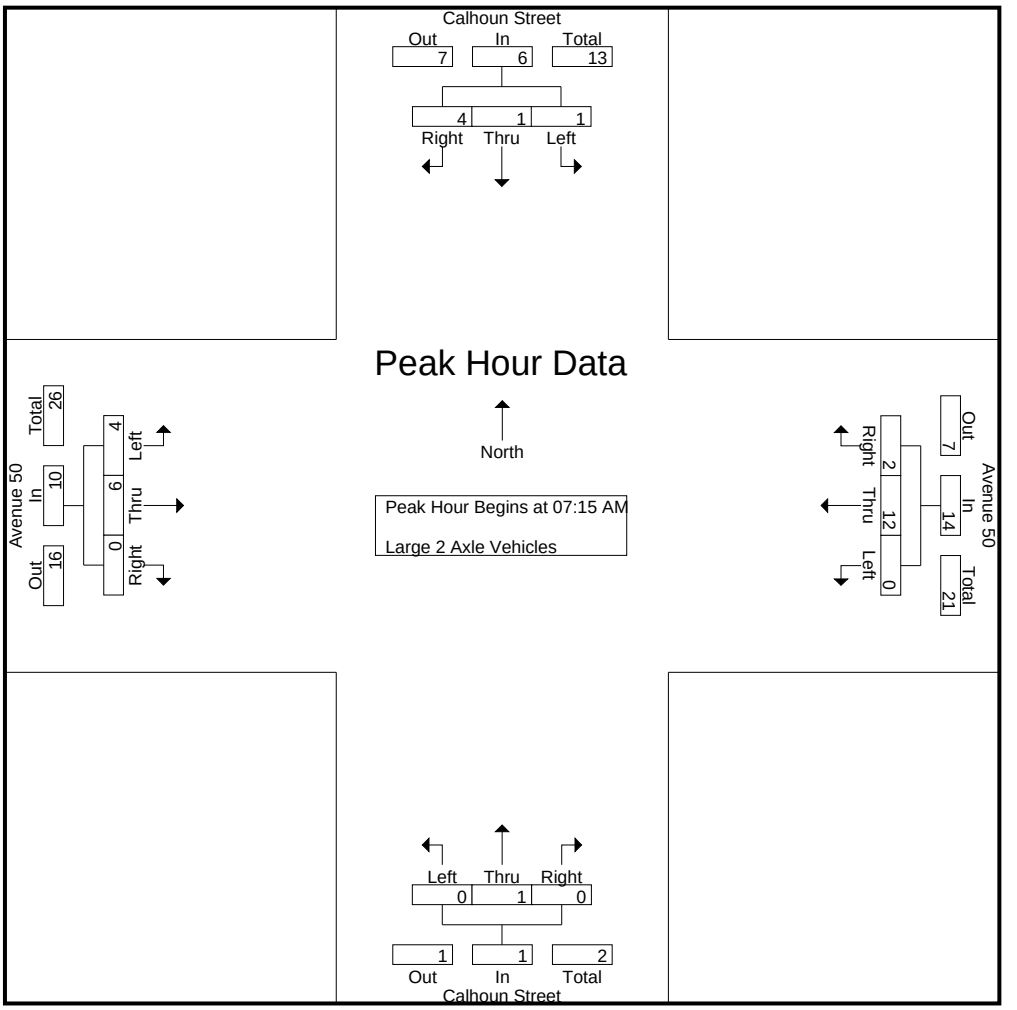

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	**2**	0	**3**
+15 mins.	0	0	**2**	2	0	**7**	**2**	**9**	0	0	0	0	1	2	0	3
+30 mins.	**1**	**1**	1	**3**	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	1	1	0	4	0	4	0	0	0	0	1	2	0	3
Total Volume	1	1	4	6	0	12	2	14	0	1	0	1	4	6	0	10
% App. Total	16.7	16.7	66.7		0	85.7	14.3		0	100	0		40	60	0	
PHF	.250	.250	.500	.500	.000	.429	.250	.389	.000	.250	.000	.250	1.000	.750	.000	.833

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	1	1	0	2	0	1	1	2	5
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	2	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	1	0	1	1	0	0	1	0	2	0	2	6
Grand Total	1	2	0	3	0	1	0	1	2	1	0	3	0	3	1	4	11
Apprch %	33.3	66.7	0		0	100	0		66.7	33.3	0		0	75	25		
Total %	9.1	18.2	0	27.3	0	9.1	0	9.1	18.2	9.1	0	27.3	0	27.3	9.1	36.4	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
08:00 AM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	0	1	0	1	1	0	0	1	0	1	1	2	5
% App. Total	0	100	0		0	100	0		100	0	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.250	.500	.625

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City of Coachella
N/S: Calhoun Street
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Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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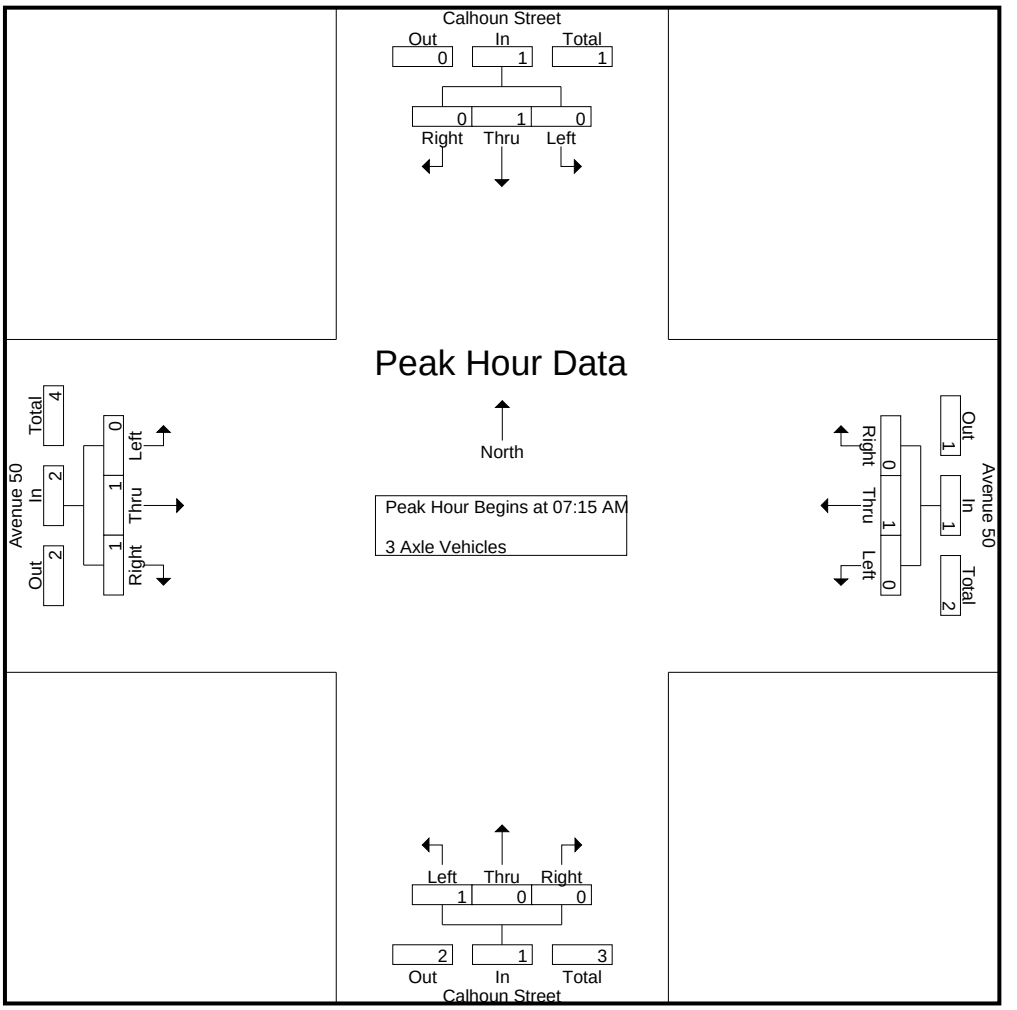

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+45 mins.	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	1	0	0	1	0	1	1	2
% App. Total	0	100	0		0	100	0		100	0	0		0	50	50	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.250	.500

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	1	0	1	0	2	1	3	0	0	0	0	0	2	0	2	6
Apprch %	0	100	0		0	66.7	33.3		0	0	0		0	100	0		
Total %	0	16.7	0	16.7	0	33.3	16.7	50	0	0	0	0	0	33.3	0	33.3	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
% App. Total	0	100	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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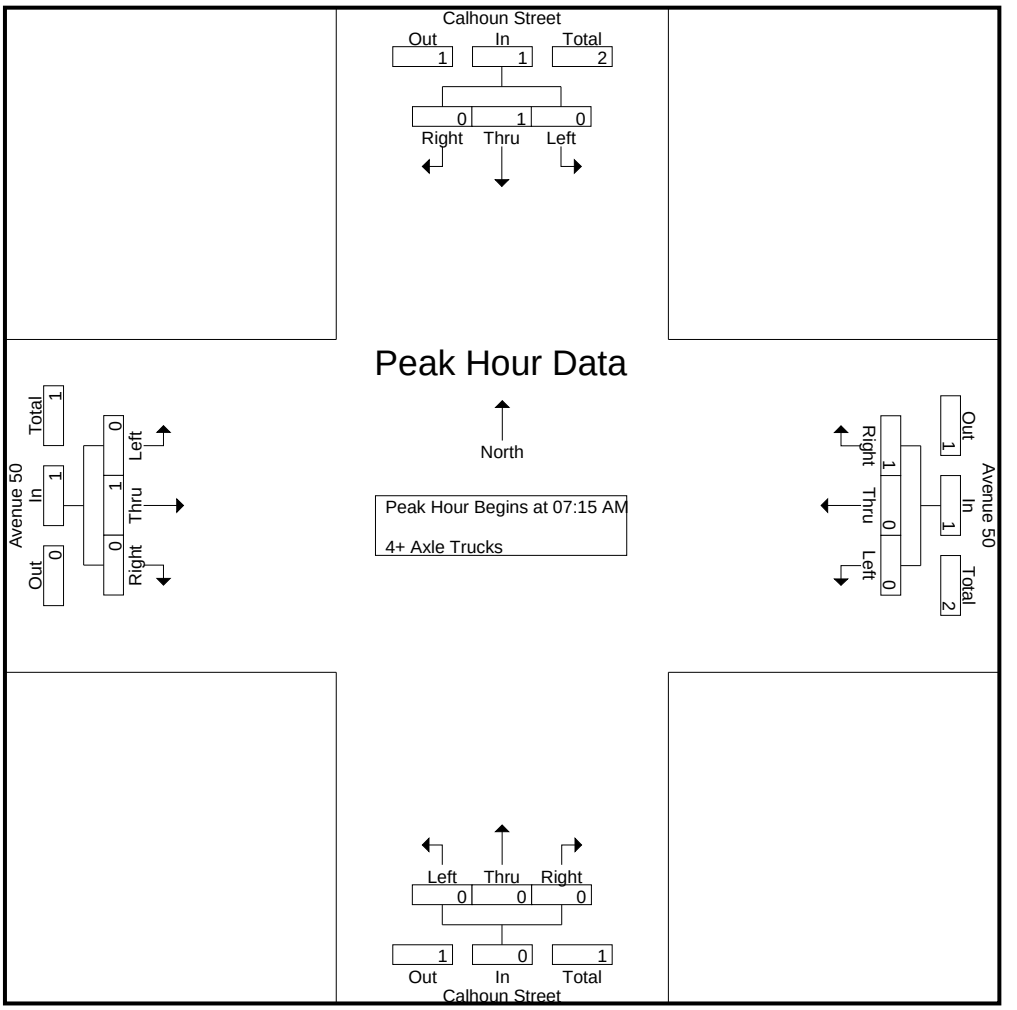

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1
% App. Total	0	100	0		0	0	100		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	56	10	96	7	53	31	91	5	37	7	49	10	71	3	84	320
04:15 PM	28	60	8	96	0	61	22	83	12	38	16	66	8	74	14	96	341
04:30 PM	25	64	13	102	3	59	22	84	11	36	14	61	7	57	10	74	321
04:45 PM	20	43	10	73	4	67	23	94	9	37	6	52	6	86	3	95	314
Total	103	223	41	367	14	240	98	352	37	148	43	228	31	288	30	349	1296
05:00 PM	32	46	9	87	4	69	28	101	7	26	9	42	11	77	6	94	324
05:15 PM	30	36	16	82	2	63	23	88	8	39	10	57	11	73	5	89	316
05:30 PM	33	47	6	86	2	63	21	86	3	30	8	41	9	69	3	81	294
05:45 PM	38	44	14	96	2	58	18	78	2	33	2	37	5	62	7	74	285
Total	133	173	45	351	10	253	90	353	20	128	29	177	36	281	21	338	1219
Grand Total	236	396	86	718	24	493	188	705	57	276	72	405	67	569	51	687	2515
Apprch %	32.9	55.2	12		3.4	69.9	26.7		14.1	68.1	17.8		9.8	82.8	7.4		
Total %	9.4	15.7	3.4	28.5	1	19.6	7.5	28	2.3	11	2.9	16.1	2.7	22.6	2	27.3	
Passenger Vehicles	233	391	86	710	24	488	186	698	57	274	72	403	67	565	51	683	2494
% Passenger Vehicles	98.7	98.7	100	98.9	100	99	98.9	99	100	99.3	100	99.5	100	99.3	100	99.4	99.2
Large 2 Axle Vehicles	3	3	0	6	0	5	2	7	0	1	0	1	0	4	0	4	18
% Large 2 Axle Vehicles	1.3	0.8	0	0.8	0	1	1.1	1	0	0.4	0	0.2	0	0.7	0	0.6	0.7
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.5	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.4	0	0.2	0	0	0	0	0

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	28	60	8	96	0	61	22	83	**12**	**38**	**16**	**66**	8	74	**14**	**96**	**341**
04:30 PM	25	**64**	**13**	**102**	3	59	22	84	11	36	14	61	7	57	10	74	321
04:45 PM	20	43	10	73	**4**	67	23	94	9	37	6	52	6	**86**	3	95	314
05:00 PM	**32**	46	9	87	4	**69**	**28**	**101**	7	26	9	42	**11**	77	6	94	324
Total Volume	105	213	40	358	11	256	95	362	39	137	45	221	32	294	33	359	1300
% App. Total	29.3	59.5	11.2		3	70.7	26.2		17.6	62	20.4		8.9	81.9	9.2		
PHF	.820	.832	.769	.877	.688	.928	.848	.896	.813	.901	.703	.837	.727	.855	.589	.935	.953

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City of Coachella
N/S: Calhoun Street
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Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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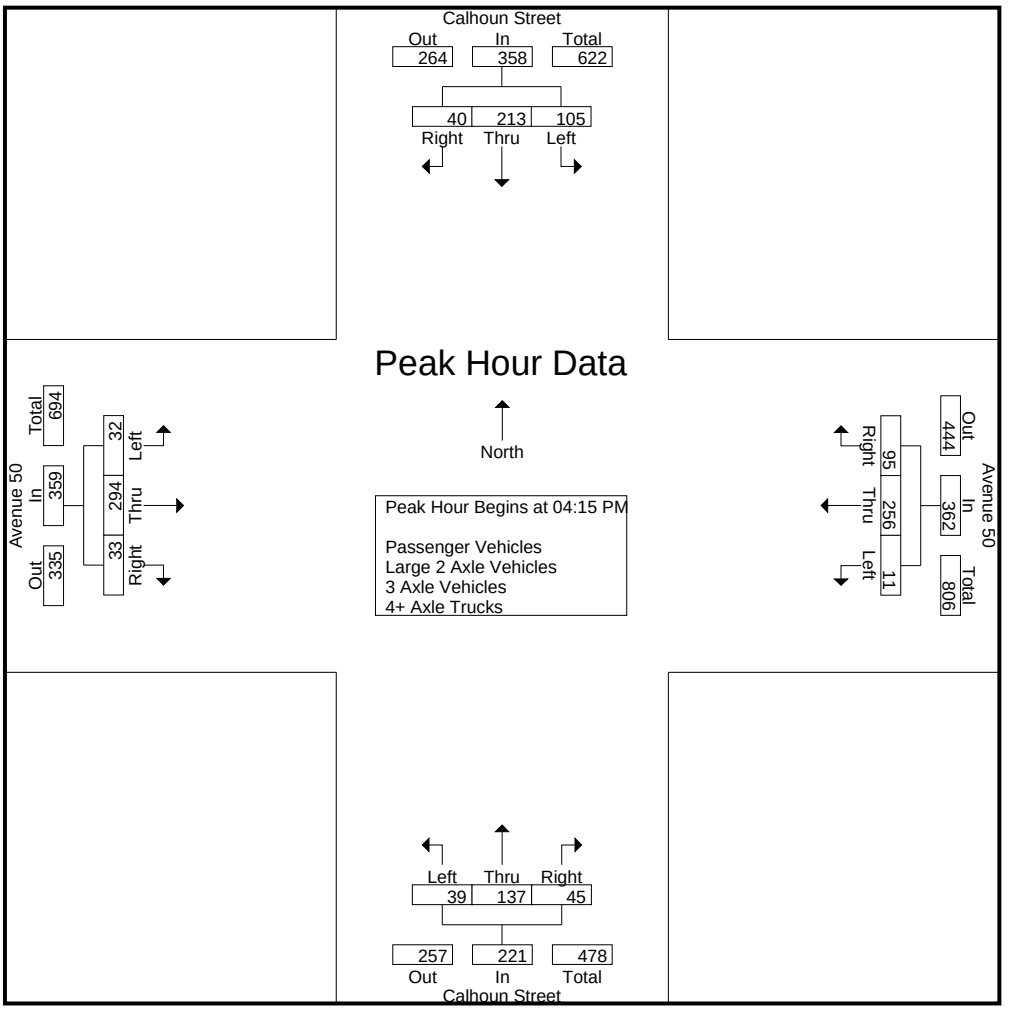

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	**30**	56	10	96	**4**	67	23	94	5	37	7	49	8	74	**14**	**96**
+15 mins.	28	60	8	96	4	**69**	**28**	**101**	**12**	**38**	**16**	**66**	7	57	10	74
+30 mins.	25	**64**	**13**	**102**	2	63	23	88	11	36	14	61	6	**86**	3	95
+45 mins.	20	43	10	73	2	63	21	86	9	37	6	52	**11**	77	6	94
Total Volume	103	223	41	367	12	262	95	369	37	148	43	228	32	294	33	359
% App. Total	28.1	60.8	11.2		3.3	71	25.7		16.2	64.9	18.9		8.9	81.9	9.2	
PHF	.858	.871	.788	.900	.750	.949	.848	.913	.771	.974	.672	.864	.727	.855	.589	.935

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	55	10	95	7	52	31	90	5	37	7	49	10	70	3	83	317
04:15 PM	28	59	8	95	0	61	22	83	12	36	16	64	8	74	14	96	338
04:30 PM	25	63	13	101	3	59	21	83	11	36	14	61	7	56	10	73	318
04:45 PM	18	42	10	70	4	64	23	91	9	37	6	52	6	86	3	95	308
Total	101	219	41	361	14	236	97	347	37	146	43	226	31	286	30	347	1281
05:00 PM	32	46	9	87	4	68	28	100	7	26	9	42	11	77	6	94	323
05:15 PM	30	36	16	82	2	63	23	88	8	39	10	57	11	73	5	89	316
05:30 PM	33	46	6	85	2	63	20	85	3	30	8	41	9	68	3	80	291
05:45 PM	37	44	14	95	2	58	18	78	2	33	2	37	5	61	7	73	283
Total	132	172	45	349	10	252	89	351	20	128	29	177	36	279	21	336	1213
Grand Total	233	391	86	710	24	488	186	698	57	274	72	403	67	565	51	683	2494
Apprch %	32.8	55.1	12.1		3.4	69.9	26.6		14.1	68	17.9		9.8	82.7	7.5		
Total %	9.3	15.7	3.4	28.5	1	19.6	7.5	28	2.3	11	2.9	16.2	2.7	22.7	2	27.4	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	28	59	8	95	0	61	22	83	**12**	36	**16**	**64**	8	74	**14**	**96**	**338**
04:30 PM	25	**63**	**13**	**101**	3	59	21	83	11	36	14	61	7	56	10	73	318
04:45 PM	18	42	10	70	**4**	64	23	91	9	**37**	6	52	6	**86**	3	95	308
05:00 PM	**32**	46	9	87	4	**68**	**28**	**100**	7	26	9	42	**11**	77	6	94	323
Total Volume	103	210	40	353	11	252	94	357	39	135	45	219	32	293	33	358	1287
% App. Total	29.2	59.5	11.3		3.1	70.6	26.3		17.8	61.6	20.5		8.9	81.8	9.2		
PHF	.805	.833	.769	.874	.688	.926	.839	.893	.813	.912	.703	.855	.727	.852	.589	.932	.952

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City of Coachella
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File Name : 18_COA_Cal_Ave 50 PM
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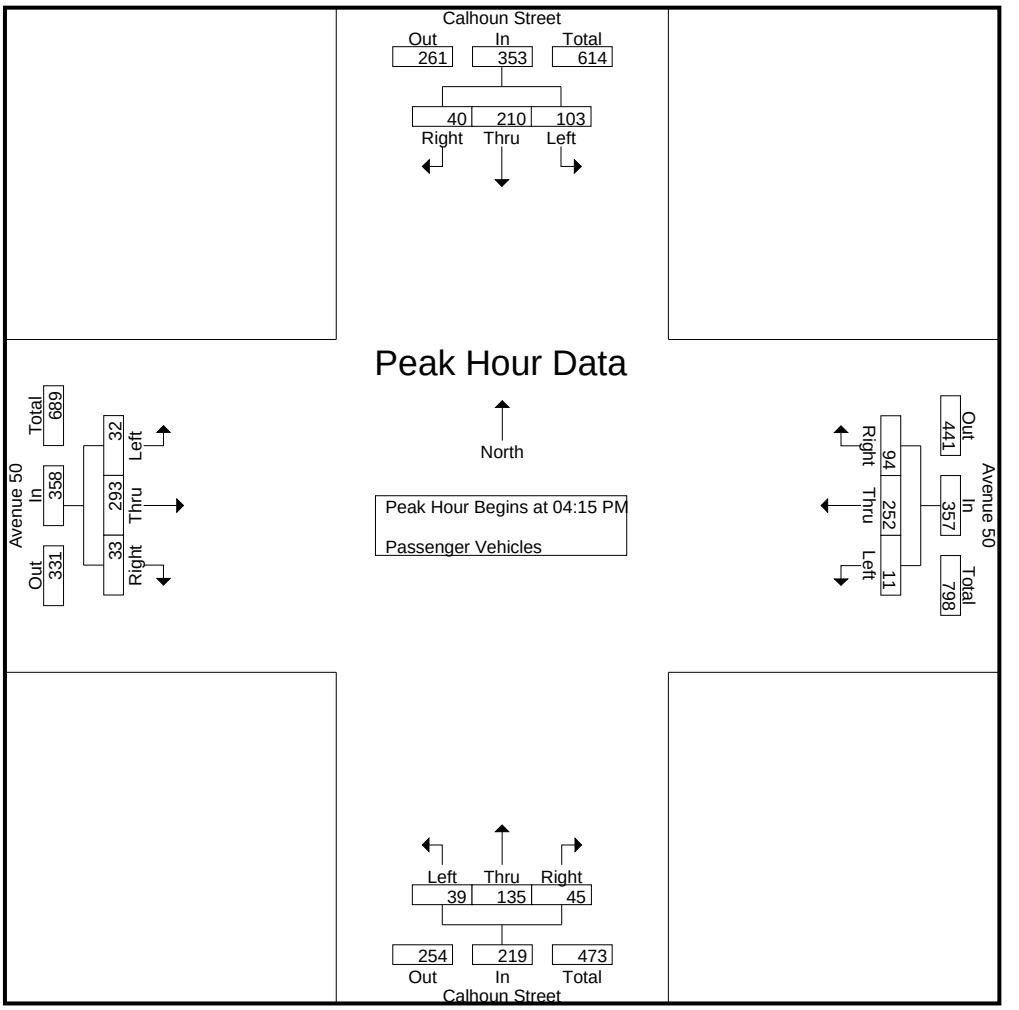

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	28	59	8	95	0	61	22	83	**12**	36	**16**	**64**	8	74	**14**	**96**
+15 mins.	25	**63**	**13**	**101**	3	59	21	83	11	36	14	61	7	56	10	73
+30 mins.	18	42	10	70	**4**	64	23	91	9	**37**	6	52	6	**86**	3	95
+45 mins.	**32**	46	9	87	4	**68**	**28**	**100**	7	26	9	42	**11**	77	6	94
Total Volume	103	210	40	353	11	252	94	357	39	135	45	219	32	293	33	358
% App. Total	29.2	59.5	11.3		3.1	70.6	26.3		17.8	61.6	20.5		8.9	81.8	9.2	
PHF	.805	.833	.769	.874	.688	.926	.839	.893	.813	.912	.703	.855	.727	.852	.589	.932

Counts Unlimited, Inc.
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Corona, CA 92878
(951)268-6268

City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
04:45 PM	2	1	0	3	0	3	0	3	0	0	0	0	0	0	0	0	6
Total	2	2	0	4	0	4	1	5	0	1	0	1	0	2	0	2	12
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	1	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
Grand Total	3	3	0	6	0	5	2	7	0	1	0	1	0	4	0	4	18
Apprch %	50	50	0		0	71.4	28.6		0	100	0		0	100	0		
Total %	16.7	16.7	0	33.3	0	27.8	11.1	38.9	0	5.6	0	5.6	0	22.2	0	22.2	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	**1**	0	1	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**	3
04:45 PM	**2**	1	0	**3**	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**6**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	2	0	4	0	4	1	5	0	1	0	1	0	1	0	1	11
% App. Total	50	50	0		0	80	20		0	100	0		0	100	0		
PHF	.250	.500	.000	.333	.000	.333	.250	.417	.000	.250	.000	.250	.000	.250	.000	.250	.458

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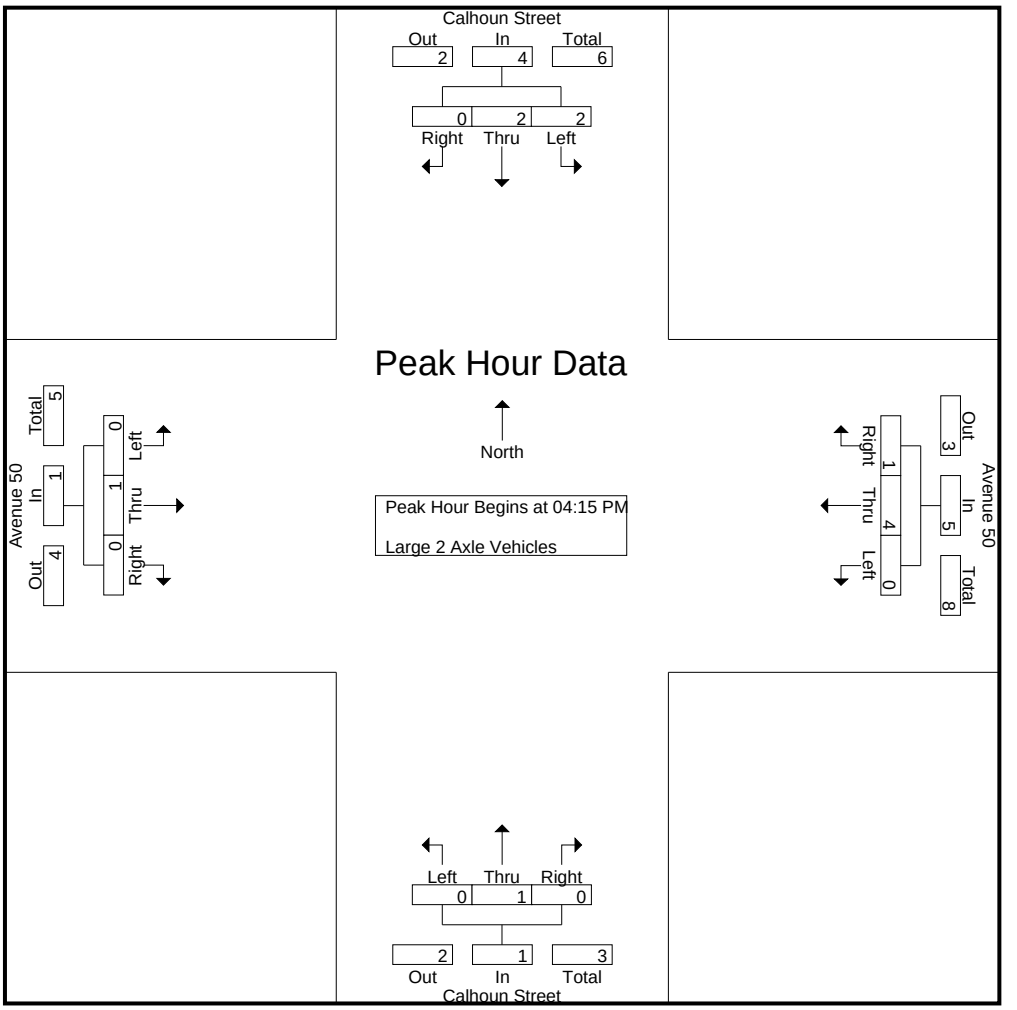
File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	**1**	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	**2**	1	0	**3**	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	2	2	0	4	0	4	1	5	0	1	0	1	0	1	0	1
% App. Total	50	50	0		0	80	20		0	100	0		0	100	0	
PHF	.250	.500	.000	.333	.000	.333	.250	.417	.000	.250	.000	.250	.000	.250	.000	.250

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City of Coachella
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Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Coachella
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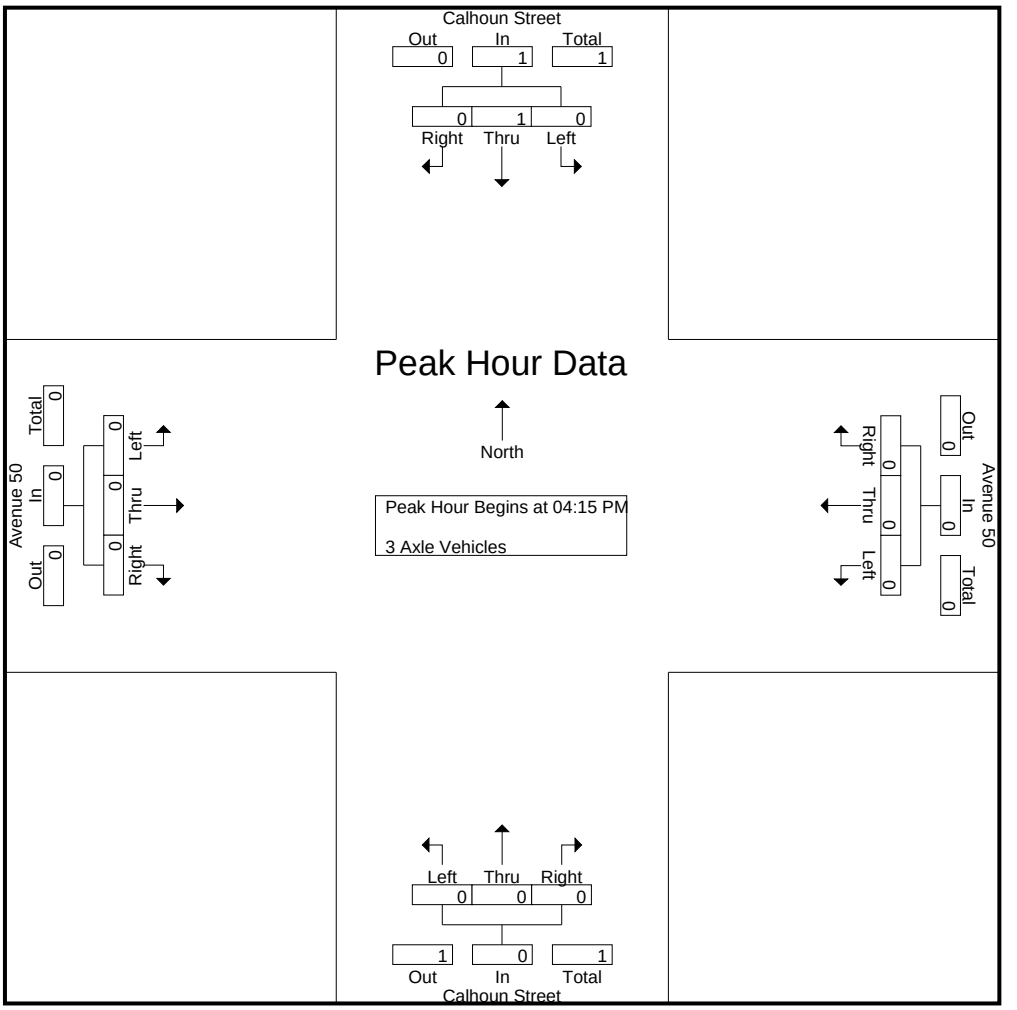
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Calhoun Street Southbound				Avenue 50 Westbound				Calhoun Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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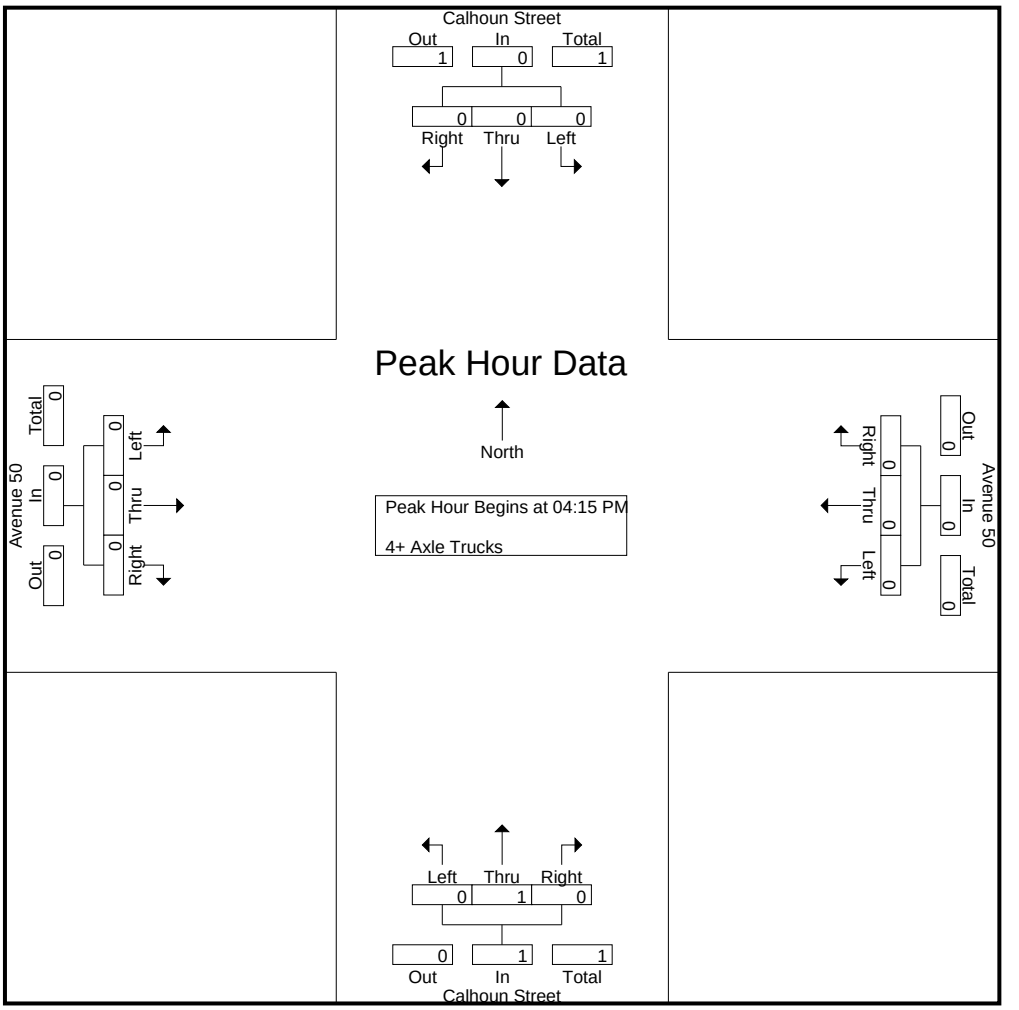
City of Coachella
N/S: Calhoun Street
E/W: Avenue 50
Weather: Clear

File Name : 18_COA_Cal_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Counts Unlimited, Inc.
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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	43	1	53	3	66	9	78	3	90	21	114	2	28	3	33	278
07:15 AM	7	31	7	45	4	82	20	106	4	63	16	83	3	34	0	37	271
07:30 AM	26	33	7	66	4	83	15	102	1	40	8	49	5	45	0	50	267
07:45 AM	26	25	4	55	1	117	19	137	2	24	4	30	5	61	5	71	293
Total	68	132	19	219	12	348	63	423	10	217	49	276	15	168	8	191	1109
08:00 AM	21	29	5	55	4	96	11	111	1	21	6	28	4	52	2	58	252
08:15 AM	12	14	12	38	1	105	20	126	2	21	4	27	1	63	1	65	256
08:30 AM	8	17	8	33	1	85	11	97	3	7	0	10	7	73	1	81	221
08:45 AM	6	16	15	37	1	91	4	96	1	9	2	12	5	63	3	71	216
Total	47	76	40	163	7	377	46	430	7	58	12	77	17	251	7	275	945
Grand Total	115	208	59	382	19	725	109	853	17	275	61	353	32	419	15	466	2054
Apprch %	30.1	54.5	15.4		2.2	85	12.8		4.8	77.9	17.3		6.9	89.9	3.2		
Total %	5.6	10.1	2.9	18.6	0.9	35.3	5.3	41.5	0.8	13.4	3	17.2	1.6	20.4	0.7	22.7	
Passenger Vehicles	113	205	56	374	19	715	107	841	17	272	61	350	32	417	15	464	2029
% Passenger Vehicles	98.3	98.6	94.9	97.9	100	98.6	98.2	98.6	100	98.9	100	99.2	100	99.5	100	99.6	98.8
Large 2 Axle Vehicles	1	1	3	5	0	6	1	7	0	2	0	2	0	0	0	0	14
% Large 2 Axle Vehicles	0.9	0.5	5.1	1.3	0	0.8	0.9	0.8	0	0.7	0	0.6	0	0	0	0	0.7
3 Axle Vehicles	1	1	0	2	0	3	1	4	0	1	0	1	0	2	0	2	9
% 3 Axle Vehicles	0.9	0.5	0	0.5	0	0.4	0.9	0.5	0	0.4	0	0.3	0	0.5	0	0.4	0.4
4+ Axle Trucks	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.5	0	0.3	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0.1

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	9	**43**	1	53	3	66	9	78	3	**90**	**21**	**114**	2	28	3	33	278
07:15 AM	7	31	**7**	45	**4**	82	**20**	106	**4**	63	16	83	3	34	0	37	271
07:30 AM	**26**	33	7	**66**	4	83	15	102	1	40	8	49	**5**	45	0	50	267
07:45 AM	26	25	4	55	1	**117**	19	**137**	2	24	4	30	5	**61**	**5**	**71**	**293**
Total Volume	68	132	19	219	12	348	63	423	10	217	49	276	15	168	8	191	1109
% App. Total	31.1	60.3	8.7		2.8	82.3	14.9		3.6	78.6	17.8		7.9	88	4.2		
PHF	.654	.767	.679	.830	.750	.744	.788	.772	.625	.603	.583	.605	.750	.689	.400	.673	.946

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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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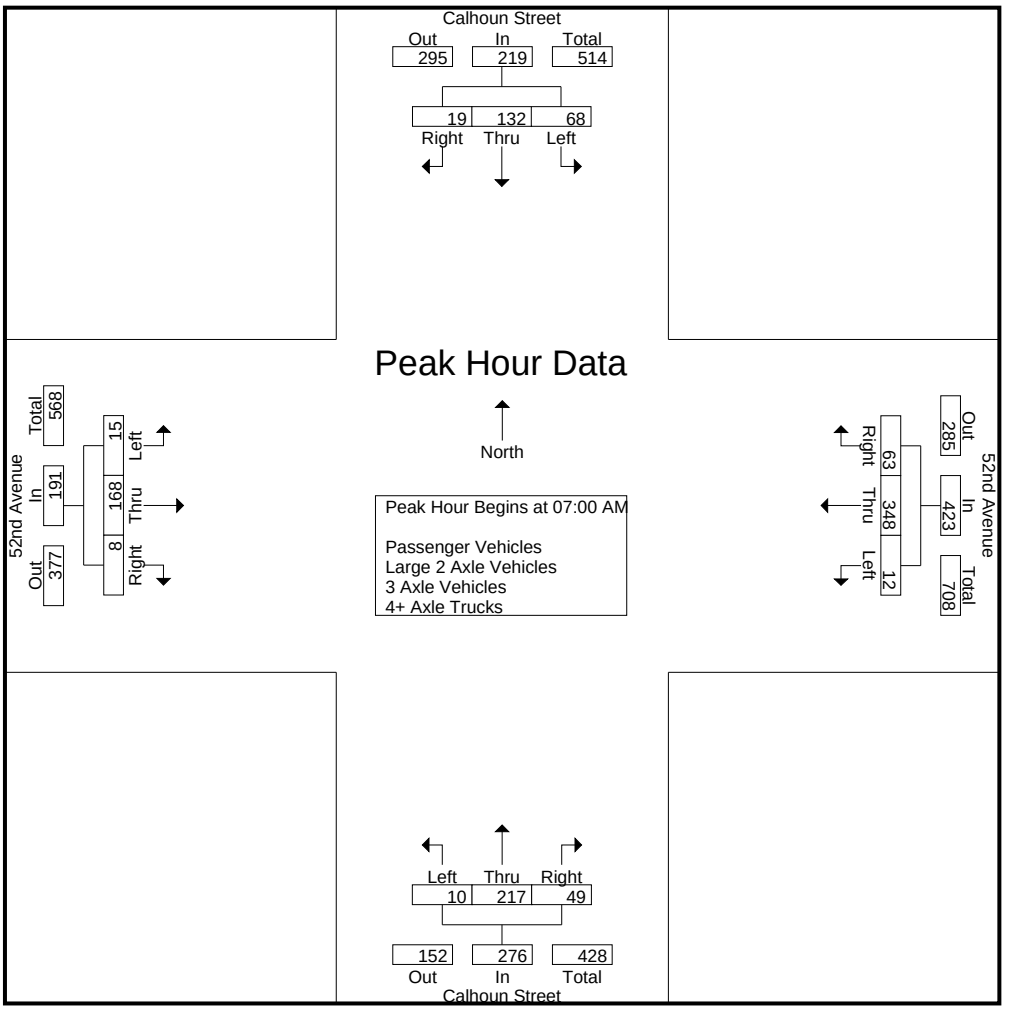

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:45 AM			
+0 mins.	7	31	**7**	45	**4**	83	15	102	3	**90**	**21**	**114**	5	61	**5**	71
+15 mins.	**26**	**33**	7	**66**	1	**117**	19	**137**	**4**	63	16	83	4	52	2	58
+30 mins.	26	25	4	55	4	96	11	111	1	40	8	49	1	63	1	65
+45 mins.	21	29	5	55	1	105	**20**	126	2	24	4	30	**7**	**73**	1	**81**
Total Volume	80	118	23	221	10	401	65	476	10	217	49	276	17	249	9	275
% App. Total	36.2	53.4	10.4		2.1	84.2	13.7		3.6	78.6	17.8		6.2	90.5	3.3	
PHF	.769	.894	.821	.837	.625	.857	.813	.869	.625	.603	.583	.605	.607	.853	.450	.849

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City of Coachella
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E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	43	1	52	3	63	9	75	3	90	21	114	2	28	3	33	274
07:15 AM	7	30	7	44	4	82	20	106	4	62	16	82	3	34	0	37	269
07:30 AM	26	33	7	66	4	82	14	100	1	38	8	47	5	45	0	50	263
07:45 AM	25	25	4	54	1	115	19	135	2	24	4	30	5	60	5	70	289
Total	66	131	19	216	12	342	62	416	10	214	49	273	15	167	8	190	1095
08:00 AM	21	29	5	55	4	96	10	110	1	21	6	28	4	52	2	58	251
08:15 AM	12	12	10	34	1	104	20	125	2	21	4	27	1	63	1	65	251
08:30 AM	8	17	8	33	1	84	11	96	3	7	0	10	7	72	1	80	219
08:45 AM	6	16	14	36	1	89	4	94	1	9	2	12	5	63	3	71	213
Total	47	74	37	158	7	373	45	425	7	58	12	77	17	250	7	274	934
Grand Total	113	205	56	374	19	715	107	841	17	272	61	350	32	417	15	464	2029
Apprch %	30.2	54.8	15		2.3	85	12.7		4.9	77.7	17.4		6.9	89.9	3.2		
Total %	5.6	10.1	2.8	18.4	0.9	35.2	5.3	41.4	0.8	13.4	3	17.2	1.6	20.6	0.7	22.9	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	8	**43**	1	52	3	63	9	75	3	**90**	**21**	**114**	2	28	3	33	274
07:15 AM	7	30	**7**	44	**4**	82	**20**	106	**4**	62	16	82	3	34	0	37	269
07:30 AM	**26**	33	7	**66**	4	82	14	100	1	38	8	47	**5**	45	0	50	263
07:45 AM	25	25	4	54	1	**115**	19	**135**	2	24	4	30	5	**60**	**5**	**70**	**289**
Total Volume	66	131	19	216	12	342	62	416	10	214	49	273	15	167	8	190	1095
% App. Total	30.6	60.6	8.8		2.9	82.2	14.9		3.7	78.4	17.9		7.9	87.9	4.2		
PHF	.635	.762	.679	.818	.750	.743	.775	.770	.625	.594	.583	.599	.750	.696	.400	.679	.947

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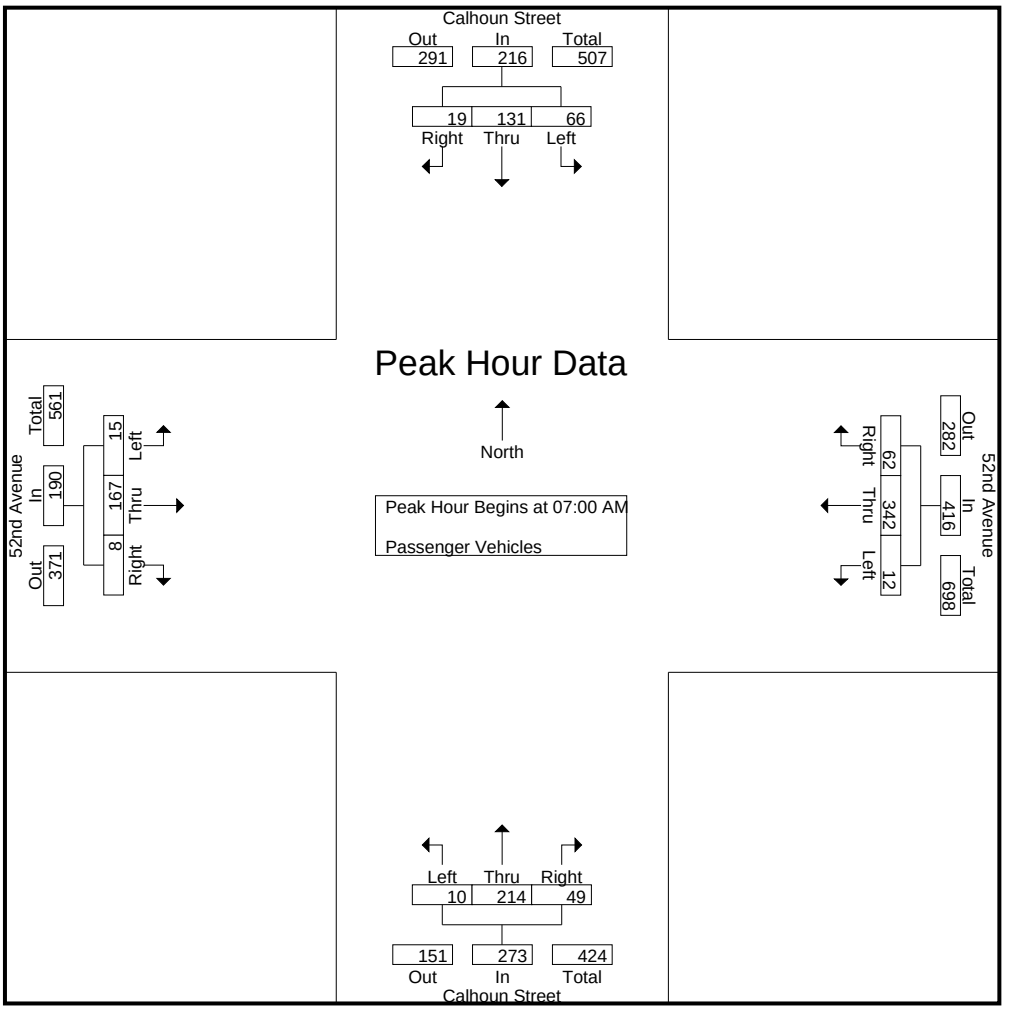
City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	8	**43**	1	52	3	63	9	75	3	**90**	**21**	**114**	2	28	3	33
+15 mins.	7	30	**7**	44	**4**	82	**20**	106	**4**	62	16	82	3	34	0	37
+30 mins.	**26**	33	7	**66**	4	82	14	100	1	38	8	47	**5**	45	0	50
+45 mins.	25	25	4	54	1	**115**	19	**135**	2	24	4	30	5	**60**	**5**	**70**
Total Volume	66	131	19	216	12	342	62	416	10	214	49	273	15	167	8	190
% App. Total	30.6	60.6	8.8		2.9	82.2	14.9		3.7	78.4	17.9		7.9	87.9	4.2	
PHF	.635	.762	.679	.818	.750	.743	.775	.770	.625	.594	.583	.599	.750	.696	.400	.679

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City of Coachella
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File Name : 19_COA_Cal_52nd AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	0	4	0	4	0	2	0	2	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	2	3	0	1	0	1	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	3	4	0	2	1	3	0	0	0	0	0	0	0	0	7
Grand Total	1	1	3	5	0	6	1	7	0	2	0	2	0	0	0	0	14
Apprch %	20	20	60		0	85.7	14.3		0	100	0		0	0	0		
Total %	7.1	7.1	21.4	35.7	0	42.9	7.1	50	0	14.3	0	14.3	0	0	0	0	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**3**
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	1	0	0	1	0	4	0	4	0	2	0	2	0	0	0	0	7
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.583

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File Name : 19_COA_Cal_52nd AM
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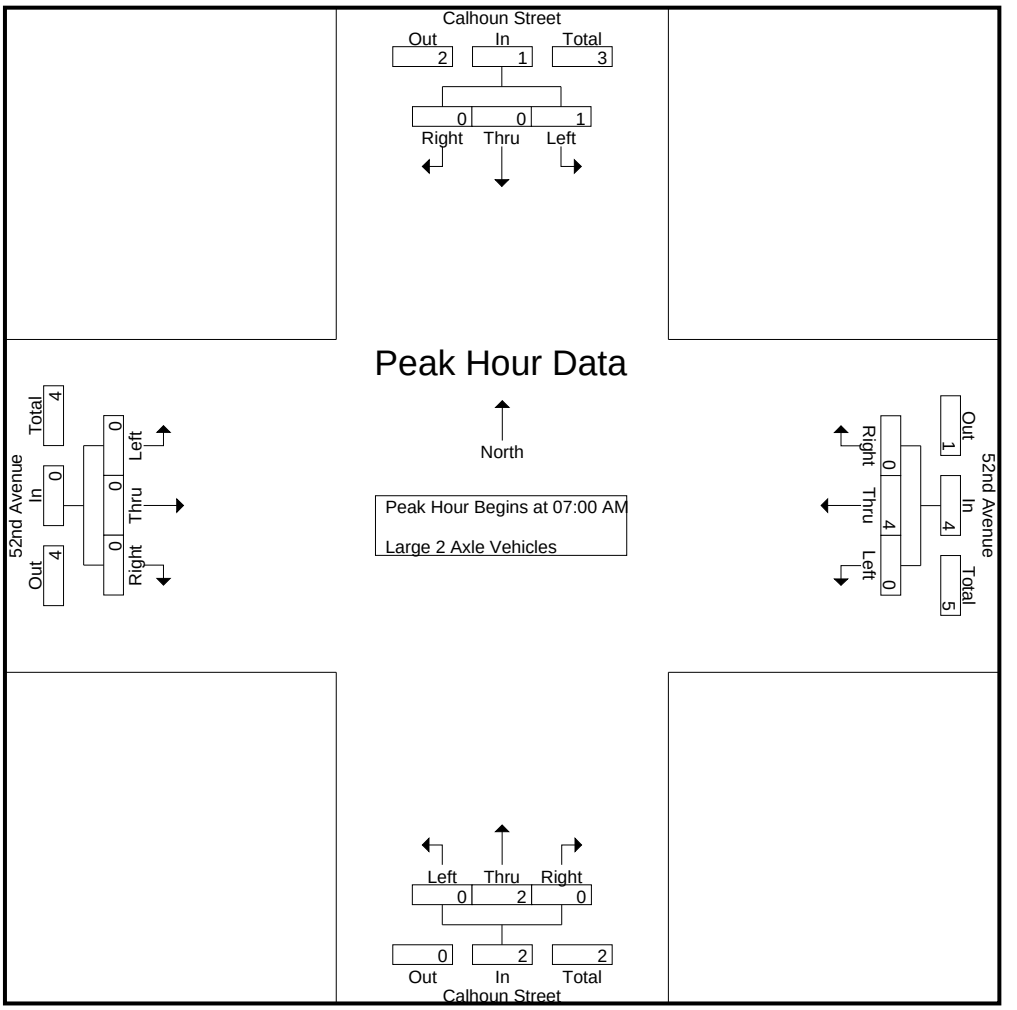

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	4	0	4	0	2	0	2	0	0	0	0
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	2	1	3	0	1	0	1	0	1	0	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Grand Total	1	1	0	2	0	3	1	4	0	1	0	1	0	2	0	2	9
Apprch %	50	50	0		0	75	25		0	100	0		0	100	0		
Total %	11.1	11.1	0	22.2	0	33.3	11.1	44.4	0	11.1	0	11.1	0	22.2	0	22.2	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	**1**	**2**	0	**1**	0	**1**	0	0	0	0	**3**
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
Total Volume	1	0	0	1	0	2	1	3	0	1	0	1	0	1	0	1	6
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.250	.375	.000	.250	.000	.250	.000	.250	.000	.250	.500

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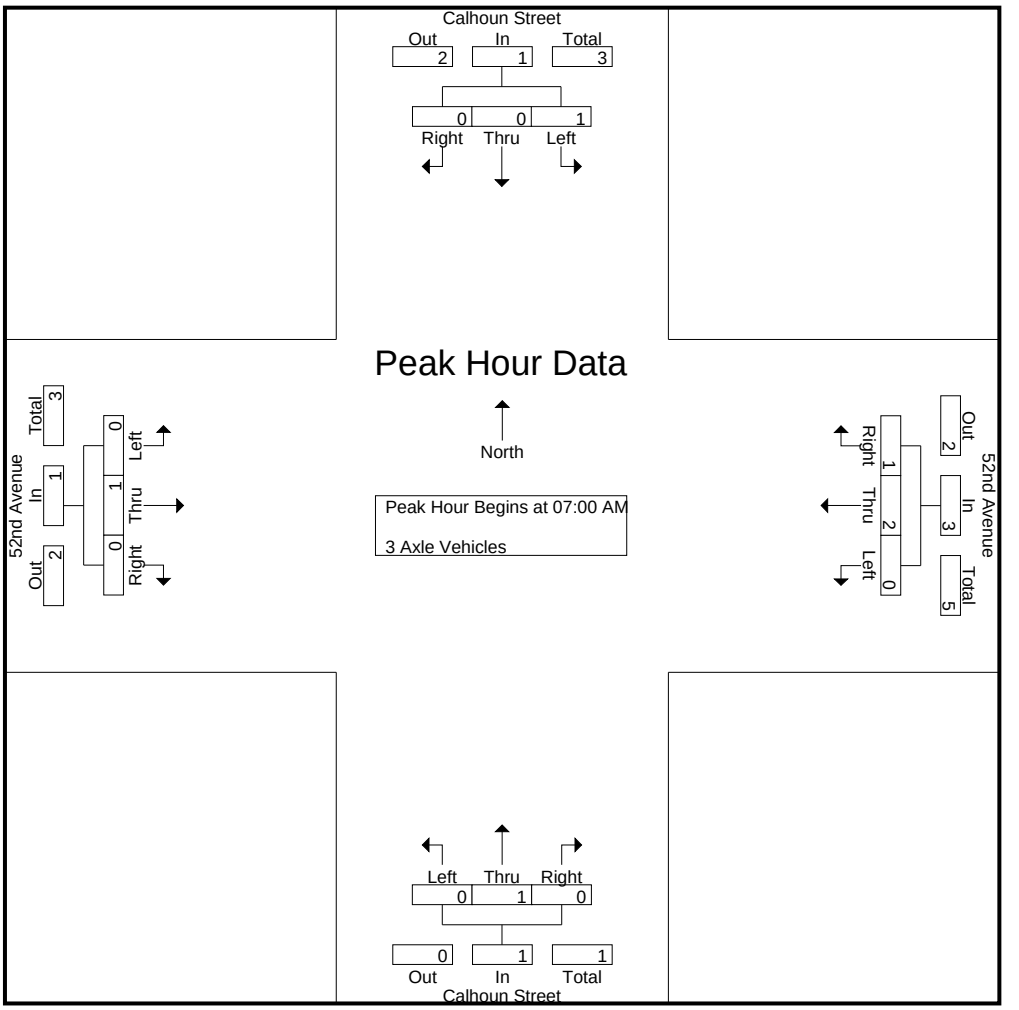

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	**1**	**2**	0	**1**	0	**1**	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	1	0	0	1	0	2	1	3	0	1	0	1	0	1	0	1
% App. Total	100	0	0		0	66.7	33.3		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.500	.250	.375	.000	.250	.000	.250	.000	.250	.000	.250

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Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	100	0		0	0	0		0	0	0		
Total %	0	50	0	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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File Name : 19_COA_Cal_52nd AM
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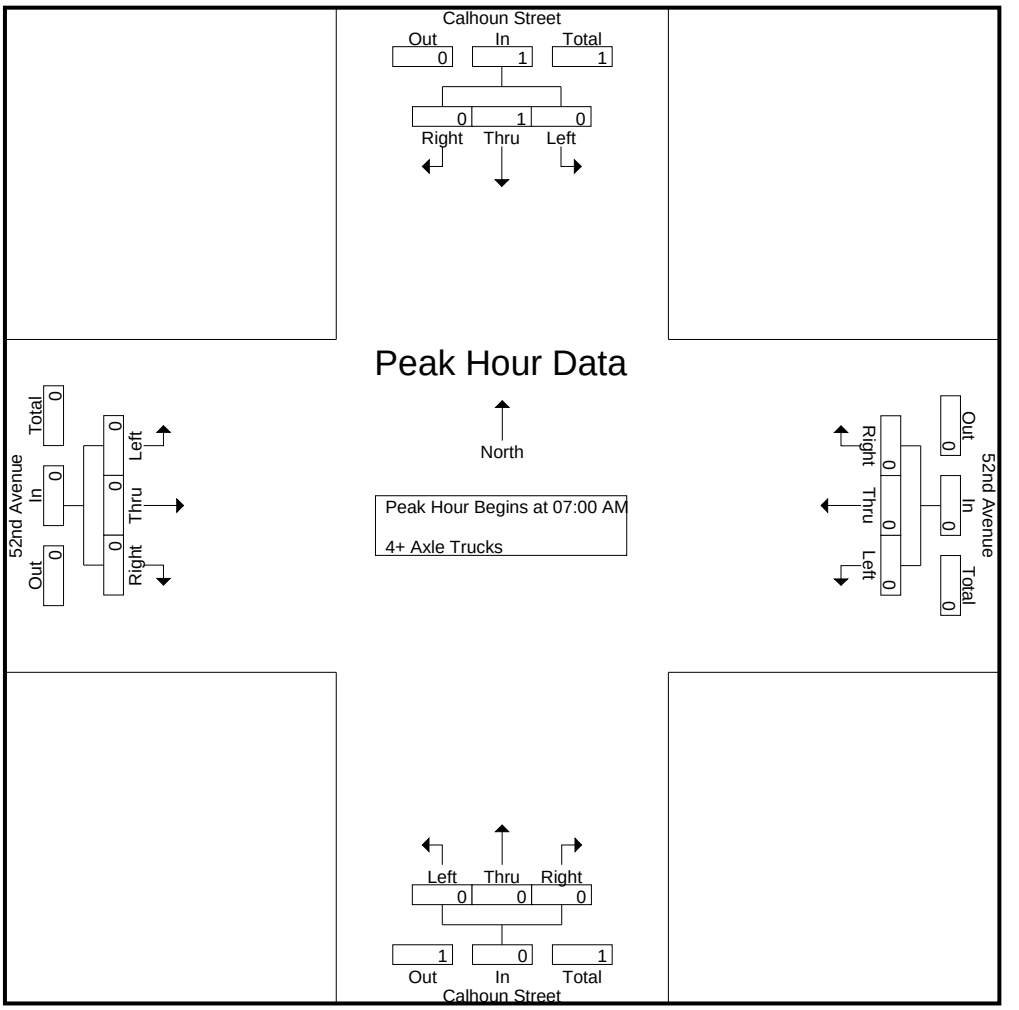

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	27	4	43	1	47	6	54	0	19	1	20	5	91	1	97	214
04:15 PM	24	26	2	52	3	33	5	41	3	25	3	31	4	82	1	87	211
04:30 PM	19	24	2	45	1	62	6	69	1	21	1	23	3	82	1	86	223
04:45 PM	22	18	6	46	4	45	13	62	1	19	4	24	5	83	3	91	223
Total	77	95	14	186	9	187	30	226	5	84	9	98	17	338	6	361	871
05:00 PM	17	17	4	38	2	50	9	61	0	9	2	11	0	91	0	91	201
05:15 PM	12	24	7	43	1	55	12	68	0	19	1	20	4	89	1	94	225
05:30 PM	22	17	2	41	2	71	9	82	2	15	1	18	7	101	1	109	250
05:45 PM	18	24	4	46	4	45	13	62	1	10	2	13	2	86	1	89	210
Total	69	82	17	168	9	221	43	273	3	53	6	62	13	367	3	383	886
Grand Total	146	177	31	354	18	408	73	499	8	137	15	160	30	705	9	744	1757
Apprch %	41.2	50	8.8		3.6	81.8	14.6		5	85.6	9.4		4	94.8	1.2		
Total %	8.3	10.1	1.8	20.1	1	23.2	4.2	28.4	0.5	7.8	0.9	9.1	1.7	40.1	0.5	42.3	
Passenger Vehicles	143	176	31	350	18	407	71	496	8	135	15	158	30	700	9	739	1743
% Passenger Vehicles	97.9	99.4	100	98.9	100	99.8	97.3	99.4	100	98.5	100	98.8	100	99.3	100	99.3	99.2
Large 2 Axle Vehicles	3	1	0	4	0	1	1	2	0	2	0	2	0	4	0	4	12
% Large 2 Axle Vehicles	2.1	0.6	0	1.1	0	0.2	1.4	0.4	0	1.5	0	1.2	0	0.6	0	0.5	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	1.4	0.2	0	0	0	0	0	0	0	0	0.1

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**22**	18	6	**46**	**4**	45	**13**	62	1	**19**	**4**	**24**	5	83	**3**	91	223
05:00 PM	17	17	4	38	2	50	9	61	0	9	2	11	0	91	0	91	201
05:15 PM	12	**24**	**7**	43	1	55	12	68	0	19	1	20	4	89	1	94	225
05:30 PM	22	17	2	41	2	**71**	9	**82**	**2**	15	1	18	**7**	**101**	1	**109**	**250**
Total Volume	73	76	19	168	9	221	43	273	3	62	8	73	16	364	5	385	899
% App. Total	43.5	45.2	11.3		3.3	81	15.8		4.1	84.9	11		4.2	94.5	1.3		
PHF	.830	.792	.679	.913	.563	.778	.827	.832	.375	.816	.500	.760	.571	.901	.417	.883	.899

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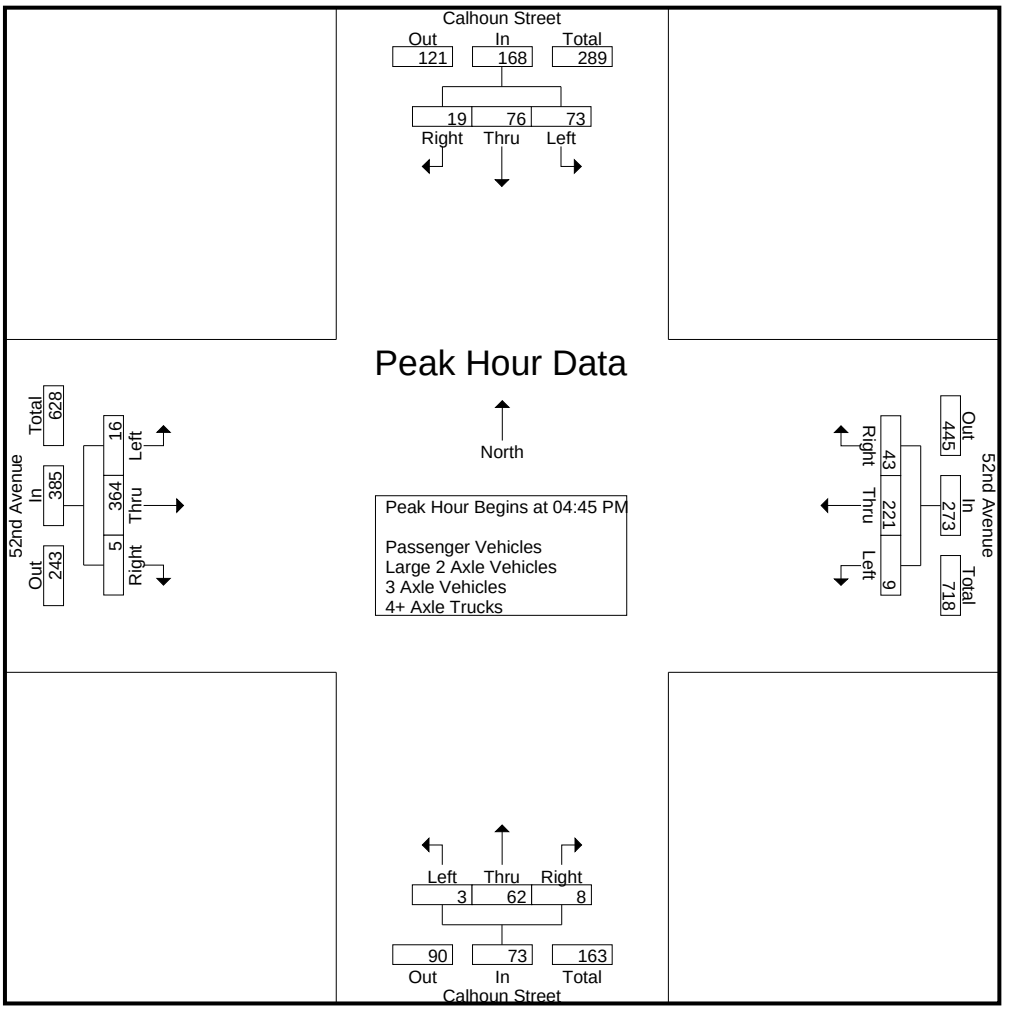
City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	12	**27**	4	43	**4**	45	**13**	62	0	19	1	20	5	83	**3**	91
+15 mins.	**24**	26	2	**52**	2	50	9	61	**3**	**25**	3	**31**	0	91	0	91
+30 mins.	19	24	2	45	1	55	12	68	1	21	1	23	4	89	1	94
+45 mins.	22	18	**6**	46	2	**71**	9	**82**	1	19	**4**	24	**7**	**101**	1	**109**
Total Volume	77	95	14	186	9	221	43	273	5	84	9	98	16	364	5	385
% App. Total	41.4	51.1	7.5		3.3	81	15.8		5.1	85.7	9.2		4.2	94.5	1.3	
PHF	.802	.880	.583	.894	.563	.778	.827	.832	.417	.840	.563	.790	.571	.901	.417	.883

Counts Unlimited, Inc.
PO Box 1178
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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	27	4	43	1	47	6	54	0	19	1	20	5	90	1	96	213
04:15 PM	23	26	2	51	3	33	4	40	3	24	3	30	4	82	1	87	208
04:30 PM	19	24	2	45	1	62	6	69	1	21	1	23	3	82	1	86	223
04:45 PM	21	18	6	45	4	45	13	62	1	19	4	24	5	81	3	89	220
Total	75	95	14	184	9	187	29	225	5	83	9	97	17	335	6	358	864
05:00 PM	17	17	4	38	2	49	9	60	0	9	2	11	0	91	0	91	200
05:15 PM	12	24	7	43	1	55	12	68	0	19	1	20	4	88	1	93	224
05:30 PM	21	16	2	39	2	71	8	81	2	14	1	17	7	100	1	108	245
05:45 PM	18	24	4	46	4	45	13	62	1	10	2	13	2	86	1	89	210
Total	68	81	17	166	9	220	42	271	3	52	6	61	13	365	3	381	879
Grand Total	143	176	31	350	18	407	71	496	8	135	15	158	30	700	9	739	1743
Apprch %	40.9	50.3	8.9		3.6	82.1	14.3		5.1	85.4	9.5		4.1	94.7	1.2		
Total %	8.2	10.1	1.8	20.1	1	23.4	4.1	28.5	0.5	7.7	0.9	9.1	1.7	40.2	0.5	42.4	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**21**	18	6	**45**	**4**	45	**13**	62	1	**19**	**4**	**24**	5	81	**3**	89	220
05:00 PM	17	17	4	38	2	49	9	60	0	9	2	11	0	91	0	91	200
05:15 PM	12	**24**	**7**	43	1	55	12	68	0	19	1	20	4	88	1	93	224
05:30 PM	21	16	2	39	2	**71**	8	**81**	**2**	14	1	17	**7**	**100**	1	**108**	**245**
Total Volume	71	75	19	165	9	220	42	271	3	61	8	72	16	360	5	381	889
% App. Total	43	45.5	11.5		3.3	81.2	15.5		4.2	84.7	11.1		4.2	94.5	1.3		
PHF	.845	.781	.679	.917	.563	.775	.808	.836	.375	.803	.500	.750	.571	.900	.417	.882	.907

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City of Coachella
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File Name : 19_COA_Cal_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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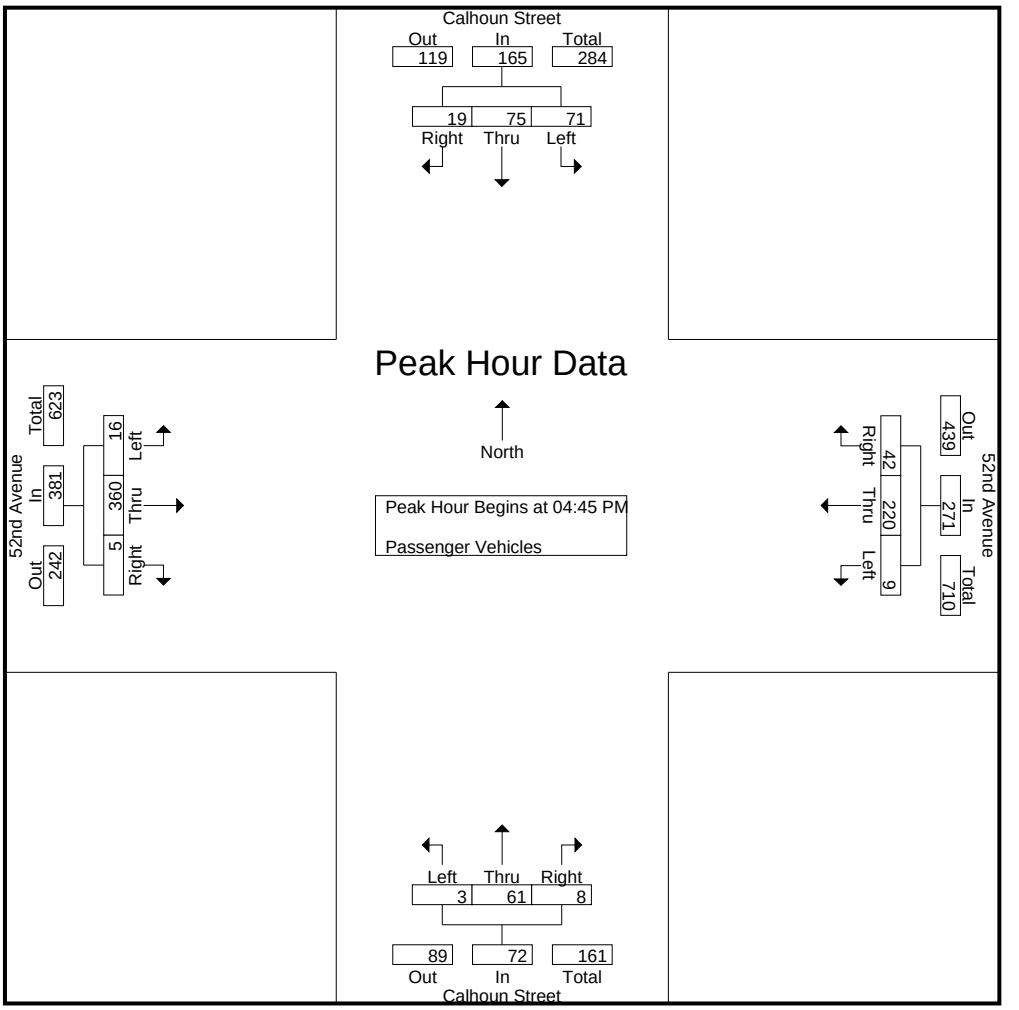

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**21**	18	6	**45**	**4**	45	**13**	62	1	**19**	**4**	**24**	5	81	**3**	89
+15 mins.	17	17	4	38	2	49	9	60	0	9	2	11	0	91	0	91
+30 mins.	12	**24**	**7**	43	1	55	12	68	0	19	1	20	4	88	1	93
+45 mins.	21	16	2	39	2	**71**	8	**81**	**2**	14	1	17	**7**	**100**	1	**108**
Total Volume	71	75	19	165	9	220	42	271	3	61	8	72	16	360	5	381
% App. Total	43	45.5	11.5		3.3	81.2	15.5		4.2	84.7	11.1		4.2	94.5	1.3	
PHF	.845	.781	.679	.917	.563	.775	.808	.836	.375	.803	.500	.750	.571	.900	.417	.882

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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	2	0	0	2	0	0	0	0	0	1	0	1	0	2	0	2	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	1	0	2	0	0	1	1	0	1	0	1	0	1	0	1	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	1	1	2	0	1	0	1	0	2	0	2	7
Grand Total	3	1	0	4	0	1	1	2	0	2	0	2	0	4	0	4	12
Apprch %	75	25	0		0	50	50		0	100	0		0	100	0		
Total %	25	8.3	0	33.3	0	8.3	8.3	16.7	0	16.7	0	16.7	0	33.3	0	33.3	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	1	**1**	0	**2**	0	0	**1**	1	0	**1**	0	**1**	0	1	0	1	**5**
Total Volume	2	1	0	3	0	1	1	2	0	1	0	1	0	4	0	4	10
% App. Total	66.7	33.3	0		0	50	50		0	100	0		0	100	0		
PHF	.500	.250	.000	.375	.000	.250	.250	.500	.000	.250	.000	.250	.000	.500	.000	.500	.500

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City of Coachella
N/S: Calhoun Street
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File Name : 19_COA_Cal_52nd PM
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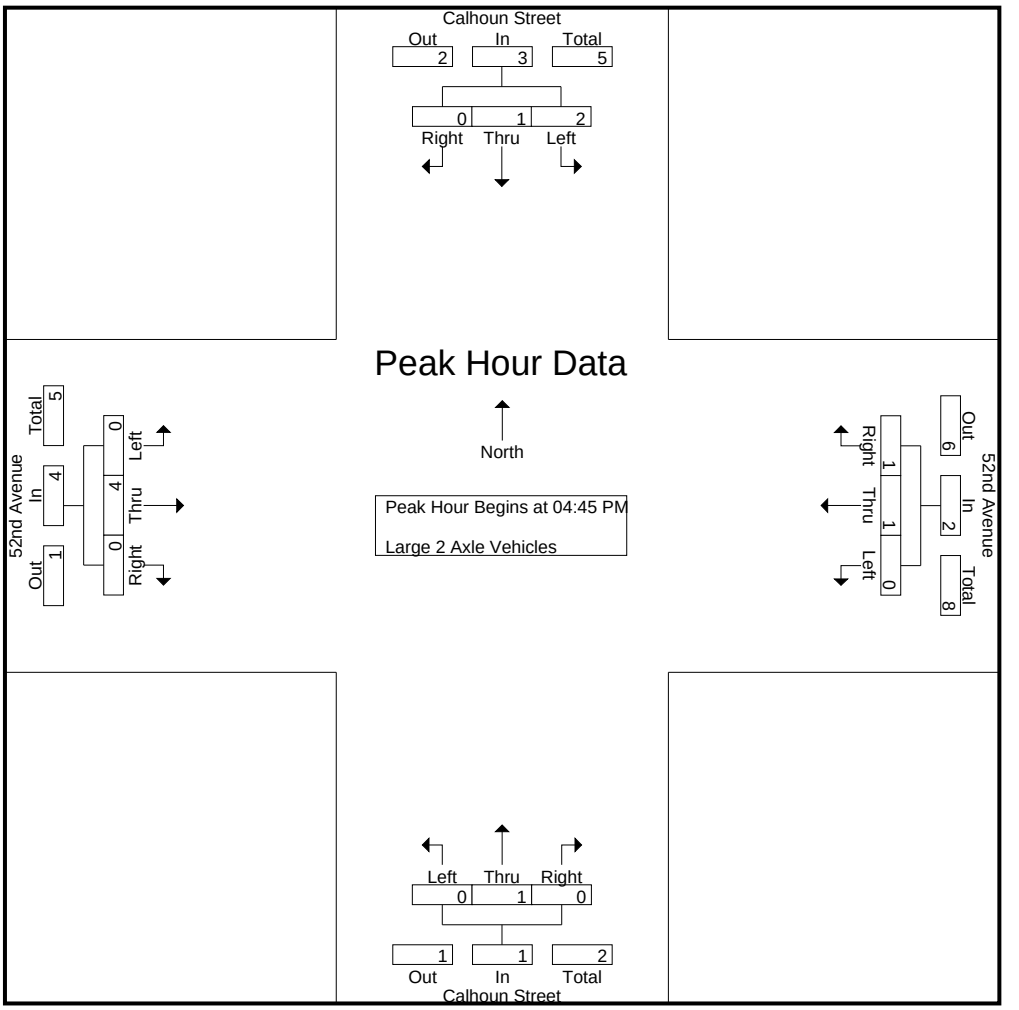

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	**1**	0	**2**	0	0	**1**	1	0	**1**	0	**1**	0	1	0	1
Total Volume	2	1	0	3	0	1	1	2	0	1	0	1	0	4	0	4
% App. Total	66.7	33.3	0		0	50	50		0	100	0		0	100	0	
PHF	.500	.250	.000	.375	.000	.250	.250	.500	.000	.250	.000	.250	.000	.500	.000	.500

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City of Coachella
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E/W: 52nd Avenue
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Groups Printed- 3 Axle Vehicles

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
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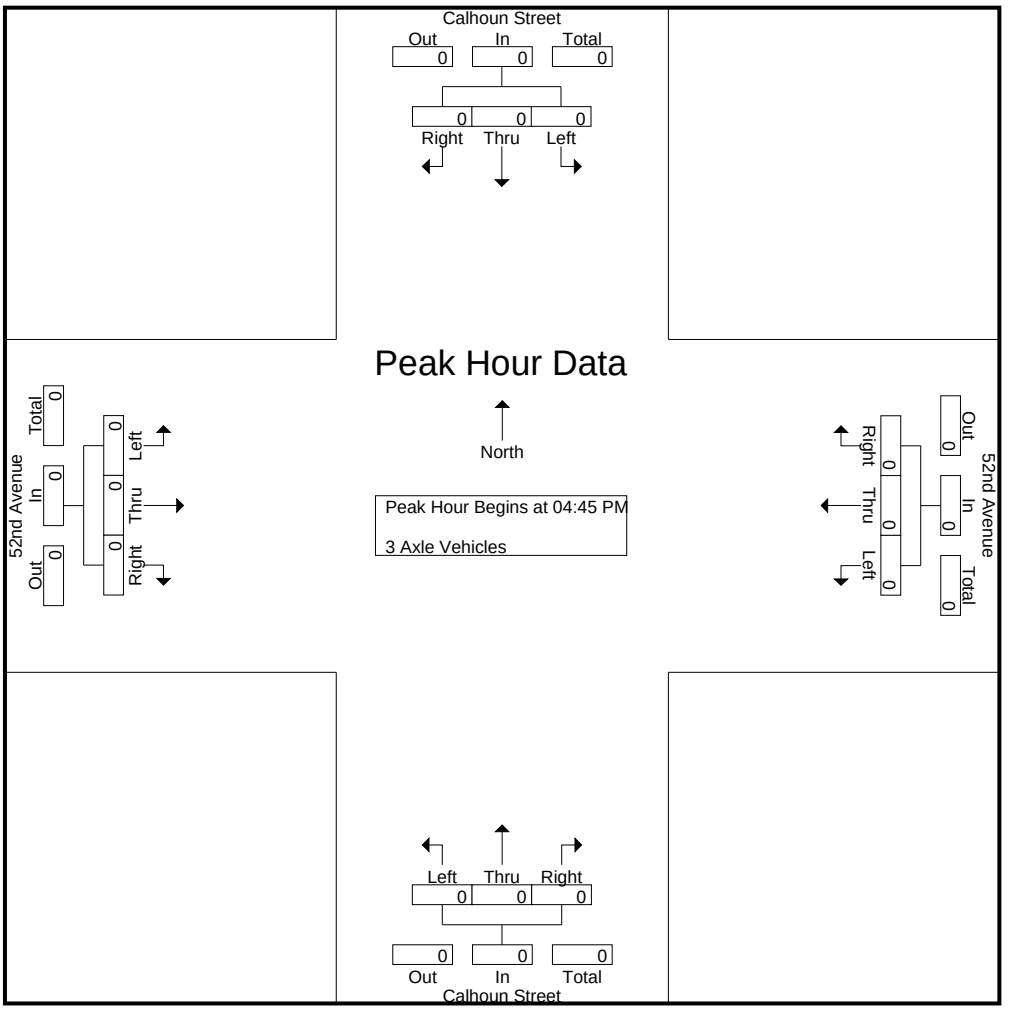

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Calhoun Street
E/W: 52nd Avenue
Weather: Clear

File Name : 19_COA_Cal_52nd PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	

	Calhoun Street Southbound				52nd Avenue Westbound				Calhoun Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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File Name : 19_COA_Cal_52nd PM
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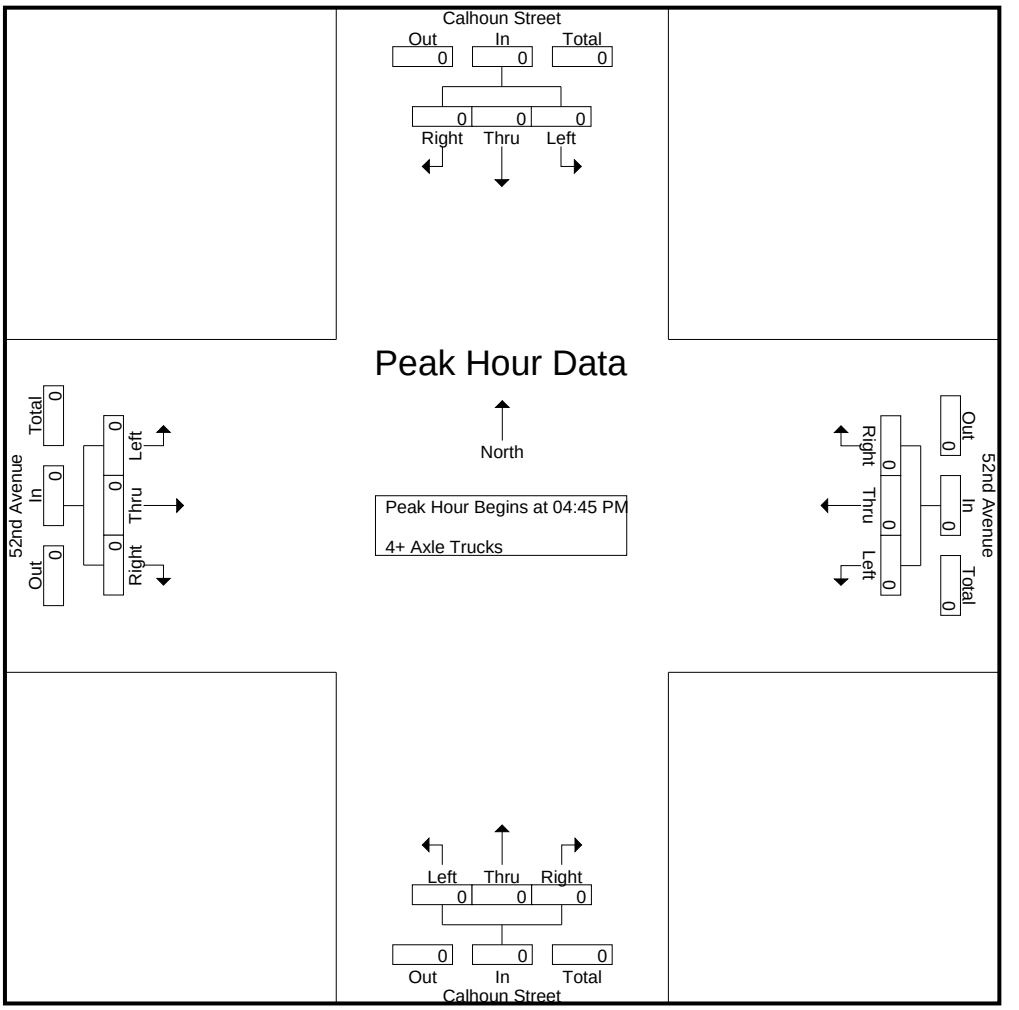

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	24	6	33	6	32	19	57	27	71	40	138	10	58	19	87	315
07:15 AM	4	32	9	45	9	54	30	93	30	75	49	154	16	60	30	106	398
07:30 AM	12	23	42	77	13	75	37	125	45	105	51	201	37	73	37	147	550
07:45 AM	10	41	55	106	14	63	52	129	58	80	54	192	38	93	52	183	610
Total	29	120	112	261	42	224	138	404	160	331	194	685	101	284	138	523	1873
08:00 AM	10	43	42	95	19	67	38	124	59	71	52	182	14	73	38	125	526
08:15 AM	9	39	50	98	9	69	31	109	50	61	30	141	10	70	31	111	459
08:30 AM	7	31	9	47	15	58	33	106	33	42	39	114	10	61	38	109	376
08:45 AM	4	27	11	42	18	61	33	112	31	34	20	85	6	55	33	94	333
Total	30	140	112	282	61	255	135	451	173	208	141	522	40	259	140	439	1694
Grand Total	59	260	224	543	103	479	273	855	333	539	335	1207	141	543	278	962	3567
Apprch %	10.9	47.9	41.3		12	56	31.9		27.6	44.7	27.8		14.7	56.4	28.9		
Total %	1.7	7.3	6.3	15.2	2.9	13.4	7.7	24	9.3	15.1	9.4	33.8	4	15.2	7.8	27	
Passenger Vehicles	56	251	217	524	94	461	270	825	328	537	325	1190	137	511	272	920	3459
% Passenger Vehicles	94.9	96.5	96.9	96.5	91.3	96.2	98.9	96.5	98.5	99.6	97	98.6	97.2	94.1	97.8	95.6	97
Large 2 Axle Vehicles	2	8	6	16	3	8	3	14	4	2	4	10	3	9	6	18	58
% Large 2 Axle Vehicles	3.4	3.1	2.7	2.9	2.9	1.7	1.1	1.6	1.2	0.4	1.2	0.8	2.1	1.7	2.2	1.9	1.6
3 Axle Vehicles	1	1	1	3	6	8	0	14	1	0	6	7	0	18	0	18	42
% 3 Axle Vehicles	1.7	0.4	0.4	0.6	5.8	1.7	0	1.6	0.3	0	1.8	0.6	0	3.3	0	1.9	1.2
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	1	5	0	6	8
% 4+ Axle Trucks	0	0	0	0	0	0.4	0	0.2	0	0	0	0	0.7	0.9	0	0.6	0.2

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**12**	23	42	77	13	**75**	37	125	45	**105**	51	**201**	37	73	37	147	550
07:45 AM	10	41	**55**	**106**	14	63	**52**	**129**	58	80	**54**	192	**38**	**93**	**52**	**183**	**610**
08:00 AM	10	**43**	42	95	**19**	67	38	124	**59**	71	52	182	14	73	38	125	526
08:15 AM	9	39	50	98	9	69	31	109	50	61	30	141	10	70	31	111	459
Total Volume	41	146	189	376	55	274	158	487	212	317	187	716	99	309	158	566	2145
% App. Total	10.9	38.8	50.3		11.3	56.3	32.4		29.6	44.3	26.1		17.5	54.6	27.9		
PHF	.854	.849	.859	.887	.724	.913	.760	.944	.898	.755	.866	.891	.651	.831	.760	.773	.879

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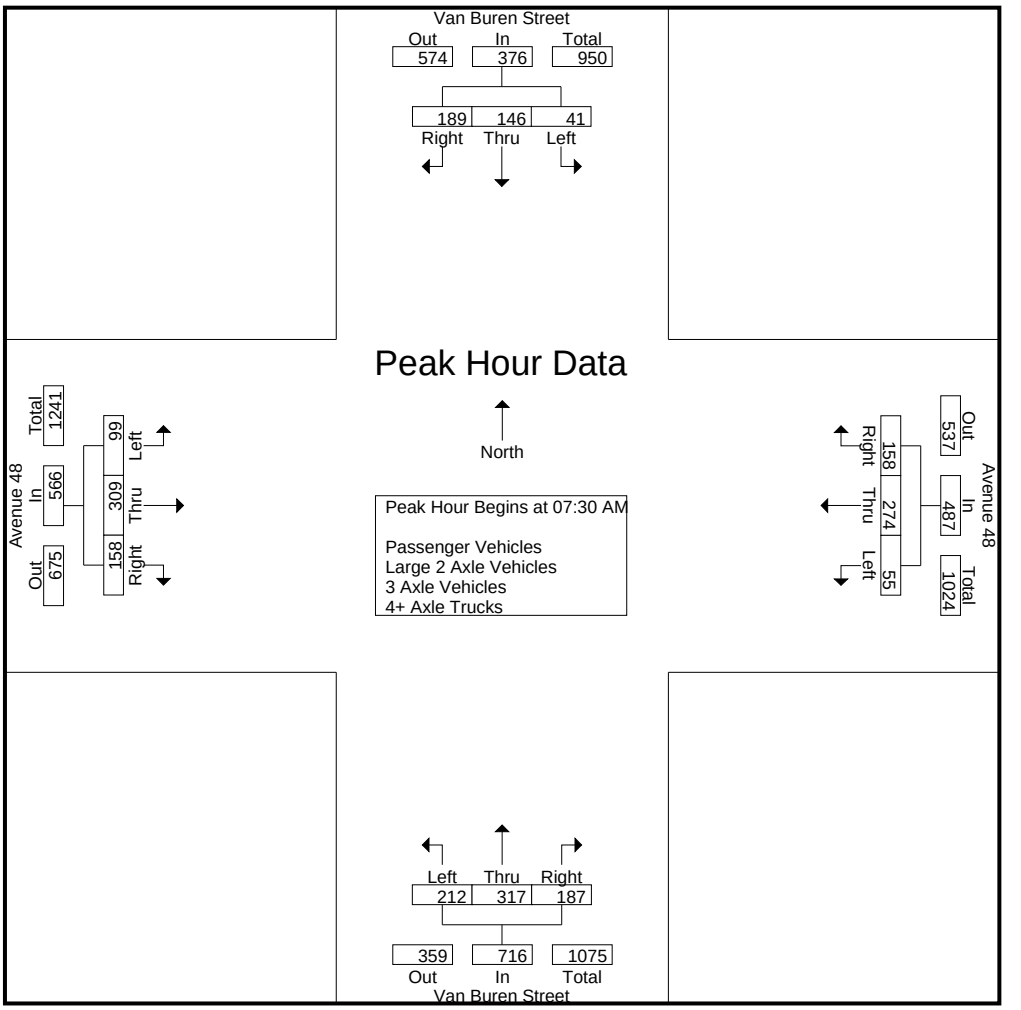
City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	**12**	23	42	77	13	**75**	37	125	30	75	49	154	37	73	37	147
+15 mins.	10	41	**55**	**106**	14	63	**52**	**129**	45	**105**	51	**201**	**38**	**93**	**52**	**183**
+30 mins.	10	**43**	42	95	**19**	67	38	124	58	80	**54**	192	14	73	38	125
+45 mins.	9	39	50	98	9	69	31	109	**59**	71	52	182	10	70	31	111
Total Volume	41	146	189	376	55	274	158	487	192	331	206	729	99	309	158	566
% App. Total	10.9	38.8	50.3		11.3	56.3	32.4		26.3	45.4	28.3		17.5	54.6	27.9	
PHF	.854	.849	.859	.887	.724	.913	.760	.944	.814	.788	.954	.907	.651	.831	.760	.773

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	24	6	32	4	31	19	54	27	70	39	136	10	55	18	83	305
07:15 AM	4	31	9	44	8	53	29	90	29	75	47	151	15	56	29	100	385
07:30 AM	10	22	42	74	13	72	37	122	44	104	50	198	35	72	37	144	538
07:45 AM	10	41	53	104	13	61	51	125	58	80	52	190	38	82	50	170	589
Total	26	118	110	254	38	217	136	391	158	329	188	675	98	265	134	497	1817
08:00 AM	10	43	41	94	18	64	38	120	58	71	52	181	14	72	37	123	518
08:15 AM	9	33	48	90	9	67	31	107	50	61	28	139	10	67	31	108	444
08:30 AM	7	30	9	46	13	54	33	100	31	42	38	111	9	58	38	105	362
08:45 AM	4	27	9	40	16	59	32	107	31	34	19	84	6	49	32	87	318
Total	30	133	107	270	56	244	134	434	170	208	137	515	39	246	138	423	1642
Grand Total	56	251	217	524	94	461	270	825	328	537	325	1190	137	511	272	920	3459
Apprch %	10.7	47.9	41.4		11.4	55.9	32.7		27.6	45.1	27.3		14.9	55.5	29.6		
Total %	1.6	7.3	6.3	15.1	2.7	13.3	7.8	23.9	9.5	15.5	9.4	34.4	4	14.8	7.9	26.6	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**10**	22	42	74	13	**72**	37	122	44	**104**	50	**198**	35	72	37	144	538
07:45 AM	10	41	**53**	**104**	13	61	**51**	**125**	**58**	80	**52**	190	**38**	**82**	**50**	**170**	**589**
08:00 AM	10	**43**	41	94	**18**	64	38	120	58	71	52	181	14	72	37	123	518
08:15 AM	9	33	48	90	9	67	31	107	50	61	28	139	10	67	31	108	444
Total Volume	39	139	184	362	53	264	157	474	210	316	182	708	97	293	155	545	2089
% App. Total	10.8	38.4	50.8		11.2	55.7	33.1		29.7	44.6	25.7		17.8	53.8	28.4		
PHF	.975	.808	.868	.870	.736	.917	.770	.948	.905	.760	.875	.894	.638	.893	.775	.801	.887

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City of Coachella
N/S: Van Buren Street
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Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
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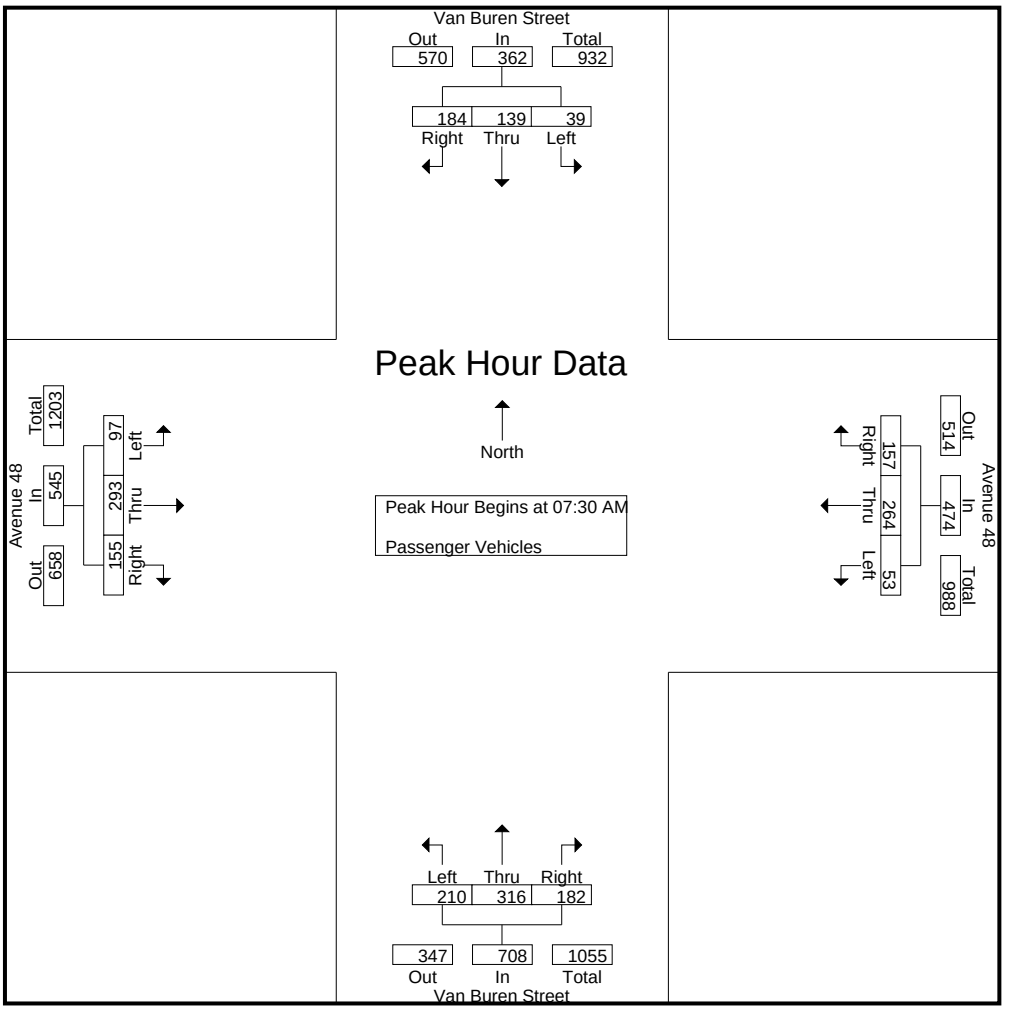

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**10**	22	42	74	13	**72**	37	122	44	**104**	50	**198**	35	72	37	144
+15 mins.	10	41	**53**	**104**	13	61	**51**	**125**	**58**	80	**52**	190	**38**	**82**	**50**	**170**
+30 mins.	10	**43**	41	94	**18**	64	38	120	58	71	52	181	14	72	37	123
+45 mins.	9	33	48	90	9	67	31	107	50	61	28	139	10	67	31	108
Total Volume	39	139	184	362	53	264	157	474	210	316	182	708	97	293	155	545
% App. Total	10.8	38.4	50.8		11.2	55.7	33.1		29.7	44.6	25.7		17.8	53.8	28.4	
PHF	.975	.808	.868	.870	.736	.917	.770	.948	.905	.760	.875	.894	.638	.893	.775	.801

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	1	2	4
07:15 AM	0	0	0	0	1	0	1	2	1	0	1	2	0	0	1	1	5
07:30 AM	2	1	0	3	0	2	0	2	0	1	0	1	2	1	0	3	9
07:45 AM	0	0	2	2	0	0	1	1	0	0	1	1	0	3	2	5	9
Total	2	1	2	5	2	2	2	6	1	2	2	5	2	5	4	11	27
08:00 AM	0	0	1	1	0	2	0	2	1	0	0	1	0	0	1	1	5
08:15 AM	0	6	1	7	0	1	0	1	0	0	2	2	0	2	0	2	12
08:30 AM	0	1	0	1	0	2	0	2	2	0	0	2	1	0	0	1	6
08:45 AM	0	0	2	2	1	1	1	3	0	0	0	0	0	2	1	3	8
Total	0	7	4	11	1	6	1	8	3	0	2	5	1	4	2	7	31
Grand Total	2	8	6	16	3	8	3	14	4	2	4	10	3	9	6	18	58
Apprch %	12.5	50	37.5		21.4	57.1	21.4		40	20	40		16.7	50	33.3		
Total %	3.4	13.8	10.3	27.6	5.2	13.8	5.2	24.1	6.9	3.4	6.9	17.2	5.2	15.5	10.3	31	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	1	0	3	0	**2**	0	**2**	0	**1**	0	1	**2**	1	0	3	9
07:45 AM	0	0	**2**	2	0	0	**1**	1	0	0	1	1	0	**3**	**2**	**5**	9
08:00 AM	0	0	1	1	0	2	0	2	**1**	0	0	1	0	0	1	1	5
08:15 AM	0	**6**	1	**7**	0	1	0	1	0	0	**2**	**2**	0	2	0	2	**12**
Total Volume	2	7	4	13	0	5	1	6	1	1	3	5	2	6	3	11	35
% App. Total	15.4	53.8	30.8		0	83.3	16.7		20	20	60		18.2	54.5	27.3		
PHF	.250	.292	.500	.464	.000	.625	.250	.750	.250	.250	.375	.625	.250	.500	.375	.550	.729

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
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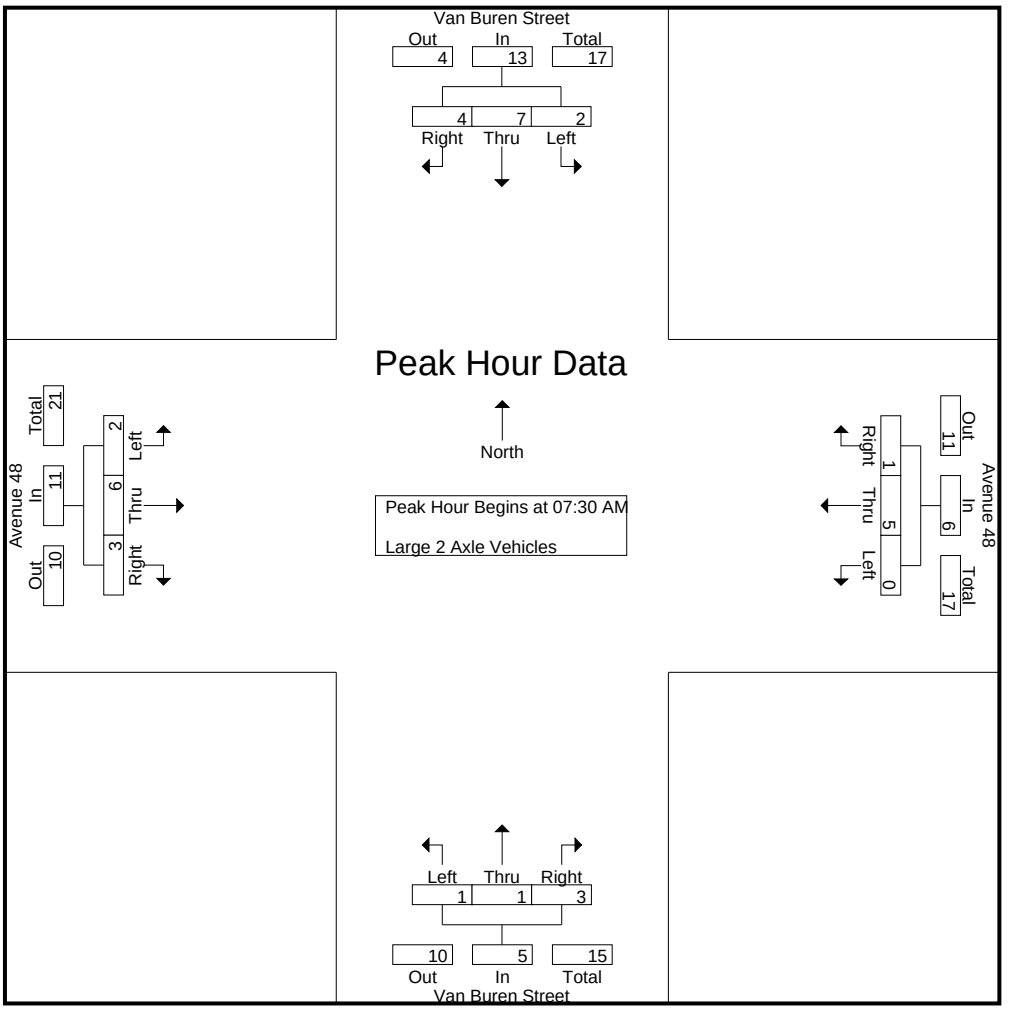

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	1	0	3	0	**2**	0	**2**	0	**1**	0	1	**2**	1	0	3
+15 mins.	0	0	**2**	2	0	0	**1**	1	0	0	1	1	0	**3**	**2**	**5**
+30 mins.	0	0	1	1	0	2	0	2	**1**	0	0	1	0	0	1	1
+45 mins.	0	**6**	1	**7**	0	1	0	1	0	0	**2**	**2**	0	2	0	2
Total Volume	2	7	4	13	0	5	1	6	1	1	3	5	2	6	3	11
% App. Total	15.4	53.8	30.8		0	83.3	16.7		20	20	60		18.2	54.5	27.3	
PHF	.250	.292	.500	.464	.000	.625	.250	.750	.250	.250	.375	.625	.250	.500	.375	.550

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	1	0	2	0	0	1	1	0	1	0	1	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	4	0	4	6
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	7	0	7	11
Total	1	1	0	2	2	3	0	5	1	0	4	5	0	12	0	12	24
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	2	2	0	4	0	0	1	1	0	3	0	3	8
08:45 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	2	5
Total	0	0	1	1	4	5	0	9	0	0	2	2	0	6	0	6	18
Grand Total	1	1	1	3	6	8	0	14	1	0	6	7	0	18	0	18	42
Apprch %	33.3	33.3	33.3		42.9	57.1	0		14.3	0	85.7		0	100	0		
Total %	2.4	2.4	2.4	7.1	14.3	19	0	33.3	2.4	0	14.3	16.7	0	42.9	0	42.9	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	2
07:45 AM	0	0	0	0	**1**	**2**	0	**3**	0	0	1	1	0	**7**	0	**7**	**11**
08:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	0	0	1	1	2	4	0	6	1	0	2	3	0	8	0	8	18
% App. Total	0	0	100		33.3	66.7	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.250	.250	.500	.500	.000	.500	.250	.000	.500	.375	.000	.286	.000	.286	.409

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
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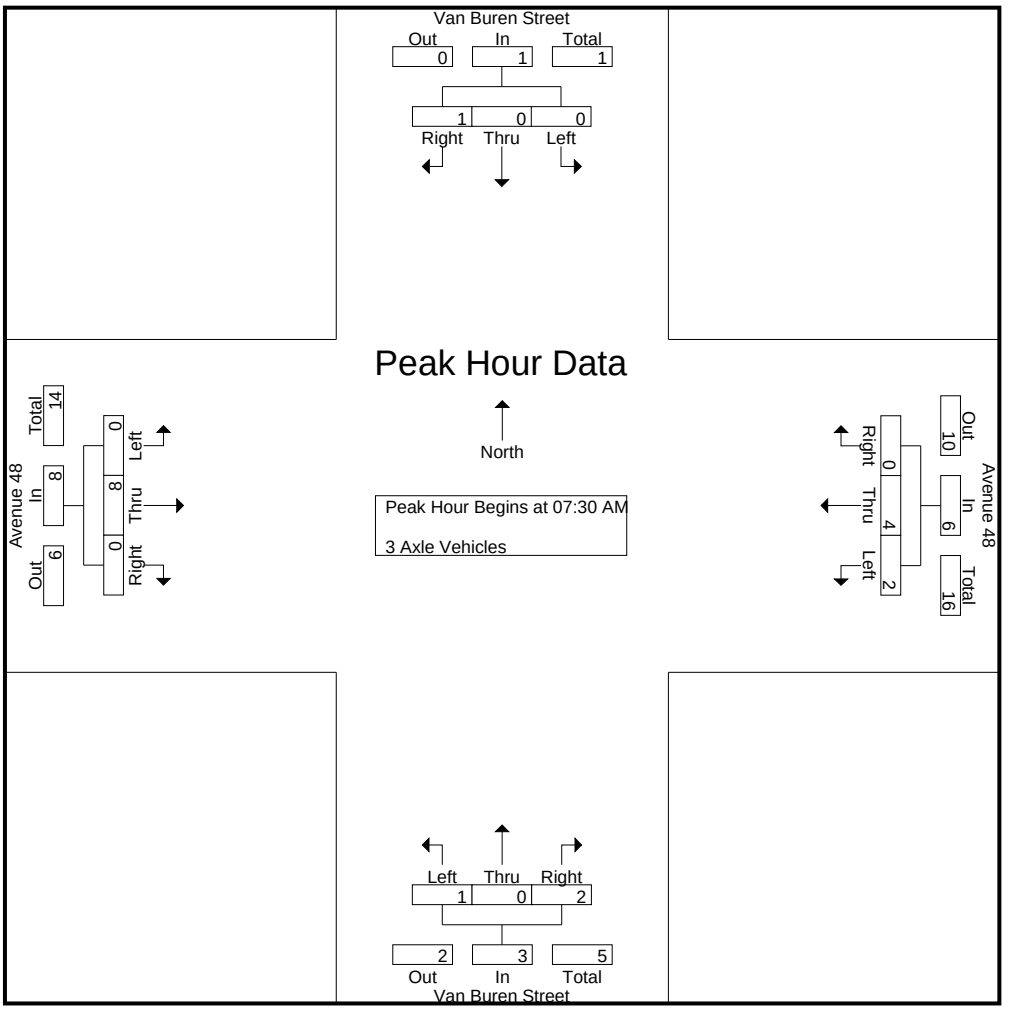

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0
+15 mins.	0	0	0	0	**1**	**2**	0	**3**	0	0	1	1	0	**7**	0	**7**
+30 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	2	4	0	6	1	0	2	3	0	8	0	8
% App. Total	0	0	100		33.3	66.7	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.250	.250	.500	.500	.000	.500	.250	.000	.500	.375	.000	.286	.000	.286

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 AM
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Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	1	5	0	6	8
Apprch %	0	0	0		0	100	0		0	0	0		16.7	83.3	0		
Total %	0	0	0	0	0	25	0	25	0	0	0	0	12.5	62.5	0	75	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

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N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

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Site Code : 05722739
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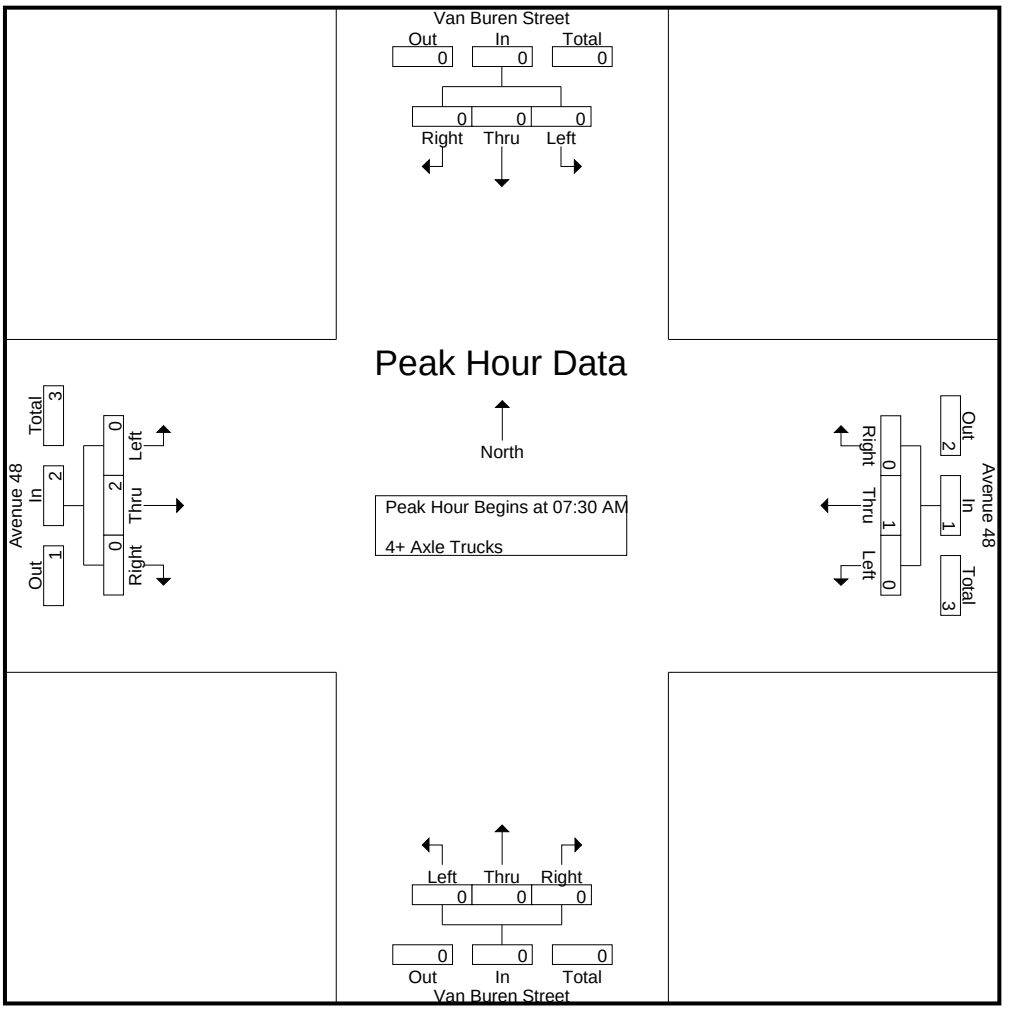

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	70	9	88	34	81	64	179	36	58	18	112	7	91	64	162	541
04:15 PM	7	53	12	72	36	76	68	180	35	37	21	93	8	70	68	146	491
04:30 PM	8	90	8	106	25	65	68	158	35	48	29	112	8	75	68	151	527
04:45 PM	10	47	3	60	30	78	56	164	34	51	28	113	8	83	56	147	484
Total	34	260	32	326	125	300	256	681	140	194	96	430	31	319	256	606	2043
05:00 PM	9	68	8	85	28	101	41	170	36	43	23	102	7	75	41	123	480
05:15 PM	2	65	7	74	24	97	71	192	22	44	16	82	11	80	71	162	510
05:30 PM	9	66	7	82	21	60	60	141	47	62	15	124	8	81	60	149	496
05:45 PM	2	56	13	71	17	63	55	135	32	47	27	106	5	75	55	135	447
Total	22	255	35	312	90	321	227	638	137	196	81	414	31	311	227	569	1933
Grand Total	56	515	67	638	215	621	483	1319	277	390	177	844	62	630	483	1175	3976
Apprch %	8.8	80.7	10.5		16.3	47.1	36.6		32.8	46.2	21		5.3	53.6	41.1		
Total %	1.4	13	1.7	16	5.4	15.6	12.1	33.2	7	9.8	4.5	21.2	1.6	15.8	12.1	29.6	
Passenger Vehicles	56	513	65	634	213	612	483	1308	273	388	173	834	60	628	479	1167	3943
% Passenger Vehicles	100	99.6	97	99.4	99.1	98.6	100	99.2	98.6	99.5	97.7	98.8	96.8	99.7	99.2	99.3	99.2
Large 2 Axle Vehicles	0	1	2	3	0	9	0	9	4	2	1	7	2	2	4	8	27
% Large 2 Axle Vehicles	0	0.2	3	0.5	0	1.4	0	0.7	1.4	0.5	0.6	0.8	3.2	0.3	0.8	0.7	0.7
3 Axle Vehicles	0	1	0	1	2	0	0	2	0	0	2	2	0	0	0	0	5
% 3 Axle Vehicles	0	0.2	0	0.2	0.9	0	0	0.2	0	0	1.1	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0.6	0.1	0	0	0	0	0

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	70	9	88	34	**81**	64	179	**36**	**58**	18	112	7	**91**	64	**162**	**541**
04:15 PM	7	53	**12**	72	**36**	76	**68**	**180**	35	37	21	93	**8**	70	**68**	146	491
04:30 PM	8	**90**	8	**106**	25	65	68	158	35	48	**29**	112	8	75	68	151	527
04:45 PM	**10**	47	3	60	30	78	56	164	34	51	28	**113**	8	83	56	147	484
Total Volume	34	260	32	326	125	300	256	681	140	194	96	430	31	319	256	606	2043
% App. Total	10.4	79.8	9.8		18.4	44.1	37.6		32.6	45.1	22.3		5.1	52.6	42.2		
PHF	.850	.722	.667	.769	.868	.926	.941	.946	.972	.836	.828	.951	.969	.876	.941	.935	.944

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File Name : 20_COA_VB_Ave 48 PM
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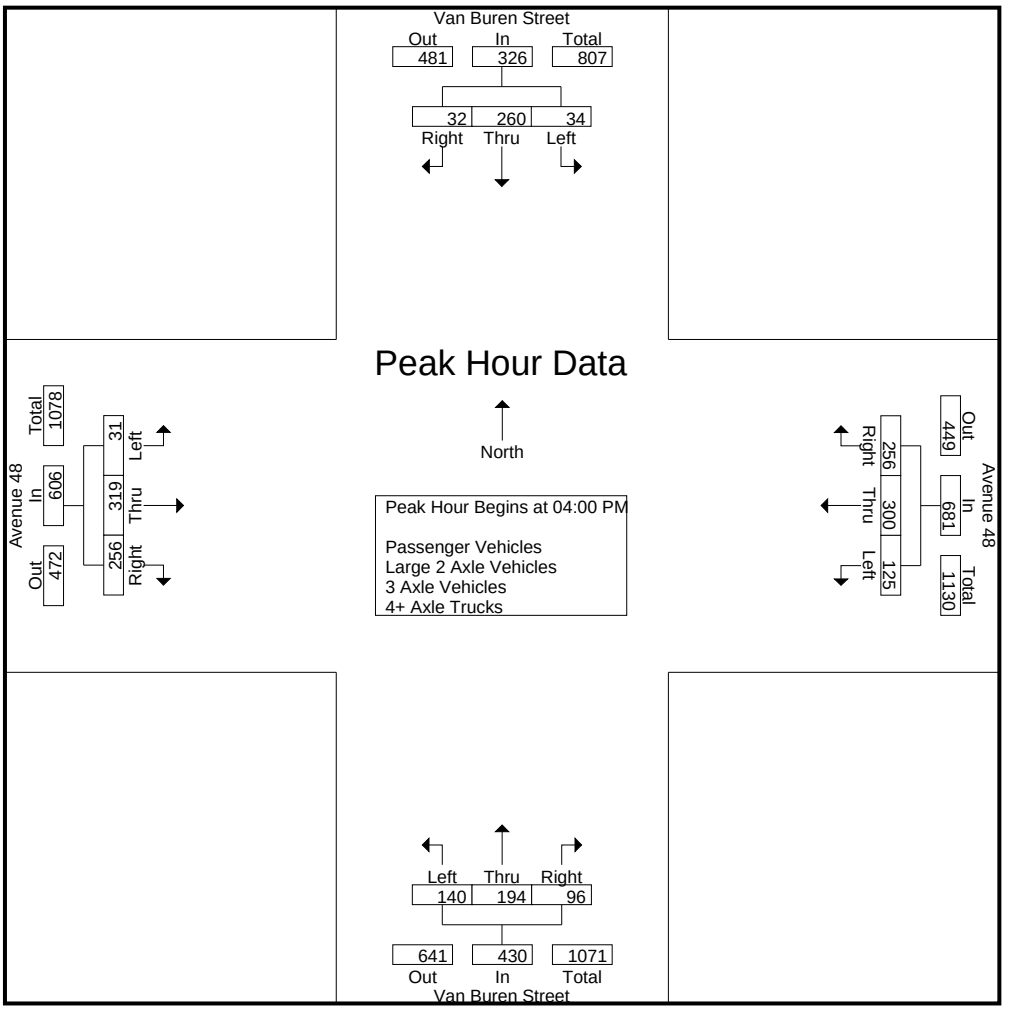

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	9	70	9	88	25	65	68	158	**36**	**58**	18	112	7	**91**	64	**162**
+15 mins.	7	53	**12**	72	**30**	78	56	164	35	37	21	93	**8**	70	**68**	146
+30 mins.	8	**90**	8	**106**	28	**101**	41	170	35	48	**29**	112	8	75	68	151
+45 mins.	**10**	47	3	60	24	97	**71**	**192**	34	51	28	**113**	8	83	56	147
Total Volume	34	260	32	326	107	341	236	684	140	194	96	430	31	319	256	606
% App. Total	10.4	79.8	9.8		15.6	49.9	34.5		32.6	45.1	22.3		5.1	52.6	42.2	
PHF	.850	.722	.667	.769	.892	.844	.831	.891	.972	.836	.828	.951	.969	.876	.941	.935

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Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	70	9	88	33	80	64	177	34	57	17	108	7	90	64	161	534
04:15 PM	7	53	12	72	36	72	68	176	35	37	21	93	8	70	68	146	487
04:30 PM	8	90	8	106	25	65	68	158	35	48	28	111	7	75	66	148	523
04:45 PM	10	47	2	59	30	77	56	163	34	51	28	113	8	83	55	146	481
Total	34	260	31	325	124	294	256	674	138	193	94	425	30	318	253	601	2025
05:00 PM	9	67	8	84	27	99	41	167	35	43	23	101	7	74	41	122	474
05:15 PM	2	65	7	74	24	96	71	191	22	44	16	82	11	80	71	162	509
05:30 PM	9	66	7	82	21	60	60	141	46	61	14	121	7	81	60	148	492
05:45 PM	2	55	12	69	17	63	55	135	32	47	26	105	5	75	54	134	443
Total	22	253	34	309	89	318	227	634	135	195	79	409	30	310	226	566	1918
Grand Total	56	513	65	634	213	612	483	1308	273	388	173	834	60	628	479	1167	3943
Apprch %	8.8	80.9	10.3		16.3	46.8	36.9		32.7	46.5	20.7		5.1	53.8	41		
Total %	1.4	13	1.6	16.1	5.4	15.5	12.2	33.2	6.9	9.8	4.4	21.2	1.5	15.9	12.1	29.6	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	70	9	88	33	**80**	64	**177**	34	**57**	17	108	7	**90**	64	**161**	**534**
04:15 PM	7	53	**12**	72	**36**	72	**68**	176	**35**	37	21	93	**8**	70	**68**	146	487
04:30 PM	8	**90**	8	**106**	25	65	68	158	35	48	**28**	111	7	75	66	148	523
04:45 PM	**10**	47	2	59	30	77	56	163	34	51	28	**113**	8	83	55	146	481
Total Volume	34	260	31	325	124	294	256	674	138	193	94	425	30	318	253	601	2025
% App. Total	10.5	80	9.5		18.4	43.6	38		32.5	45.4	22.1		5	52.9	42.1		
PHF	.850	.722	.646	.767	.861	.919	.941	.952	.986	.846	.839	.940	.938	.883	.930	.933	.948

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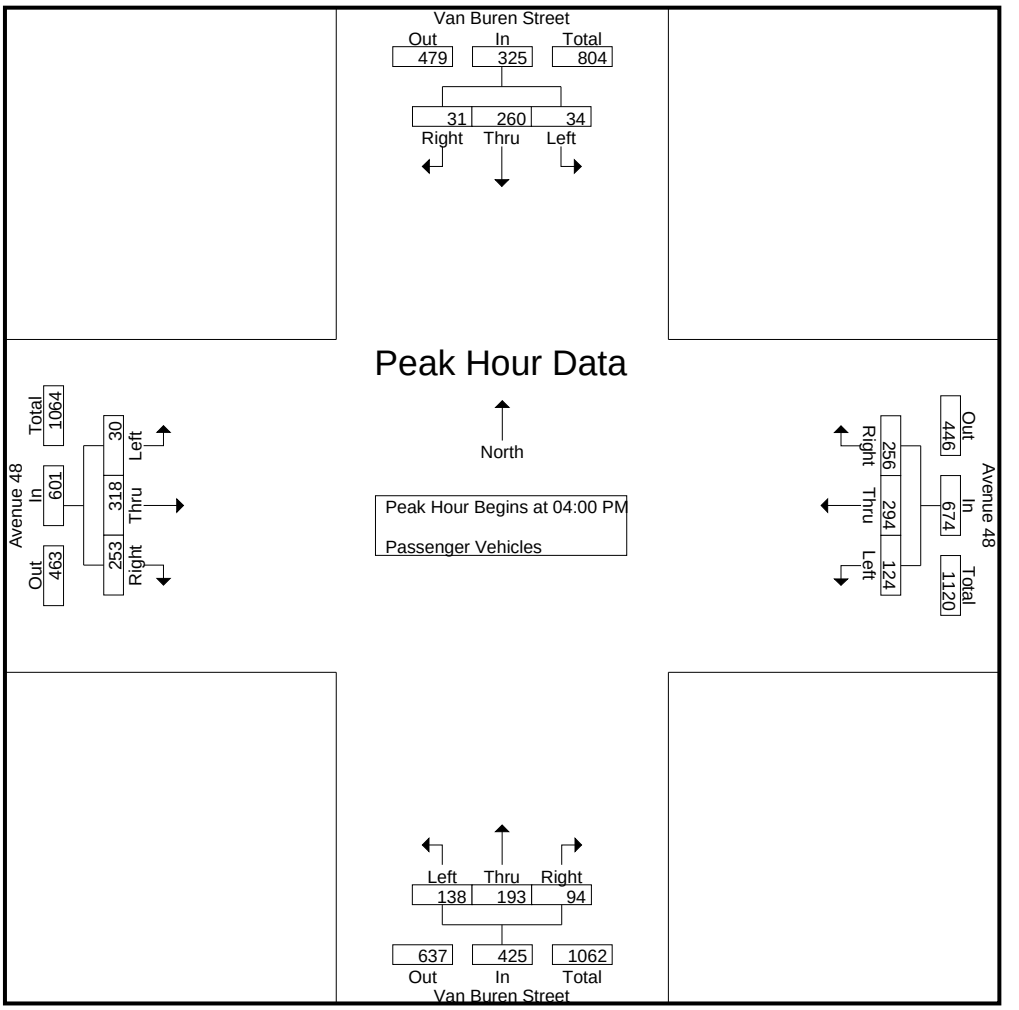

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	9	70	9	88	33	**80**	64	**177**	34	**57**	17	108	7	**90**	64	**161**
+15 mins.	7	53	**12**	72	**36**	72	**68**	176	**35**	37	21	93	**8**	70	**68**	146
+30 mins.	8	**90**	8	**106**	25	65	68	158	35	48	**28**	111	7	75	66	148
+45 mins.	**10**	47	2	59	30	77	56	163	34	51	28	**113**	8	83	55	146
Total Volume	34	260	31	325	124	294	256	674	138	193	94	425	30	318	253	601
% App. Total	10.5	80	9.5		18.4	43.6	38		32.5	45.4	22.1		5	52.9	42.1	
PHF	.850	.722	.646	.767	.861	.919	.941	.952	.986	.846	.839	.940	.938	.883	.930	.933

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Weather: Clear

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Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	0	1	0	1	5
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
Total	0	0	1	1	0	6	0	6	2	1	0	3	1	1	3	5	15
05:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	1	3	1	0	0	1	4
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	1	1	2	0	3	0	3	2	1	1	4	1	1	1	3	12
Grand Total	0	1	2	3	0	9	0	9	4	2	1	7	2	2	4	8	27
Apprch %	0	33.3	66.7		0	100	0		57.1	28.6	14.3		25	25	50		
Total %	0	3.7	7.4	11.1	0	33.3	0	33.3	14.8	7.4	3.7	25.9	7.4	7.4	14.8	29.6	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	**2**	**1**	0	**3**	0	**1**	0	1	**5**
04:15 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**	3
04:45 PM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	1	1	3
Total Volume	0	0	1	1	0	6	0	6	2	1	0	3	1	1	3	5	15
% App. Total	0	0	100		0	100	0		66.7	33.3	0		20	20	60		
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.250	.250	.000	.250	.250	.250	.375	.417	.750

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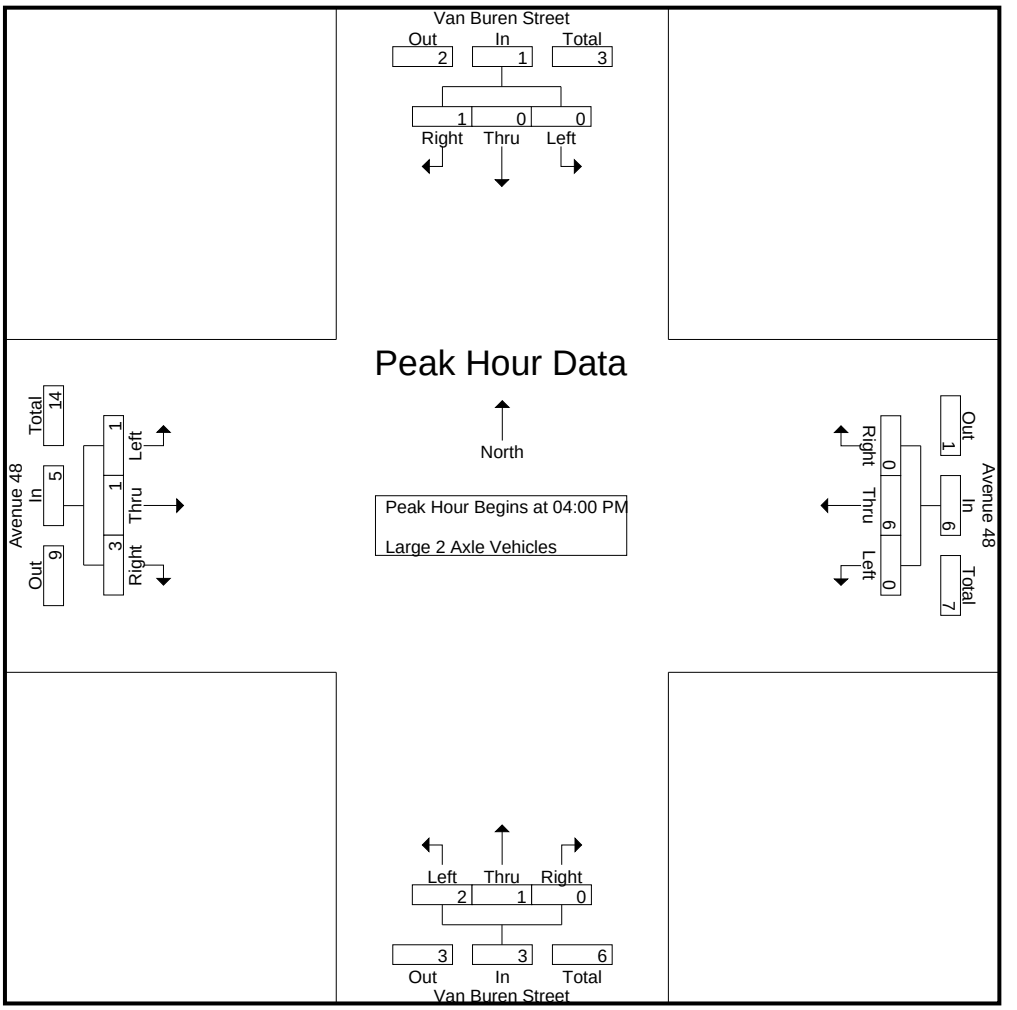

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	**2**	**1**	0	**3**	0	**1**	0	1
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	1	1
Total Volume	0	0	1	1	0	6	0	6	2	1	0	3	1	1	3	5
% App. Total	0	0	100		0	100	0		66.7	33.3	0		20	20	60	
PHF	.000	.000	.250	.250	.000	.375	.000	.375	.250	.250	.000	.250	.250	.250	.375	.417

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Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	1	2	0	0	2	0	0	2	2	0	0	0	0	5
Apprch %	0	100	0		100	0	0		0	0	100		0	0	0		
Total %	0	20	0	20	40	0	0	40	0	0	40	40	0	0	0	0	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.375

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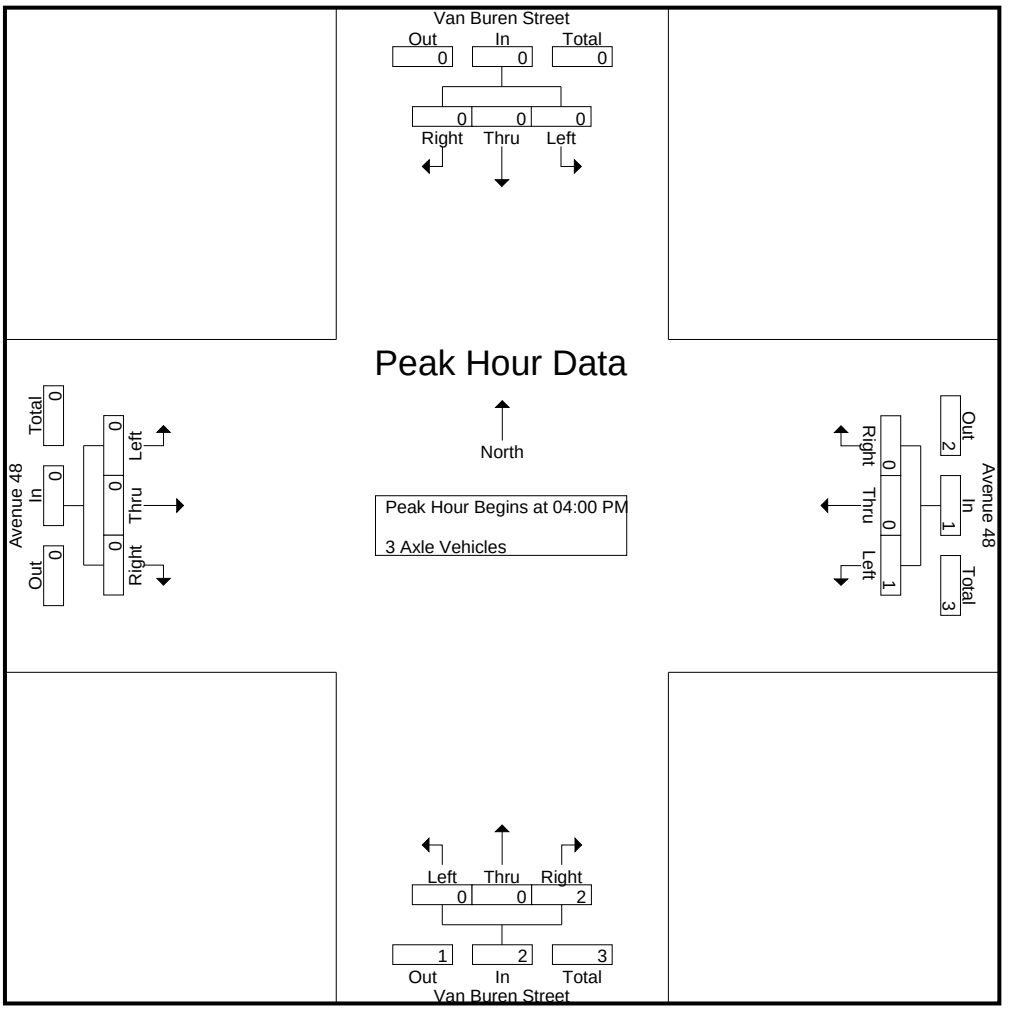
Weather: Clear

File Name : 20_COA_VB_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	Van Buren Street Southbound				Avenue 48 Westbound				Van Buren Street Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 48
Weather: Clear

File Name : 20_COA_VB_Ave 48 PM
Site Code : 05722739
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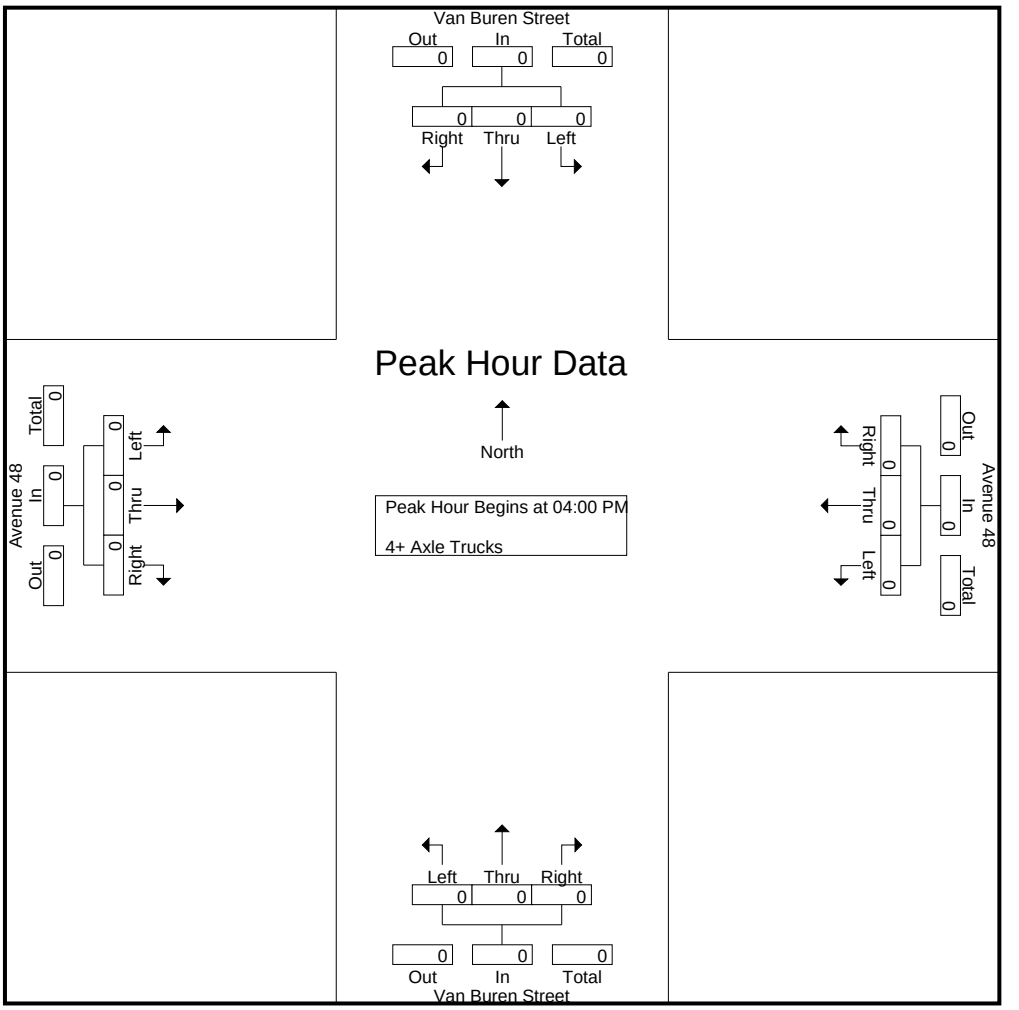

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	35	10	53	11	61	23	95	6	59	16	81	5	49	4	58	287
07:15 AM	19	44	16	79	18	69	33	120	4	51	17	72	17	49	15	81	352
07:30 AM	17	62	5	84	31	74	25	130	23	82	3	108	12	100	17	129	451
07:45 AM	17	56	12	85	30	101	21	152	28	81	16	125	17	109	29	155	517
Total	61	197	43	301	90	305	102	497	61	273	52	386	51	307	65	423	1607
08:00 AM	16	27	11	54	17	87	17	121	16	60	29	105	15	109	24	148	428
08:15 AM	10	27	14	51	7	88	24	119	13	55	16	84	14	45	7	66	320
08:30 AM	18	35	9	62	8	70	16	94	6	39	4	49	7	47	9	63	268
08:45 AM	24	65	9	98	9	74	15	98	6	26	5	37	10	59	5	74	307
Total	68	154	43	265	41	319	72	432	41	180	54	275	46	260	45	351	1323
Grand Total	129	351	86	566	131	624	174	929	102	453	106	661	97	567	110	774	2930
Apprch %	22.8	62	15.2		14.1	67.2	18.7		15.4	68.5	16		12.5	73.3	14.2		
Total %	4.4	12	2.9	19.3	4.5	21.3	5.9	31.7	3.5	15.5	3.6	22.6	3.3	19.4	3.8	26.4	
Passenger Vehicles	125	334	74	533	131	608	172	911	99	443	104	646	95	551	106	752	2842
% Passenger Vehicles	96.9	95.2	86	94.2	100	97.4	98.9	98.1	97.1	97.8	98.1	97.7	97.9	97.2	96.4	97.2	97
Large 2 Axle Vehicles	2	10	11	23	0	12	2	14	3	5	2	10	2	15	3	20	67
% Large 2 Axle Vehicles	1.6	2.8	12.8	4.1	0	1.9	1.1	1.5	2.9	1.1	1.9	1.5	2.1	2.6	2.7	2.6	2.3
3 Axle Vehicles	2	7	1	10	0	0	0	0	0	5	0	5	0	0	0	0	15
% 3 Axle Vehicles	1.6	2	1.2	1.8	0	0	0	0	0	1.1	0	0.8	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
% 4+ Axle Trucks	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0.2	0.9	0.3	0.2

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**19**	44	**16**	79	18	69	**33**	120	4	51	17	72	**17**	49	15	81	352
07:30 AM	17	**62**	5	84	**31**	74	25	130	23	**82**	3	108	12	100	17	129	451
07:45 AM	17	56	12	**85**	30	**101**	21	**152**	**28**	81	16	**125**	17	**109**	**29**	**155**	**517**
08:00 AM	16	27	11	54	17	87	17	121	16	60	**29**	105	15	109	24	148	428
Total Volume	69	189	44	302	96	331	96	523	71	274	65	410	61	367	85	513	1748
% App. Total	22.8	62.6	14.6		18.4	63.3	18.4		17.3	66.8	15.9		11.9	71.5	16.6		
PHF	.908	.762	.688	.888	.774	.819	.727	.860	.634	.835	.560	.820	.897	.842	.733	.827	.845

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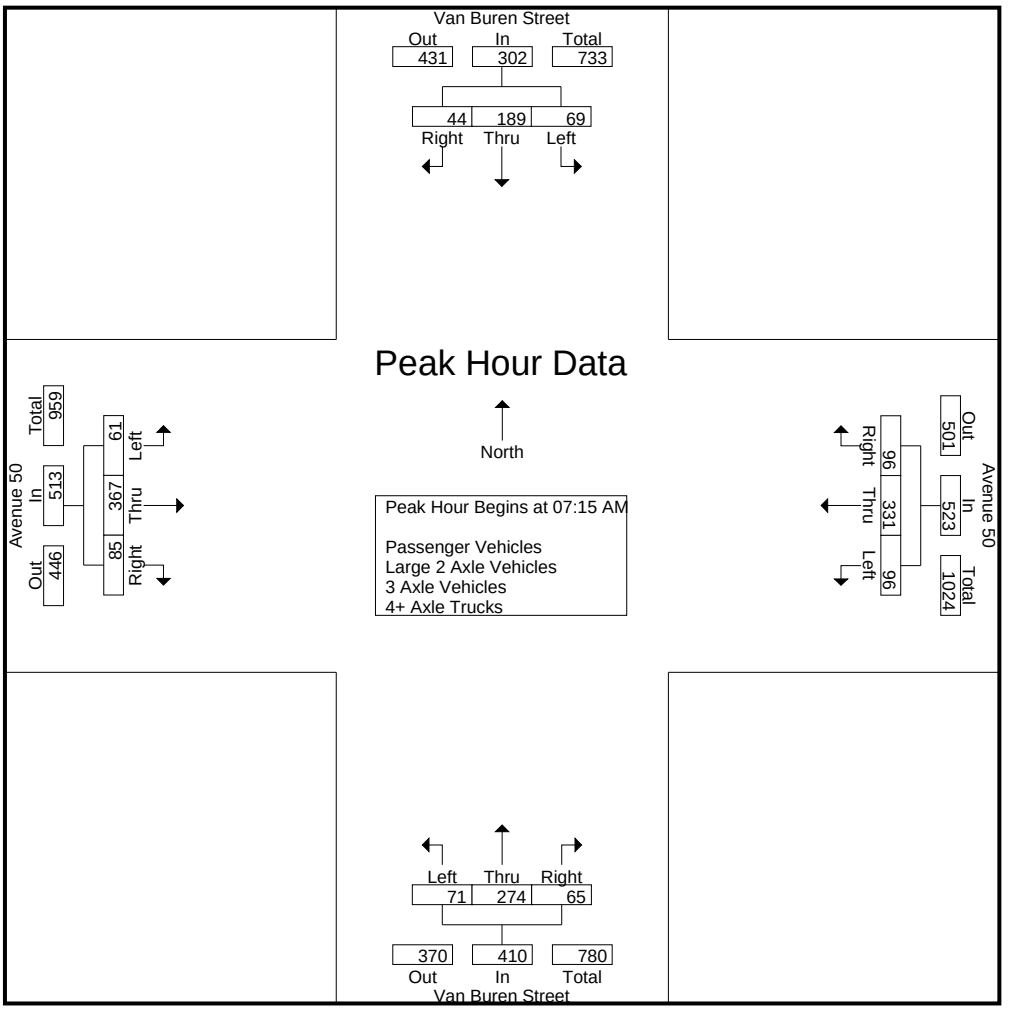
City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	**19**	44	**16**	79	18	69	**33**	120	23	**82**	3	108	**17**	49	15	81
+15 mins.	17	**62**	5	84	**31**	74	25	130	**28**	81	16	**125**	12	100	17	129
+30 mins.	17	56	12	**85**	30	**101**	21	**152**	16	60	**29**	105	17	**109**	**29**	**155**
+45 mins.	16	27	11	54	17	87	17	121	13	55	16	84	15	109	24	148
Total Volume	69	189	44	302	96	331	96	523	80	278	64	422	61	367	85	513
% App. Total	22.8	62.6	14.6		18.4	63.3	18.4		19	65.9	15.2		11.9	71.5	16.6	
PHF	.908	.762	.688	.888	.774	.819	.727	.860	.714	.848	.552	.844	.897	.842	.733	.827

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	32	9	48	11	57	23	91	6	57	16	79	5	46	4	55	273
07:15 AM	19	42	13	74	18	68	32	118	4	50	17	71	16	46	15	77	340
07:30 AM	17	58	4	79	31	68	25	124	22	81	3	106	12	99	16	127	436
07:45 AM	16	56	12	84	30	101	21	152	28	80	16	124	17	107	28	152	512
Total	59	188	38	285	90	294	101	485	60	268	52	380	50	298	63	411	1561
08:00 AM	15	26	10	51	17	85	16	118	16	59	29	104	15	108	24	147	420
08:15 AM	9	25	9	43	7	86	24	117	12	54	15	81	13	42	7	62	303
08:30 AM	18	32	8	58	8	69	16	93	6	38	3	47	7	47	7	61	259
08:45 AM	24	63	9	96	9	74	15	98	5	24	5	34	10	56	5	71	299
Total	66	146	36	248	41	314	71	426	39	175	52	266	45	253	43	341	1281
Grand Total	125	334	74	533	131	608	172	911	99	443	104	646	95	551	106	752	2842
Apprch %	23.5	62.7	13.9		14.4	66.7	18.9		15.3	68.6	16.1		12.6	73.3	14.1		
Total %	4.4	11.8	2.6	18.8	4.6	21.4	6.1	32.1	3.5	15.6	3.7	22.7	3.3	19.4	3.7	26.5	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**19**	42	**13**	74	18	68	**32**	118	4	50	17	71	16	46	15	77	340
07:30 AM	17	**58**	4	79	**31**	68	25	124	22	**81**	3	106	12	99	16	127	436
07:45 AM	16	56	12	**84**	30	**101**	21	**152**	**28**	80	16	**124**	**17**	107	**28**	**152**	**512**
08:00 AM	15	26	10	51	17	85	16	118	16	59	**29**	104	15	**108**	24	147	420
Total Volume	67	182	39	288	96	322	94	512	70	270	65	405	60	360	83	503	1708
% App. Total	23.3	63.2	13.5		18.8	62.9	18.4		17.3	66.7	16		11.9	71.6	16.5		
PHF	.882	.784	.750	.857	.774	.797	.734	.842	.625	.833	.560	.817	.882	.833	.741	.827	.834

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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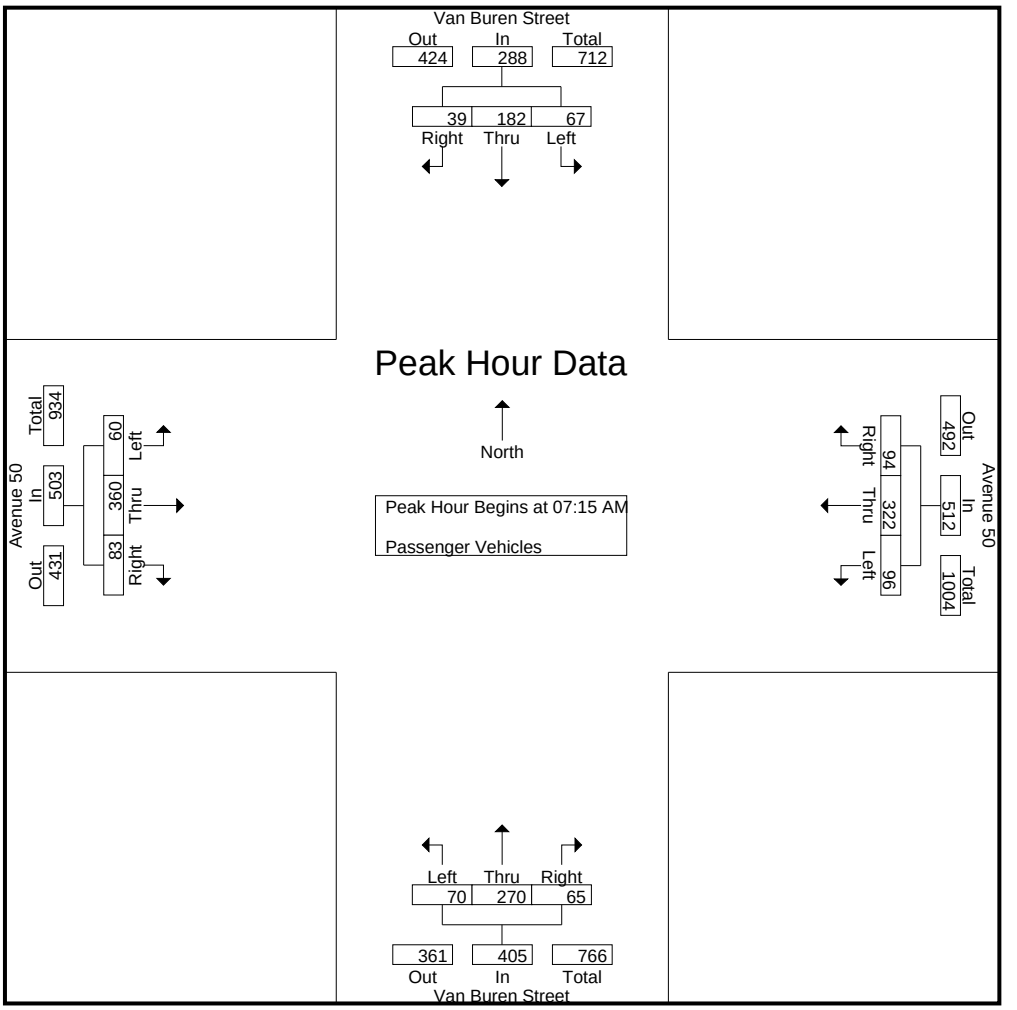

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**19**	42	**13**	74	18	68	**32**	118	4	50	17	71	16	46	15	77
+15 mins.	17	**58**	4	79	**31**	68	25	124	22	**81**	3	106	12	99	16	127
+30 mins.	16	56	12	**84**	30	**101**	21	**152**	**28**	80	16	**124**	**17**	107	**28**	**152**
+45 mins.	15	26	10	51	17	85	16	118	16	59	**29**	104	15	**108**	24	147
Total Volume	67	182	39	288	96	322	94	512	70	270	65	405	60	360	83	503
% App. Total	23.3	63.2	13.5		18.8	62.9	18.4		17.3	66.7	16		11.9	71.6	16.5	
PHF	.882	.784	.750	.857	.774	.797	.734	.842	.625	.833	.560	.817	.882	.833	.741	.827

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	1	4	0	2	0	2	0	2	0	2	0	3	0	3	11
07:15 AM	0	1	2	3	0	1	1	2	0	0	0	0	1	3	0	4	9
07:30 AM	0	3	1	4	0	5	0	5	1	0	0	1	0	1	0	1	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	1	6	4	11	0	8	1	9	1	2	0	3	1	9	1	11	34
08:00 AM	0	0	1	1	0	1	1	2	0	1	0	1	0	1	0	1	5
08:15 AM	1	2	5	8	0	2	0	2	1	1	1	3	1	2	0	3	16
08:30 AM	0	1	1	2	0	1	0	1	0	1	1	2	0	0	2	2	7
08:45 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	3	0	3	5
Total	1	4	7	12	0	4	1	5	2	3	2	7	1	6	2	9	33
Grand Total	2	10	11	23	0	12	2	14	3	5	2	10	2	15	3	20	67
Apprch %	8.7	43.5	47.8		0	85.7	14.3		30	50	20		10	75	15		
Total %	3	14.9	16.4	34.3	0	17.9	3	20.9	4.5	7.5	3	14.9	3	22.4	4.5	29.9	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	**2**	3	0	1	**1**	2	0	0	0	0	**1**	**3**	0	**4**	9
07:30 AM	0	**3**	1	**4**	0	**5**	0	**5**	**1**	0	0	**1**	0	1	0	1	**11**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	3	3
08:00 AM	0	0	1	1	0	1	1	2	0	**1**	0	1	0	1	0	1	5
Total Volume	0	4	4	8	0	7	2	9	1	1	0	2	1	7	1	9	28
% App. Total	0	50	50		0	77.8	22.2		50	50	0		11.1	77.8	11.1		
PHF	.000	.333	.500	.500	.000	.350	.500	.450	.250	.250	.000	.500	.250	.583	.250	.563	.636

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City of Coachella
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File Name : 21_COA_VB_Ave 50 AM
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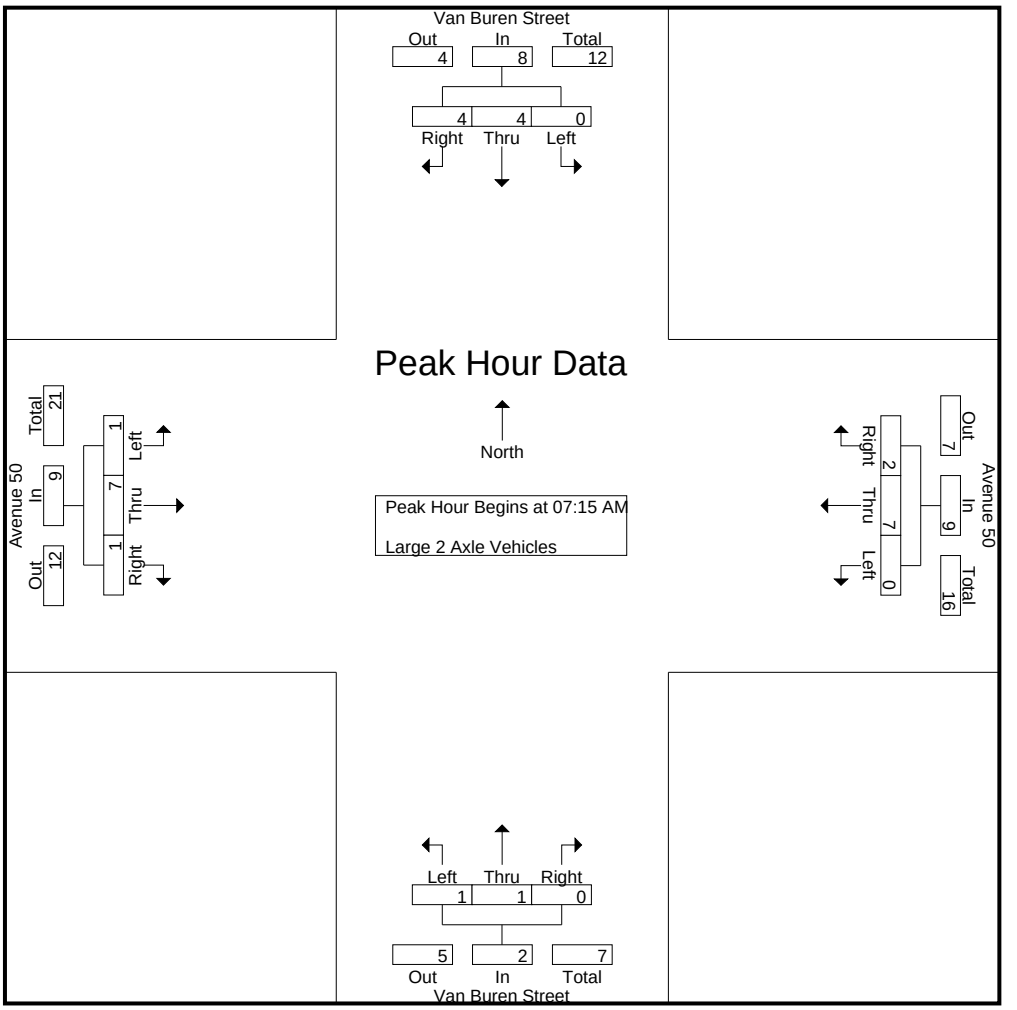

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	**2**	3	0	1	**1**	2	0	0	0	0	**1**	**3**	0	**4**
+15 mins.	0	**3**	1	**4**	0	**5**	0	**5**	**1**	0	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	3
+45 mins.	0	0	1	1	0	1	1	2	0	**1**	0	1	0	1	0	1
Total Volume	0	4	4	8	0	7	2	9	1	1	0	2	1	7	1	9
% App. Total	0	50	50		0	77.8	22.2		50	50	0		11.1	77.8	11.1	
PHF	.000	.333	.500	.500	.000	.350	.500	.450	.250	.250	.000	.500	.250	.583	.250	.563

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	3	1	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	1	4	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Grand Total	2	7	1	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Apprch %	20	70	10		0	0	0		0	100	0		0	0	0		
Total %	13.3	46.7	6.7	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	3	1	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	33.3	50	16.7		0	0	0		0	100	0		0	0	0		
PHF	.500	.750	.250	.750	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Coachella
N/S: Van Buren Street
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Weather: Clear

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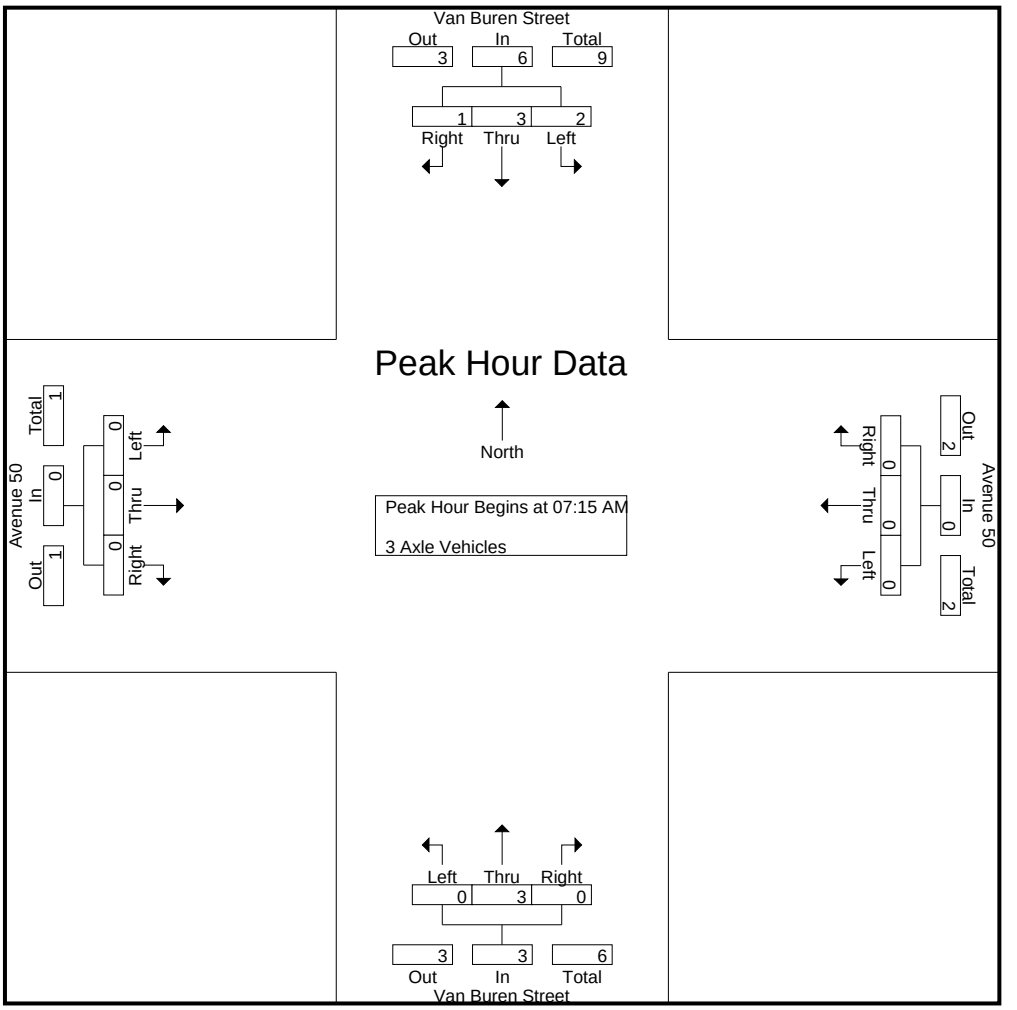

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	**1**	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	3	1	6	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	33.3	50	16.7		0	0	0		0	100	0		0	0	0	
PHF	.500	.750	.250	.750	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	1	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
Apprch %	0	0	0		0	100	0		0	0	0		0	50	50		
Total %	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	16.7	16.7	33.3	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.375

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City of Coachella
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File Name : 21_COA_VB_Ave 50 AM
Site Code : 05722739
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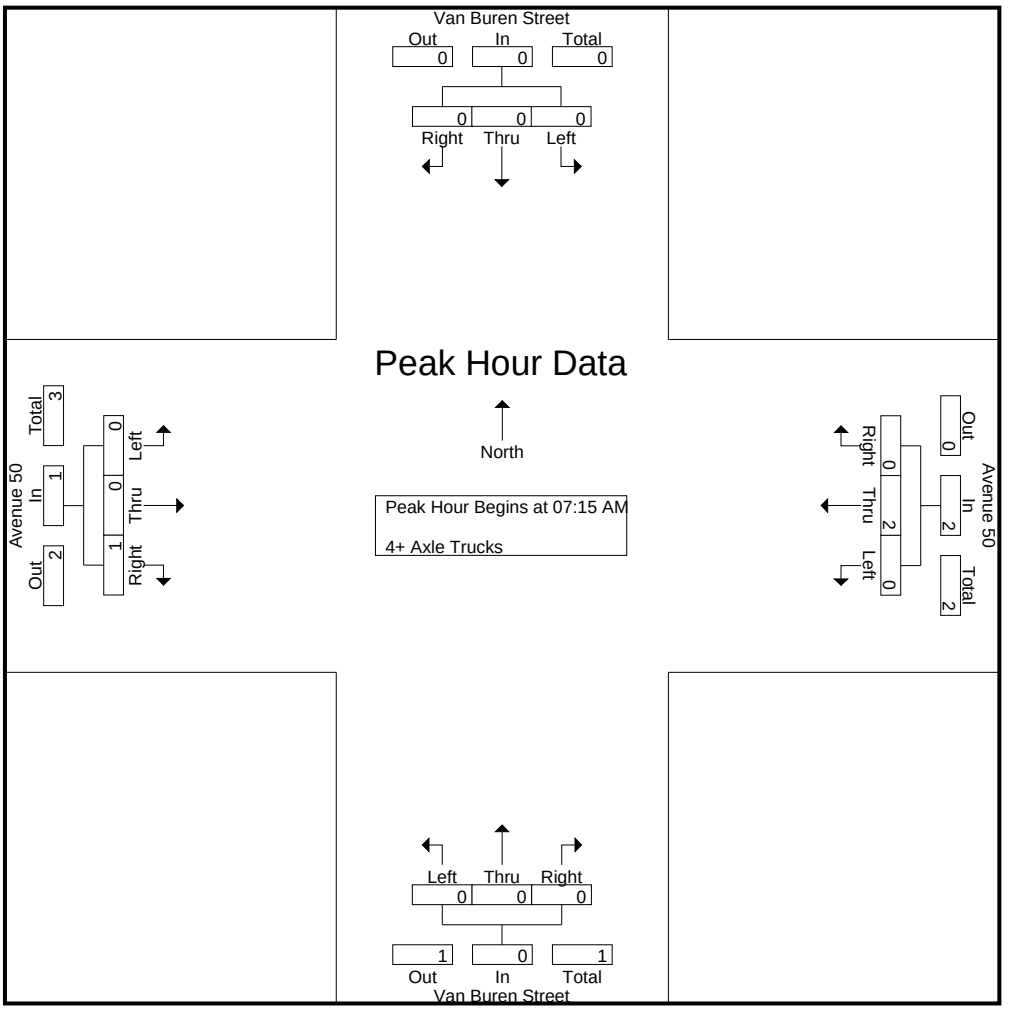

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	33	75	10	118	12	70	27	109	7	54	8	69	6	84	17	107	403
04:15 PM	29	73	8	110	14	77	15	106	7	32	4	43	12	91	17	120	379
04:30 PM	36	53	17	106	5	66	22	93	12	50	14	76	7	83	8	98	373
04:45 PM	26	47	12	85	9	76	15	100	9	76	15	100	8	102	16	126	411
Total	124	248	47	419	40	289	79	408	35	212	41	288	33	360	58	451	1566
05:00 PM	32	52	5	89	3	79	16	98	17	51	10	78	5	86	10	101	366
05:15 PM	23	78	13	114	8	63	16	87	6	35	12	53	9	102	12	123	377
05:30 PM	25	73	11	109	7	59	25	91	14	49	8	71	3	103	10	116	387
05:45 PM	29	55	10	94	5	62	11	78	10	50	10	70	11	90	20	121	363
Total	109	258	39	406	23	263	68	354	47	185	40	272	28	381	52	461	1493
Grand Total	233	506	86	825	63	552	147	762	82	397	81	560	61	741	110	912	3059
Apprch %	28.2	61.3	10.4		8.3	72.4	19.3		14.6	70.9	14.5		6.7	81.2	12.1		
Total %	7.6	16.5	2.8	27	2.1	18	4.8	24.9	2.7	13	2.6	18.3	2	24.2	3.6	29.8	
Passenger Vehicles	230	500	85	815	63	545	145	753	78	389	81	548	61	734	107	902	3018
% Passenger Vehicles	98.7	98.8	98.8	98.8	100	98.7	98.6	98.8	95.1	98	100	97.9	100	99.1	97.3	98.9	98.7
Large 2 Axle Vehicles	3	4	0	7	0	7	2	9	4	7	0	11	0	7	3	10	37
% Large 2 Axle Vehicles	1.3	0.8	0	0.8	0	1.3	1.4	1.2	4.9	1.8	0	2	0	0.9	2.7	1.1	1.2
3 Axle Vehicles	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	0	0.4	1.2	0.4	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	33	**75**	10	**118**	12	70	**27**	**109**	7	54	8	69	6	84	**17**	107	403
04:15 PM	29	73	8	110	**14**	**77**	15	106	7	32	4	43	**12**	91	17	120	379
04:30 PM	**36**	53	**17**	106	5	66	22	93	**12**	50	14	76	7	83	8	98	373
04:45 PM	26	47	12	85	9	76	15	100	9	**76**	**15**	**100**	8	**102**	16	**126**	**411**
Total Volume	124	248	47	419	40	289	79	408	35	212	41	288	33	360	58	451	1566
% App. Total	29.6	59.2	11.2		9.8	70.8	19.4		12.2	73.6	14.2		7.3	79.8	12.9		
PHF	.861	.827	.691	.888	.714	.938	.731	.936	.729	.697	.683	.720	.688	.882	.853	.895	.953

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City of Coachella
N/S: Van Buren Street
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Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
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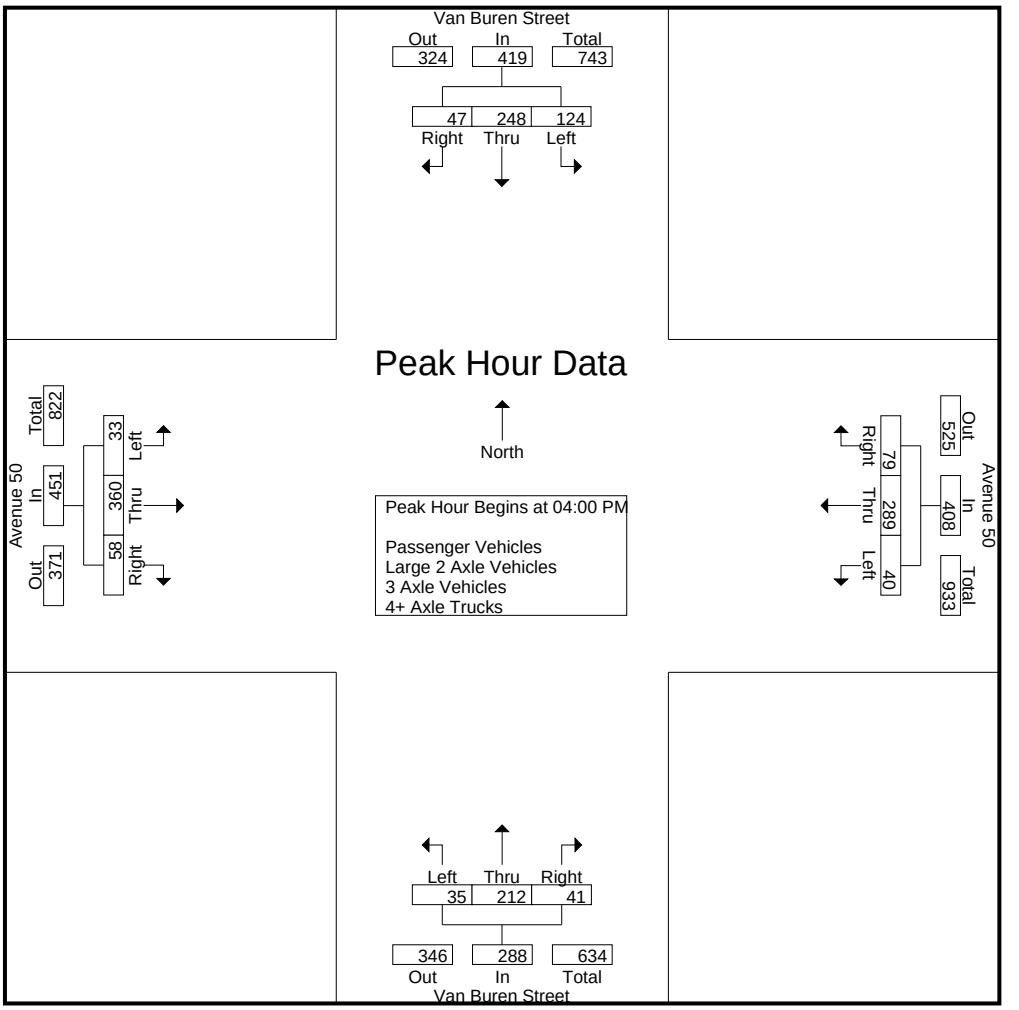

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:45 PM			
+0 mins.	33	**75**	10	**118**	12	70	**27**	**109**	12	50	14	76	8	102	**16**	**126**
+15 mins.	29	73	8	110	**14**	**77**	15	106	9	**76**	**15**	**100**	5	86	10	101
+30 mins.	**36**	53	**17**	106	5	66	22	93	**17**	51	10	78	**9**	102	12	123
+45 mins.	26	47	12	85	9	76	15	100	6	35	12	53	3	**103**	10	116
Total Volume	124	248	47	419	40	289	79	408	44	212	51	307	25	393	48	466
% App. Total	29.6	59.2	11.2		9.8	70.8	19.4		14.3	69.1	16.6		5.4	84.3	10.3	
PHF	.861	.827	.691	.888	.714	.938	.731	.936	.647	.697	.850	.768	.694	.954	.750	.925

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City of Coachella
N/S: Van Buren Street
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Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
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Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	75	10	117	12	69	26	107	7	53	8	68	6	84	16	106	398
04:15 PM	29	72	8	109	14	76	15	105	6	32	4	42	12	91	17	120	376
04:30 PM	35	53	17	105	5	64	22	91	11	50	14	75	7	82	7	96	367
04:45 PM	26	45	12	83	9	75	15	99	8	76	15	99	8	99	16	123	404
Total	122	245	47	414	40	284	78	402	32	211	41	284	33	356	56	445	1545
05:00 PM	32	51	5	88	3	78	15	96	16	49	10	75	5	86	10	101	360
05:15 PM	23	77	12	112	8	63	16	87	6	34	12	52	9	102	12	123	374
05:30 PM	25	73	11	109	7	58	25	90	14	47	8	69	3	103	9	115	383
05:45 PM	28	54	10	92	5	62	11	78	10	48	10	68	11	87	20	118	356
Total	108	255	38	401	23	261	67	351	46	178	40	264	28	378	51	457	1473
Grand Total	230	500	85	815	63	545	145	753	78	389	81	548	61	734	107	902	3018
Apprch %	28.2	61.3	10.4		8.4	72.4	19.3		14.2	71	14.8		6.8	81.4	11.9		
Total %	7.6	16.6	2.8	27	2.1	18.1	4.8	25	2.6	12.9	2.7	18.2	2	24.3	3.5	29.9	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	32	**75**	10	**117**	12	69	**26**	**107**	7	53	8	68	6	84	16	106	398
04:15 PM	29	72	8	109	**14**	**76**	15	105	6	32	4	42	**12**	91	**17**	120	376
04:30 PM	**35**	53	**17**	105	5	64	22	91	**11**	50	14	75	7	82	7	96	367
04:45 PM	26	45	12	83	9	75	15	99	8	**76**	**15**	**99**	8	**99**	16	**123**	**404**
Total Volume	122	245	47	414	40	284	78	402	32	211	41	284	33	356	56	445	1545
% App. Total	29.5	59.2	11.4		10	70.6	19.4		11.3	74.3	14.4		7.4	80	12.6		
PHF	.871	.817	.691	.885	.714	.934	.750	.939	.727	.694	.683	.717	.688	.899	.824	.904	.956

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City of Coachella
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File Name : 21_COA_VB_Ave 50 PM
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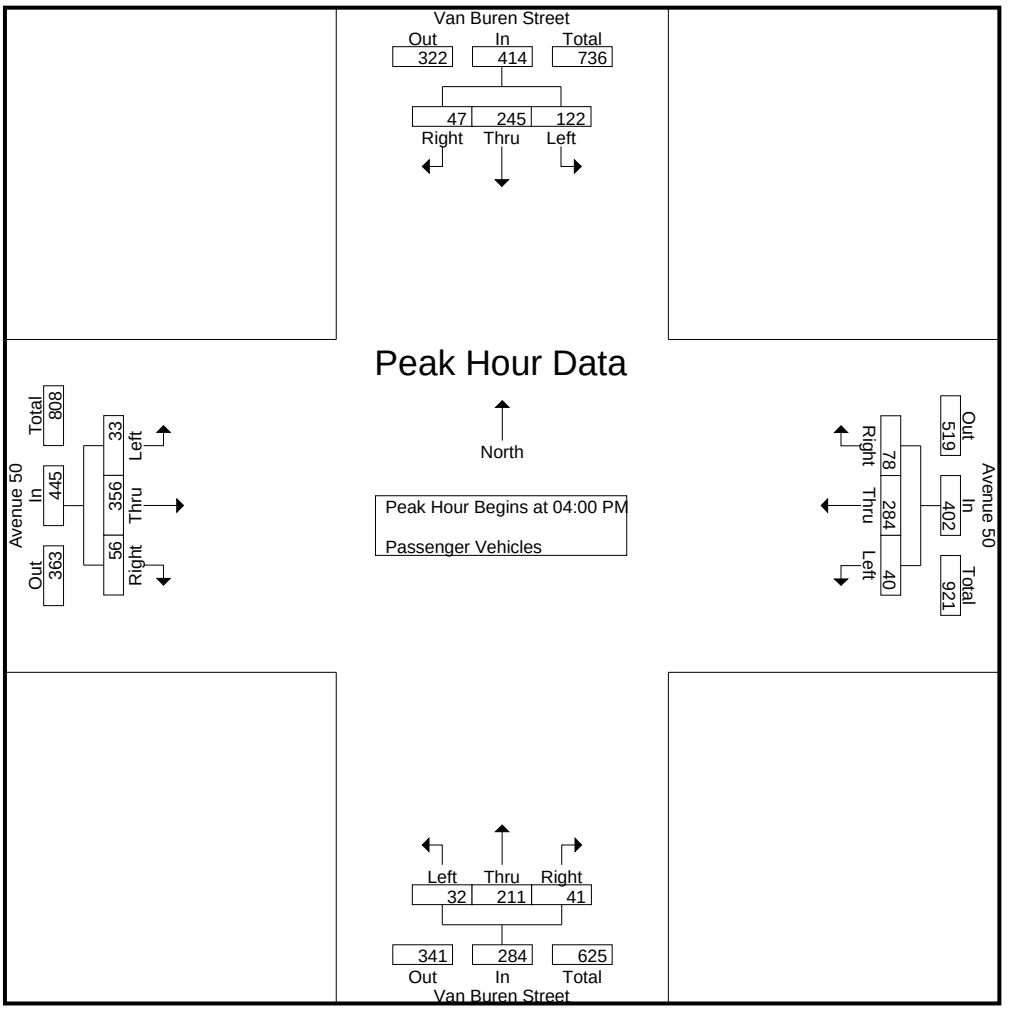

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	32	**75**	10	**117**	12	69	**26**	**107**	7	53	8	68	6	84	16	106
+15 mins.	29	72	8	109	**14**	**76**	15	105	6	32	4	42	**12**	91	**17**	120
+30 mins.	**35**	53	**17**	105	5	64	22	91	**11**	50	14	75	7	82	7	96
+45 mins.	26	45	12	83	9	75	15	99	8	**76**	**15**	**99**	8	**99**	16	**123**
Total Volume	122	245	47	414	40	284	78	402	32	211	41	284	33	356	56	445
% App. Total	29.5	59.2	11.4		10	70.6	19.4		11.3	74.3	14.4		7.4	80	12.6	
PHF	.871	.817	.691	.885	.714	.934	.750	.939	.727	.694	.683	.717	.688	.899	.824	.904

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City of Coachella
N/S: Van Buren Street
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Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
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Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	1	1	2	0	1	0	1	0	0	1	1	5
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:30 PM	1	0	0	1	0	2	0	2	1	0	0	1	0	1	1	2	6
04:45 PM	0	2	0	2	0	1	0	1	1	0	0	1	0	3	0	3	7
Total	2	2	0	4	0	5	1	6	3	1	0	4	0	4	2	6	20
05:00 PM	0	0	0	0	0	1	1	2	1	2	0	3	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	1	1	4
05:45 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	3	0	3	6
Total	1	2	0	3	0	2	1	3	1	6	0	7	0	3	1	4	17
Grand Total	3	4	0	7	0	7	2	9	4	7	0	11	0	7	3	10	37
Apprch %	42.9	57.1	0		0	77.8	22.2		36.4	63.6	0		0	70	30		
Total %	8.1	10.8	0	18.9	0	18.9	5.4	24.3	10.8	18.9	0	29.7	0	18.9	8.1	27	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	1	**1**	**2**	0	**1**	0	**1**	0	0	**1**	1	5
04:15 PM	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0	2
04:30 PM	1	0	0	1	0	**2**	0	2	1	0	0	1	0	1	1	2	6
04:45 PM	0	**2**	0	**2**	0	1	0	1	1	0	0	1	0	**3**	0	**3**	**7**
Total Volume	2	2	0	4	0	5	1	6	3	1	0	4	0	4	2	6	20
% App. Total	50	50	0		0	83.3	16.7		75	25	0		0	66.7	33.3		
PHF	.500	.250	.000	.500	.000	.625	.250	.750	.750	.250	.000	1.00	.000	.333	.500	.500	.714

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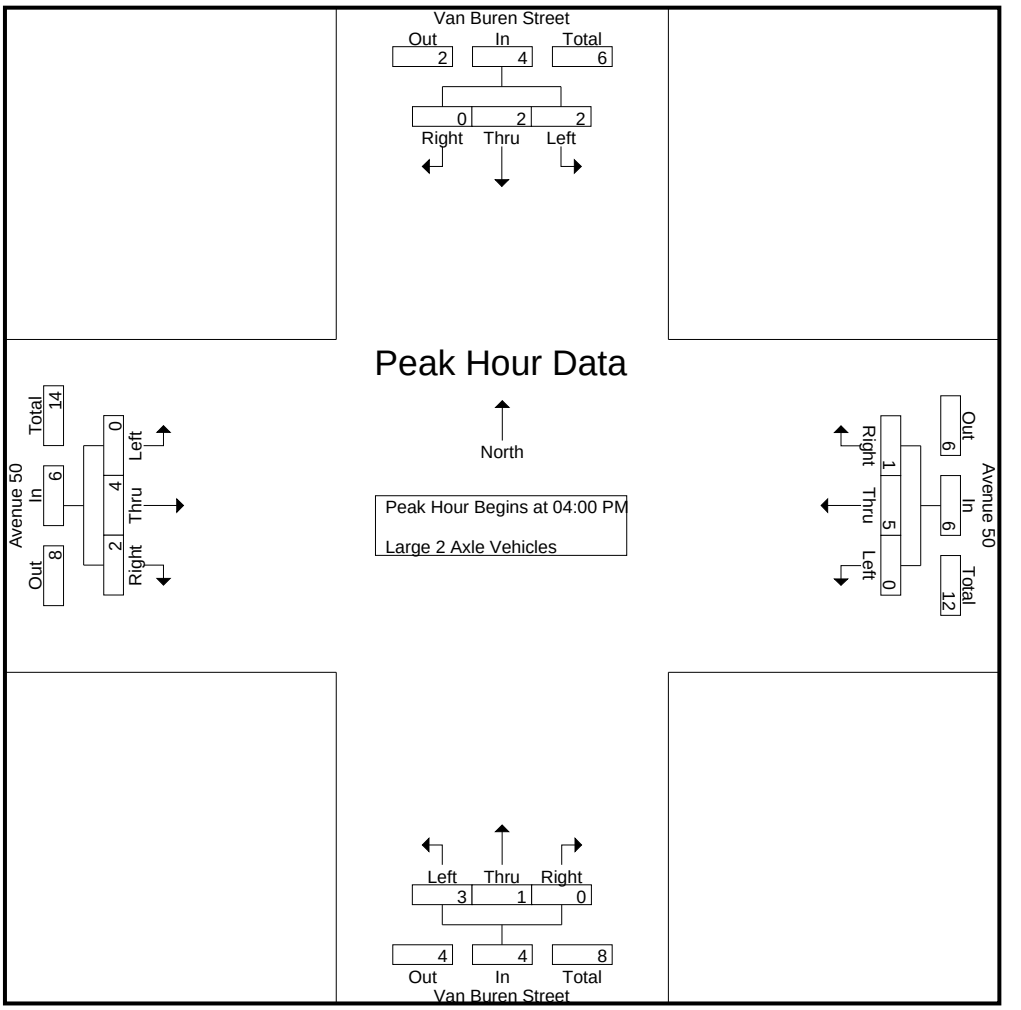
City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	1	0	1	**1**	**2**	0	**1**	0	**1**	0	0	**1**	1
+15 mins.	0	0	0	0	0	1	0	1	**1**	0	0	1	0	0	0	0
+30 mins.	1	0	0	1	0	**2**	0	2	1	0	0	1	0	1	1	2
+45 mins.	0	**2**	0	**2**	0	1	0	1	1	0	0	1	0	**3**	0	**3**
Total Volume	2	2	0	4	0	5	1	6	3	1	0	4	0	4	2	6
% App. Total	50	50	0		0	83.3	16.7		75	25	0		0	66.7	33.3	
PHF	.500	.250	.000	.500	.000	.625	.250	.750	.750	.250	.000	1.000	.000	.333	.500	.500

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	2	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Apprch %	0	66.7	33.3		0	0	0		0	100	0		0	0	0		
Total %	0	50	25	75	0	0	0	0	0	25	0	25	0	0	0	0	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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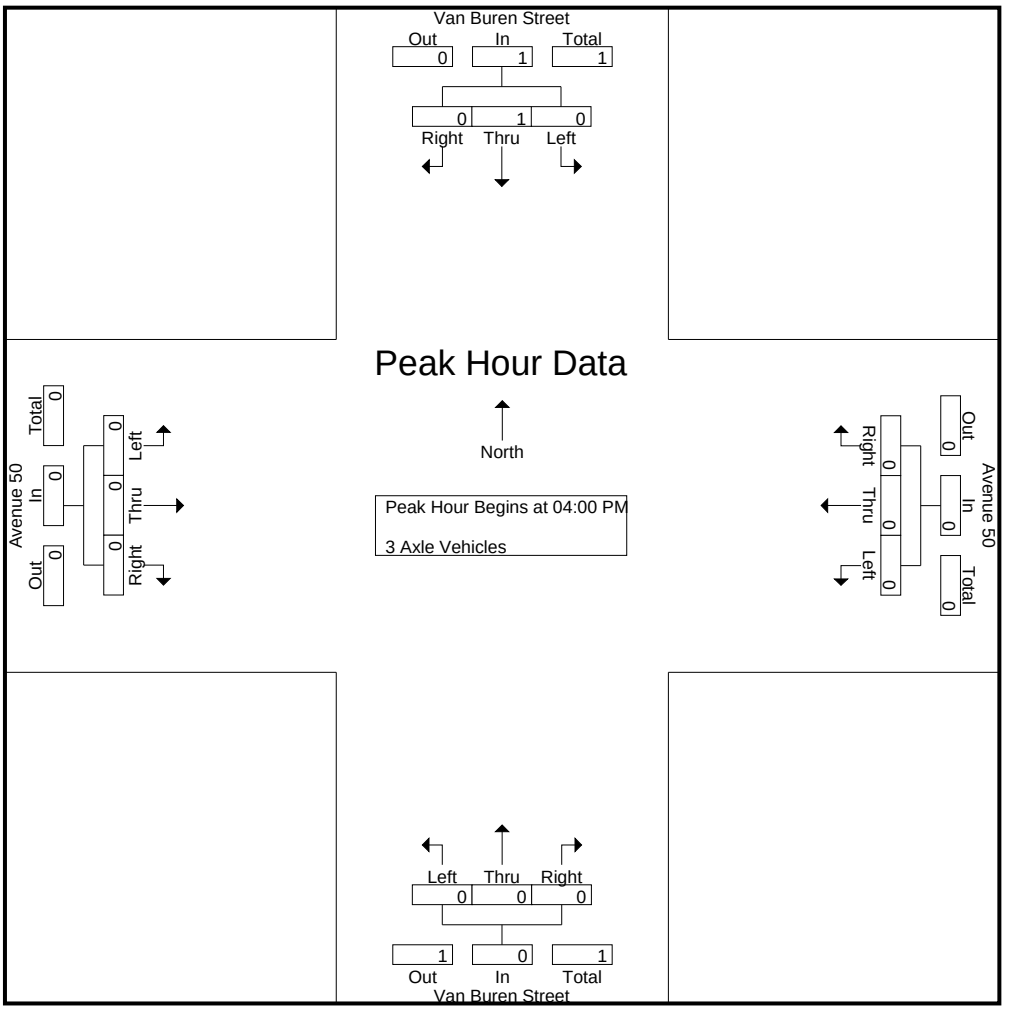

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Van Buren Street Southbound				Avenue 50 Westbound				Van Buren Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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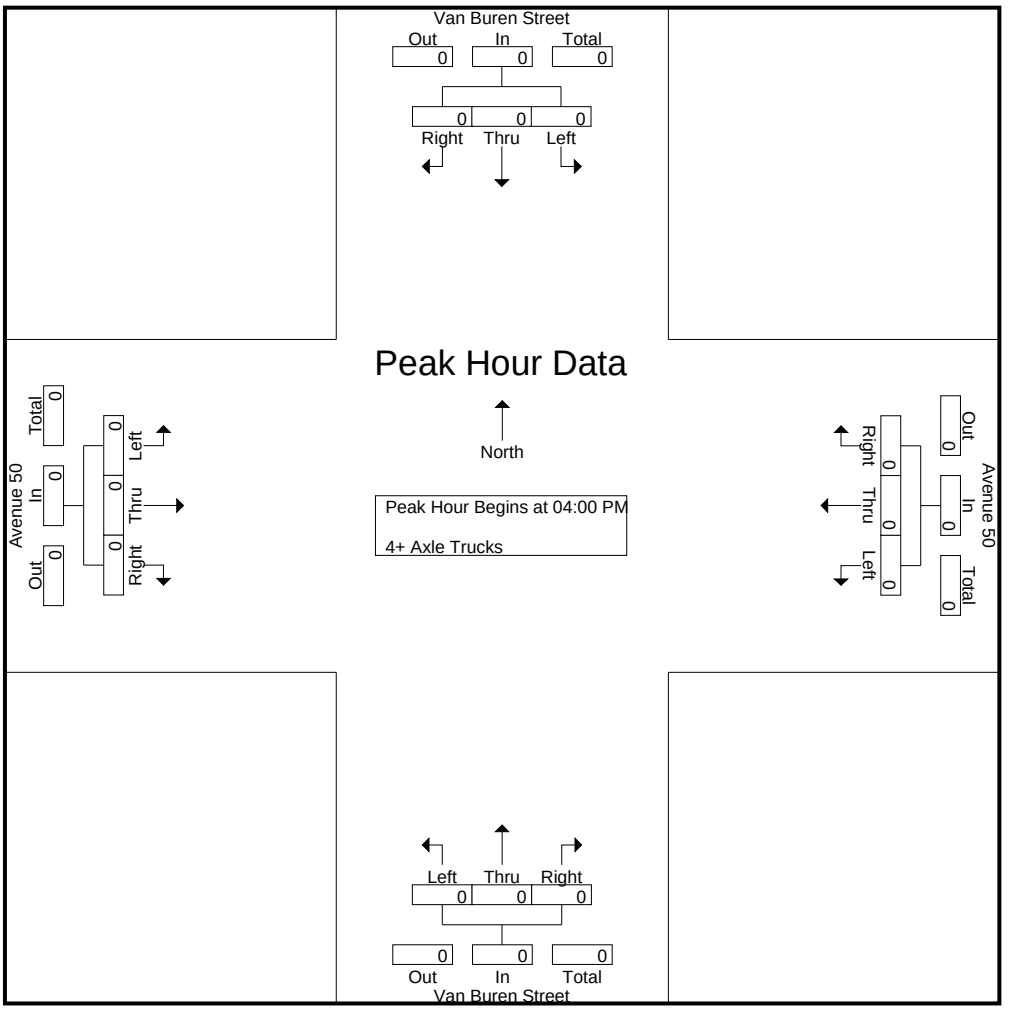
City of Coachella
N/S: Van Buren Street
E/W: Avenue 50
Weather: Clear

File Name : 21_COA_VB_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	44	3	54	7	75	13	95	1	53	12	66	6	51	0	57	272
07:15 AM	8	26	5	39	8	90	23	121	5	42	9	56	6	54	0	60	276
07:30 AM	20	13	12	45	4	93	47	144	1	34	3	38	4	77	0	81	308
07:45 AM	32	35	19	86	1	115	53	169	2	33	5	40	5	84	1	90	385
Total	67	118	39	224	20	373	136	529	9	162	29	200	21	266	1	288	1241
08:00 AM	38	30	24	92	3	89	33	125	3	32	7	42	14	67	2	83	342
08:15 AM	24	19	16	59	4	106	18	128	3	15	2	20	8	73	3	84	291
08:30 AM	14	14	12	40	2	86	14	102	0	16	3	19	15	60	2	77	238
08:45 AM	14	19	9	42	1	82	8	91	0	4	2	6	9	65	1	75	214
Total	90	82	61	233	10	363	73	446	6	67	14	87	46	265	8	319	1085
Grand Total	157	200	100	457	30	736	209	975	15	229	43	287	67	531	9	607	2326
Apprch %	34.4	43.8	21.9		3.1	75.5	21.4		5.2	79.8	15		11	87.5	1.5		
Total %	6.7	8.6	4.3	19.6	1.3	31.6	9	41.9	0.6	9.8	1.8	12.3	2.9	22.8	0.4	26.1	
Passenger Vehicles	151	194	100	445	28	726	203	957	15	227	41	283	67	529	8	604	2289
% Passenger Vehicles	96.2	97	100	97.4	93.3	98.6	97.1	98.2	100	99.1	95.3	98.6	100	99.6	88.9	99.5	98.4
Large 2 Axle Vehicles	0	6	0	6	2	4	1	7	0	1	2	3	0	0	0	0	16
% Large 2 Axle Vehicles	0	3	0	1.3	6.7	0.5	0.5	0.7	0	0.4	4.7	1	0	0	0	0	0.7
3 Axle Vehicles	6	0	0	6	0	5	5	10	0	1	0	1	0	2	1	3	20
% 3 Axle Vehicles	3.8	0	0	1.3	0	0.7	2.4	1	0	0.4	0	0.3	0	0.4	11.1	0.5	0.9
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	13	12	45	**4**	93	47	144	1	**34**	3	38	4	77	0	81	308
07:45 AM	32	**35**	19	86	1	**115**	**53**	**169**	2	33	5	40	5	**84**	1	**90**	**385**
08:00 AM	**38**	30	**24**	**92**	3	89	33	125	**3**	32	**7**	**42**	**14**	67	2	83	342
08:15 AM	24	19	16	59	4	106	18	128	3	15	2	20	8	73	**3**	84	291
Total Volume	114	97	71	282	12	403	151	566	9	114	17	140	31	301	6	338	1326
% App. Total	40.4	34.4	25.2		2.1	71.2	26.7		6.4	81.4	12.1		9.2	89.1	1.8		
PHF	.750	.693	.740	.766	.750	.876	.712	.837	.750	.838	.607	.833	.554	.896	.500	.939	.861

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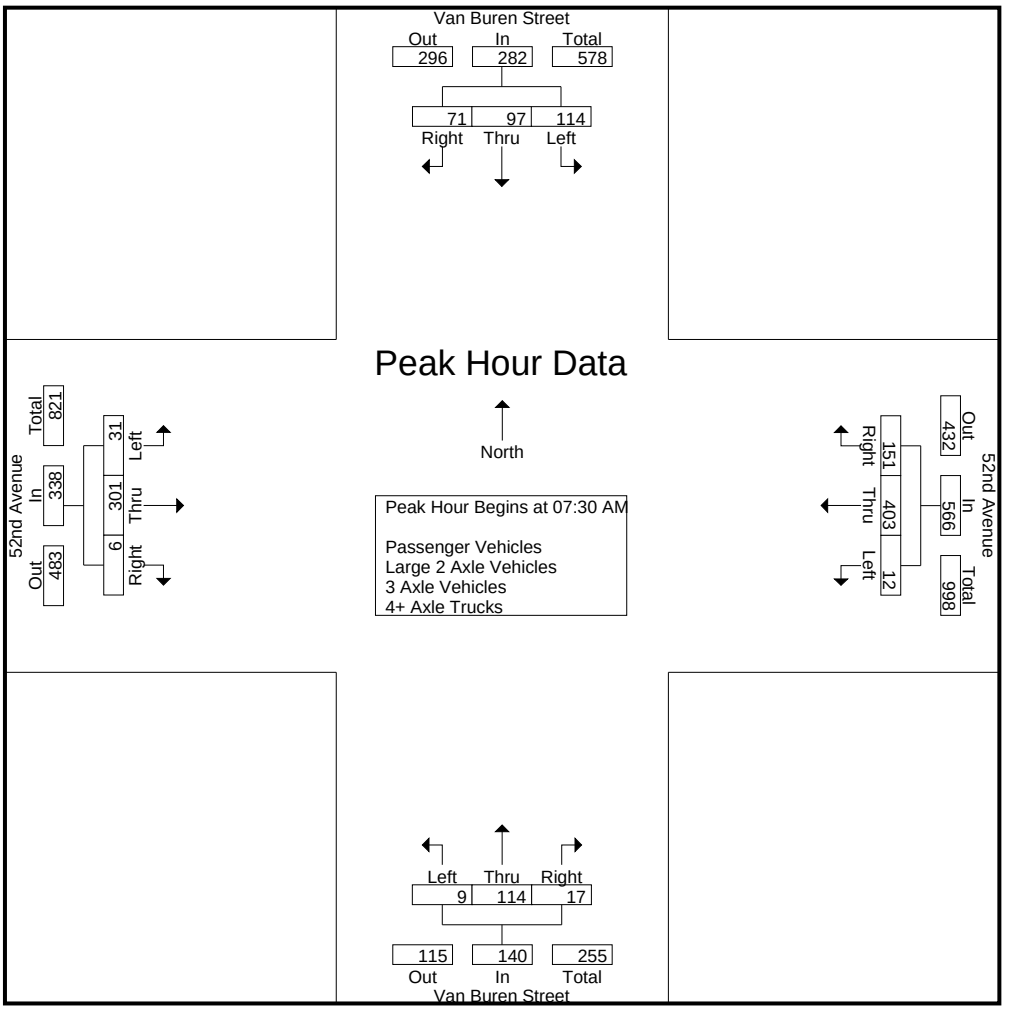
City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	20	13	12	45	**4**	93	47	144	1	**53**	**12**	**66**	4	77	0	81
+15 mins.	32	**35**	19	86	1	**115**	**53**	**169**	**5**	42	9	56	5	**84**	1	**90**
+30 mins.	**38**	30	**24**	**92**	3	89	33	125	1	34	3	38	**14**	67	2	83
+45 mins.	24	19	16	59	4	106	18	128	2	33	5	40	8	73	**3**	84
Total Volume	114	97	71	282	12	403	151	566	9	162	29	200	31	301	6	338
% App. Total	40.4	34.4	25.2		2.1	71.2	26.7		4.5	81	14.5		9.2	89.1	1.8	
PHF	.750	.693	.740	.766	.750	.876	.712	.837	.450	.764	.604	.758	.554	.896	.500	.939

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City of Coachella
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File Name : 22_COA_VB_52nd AM
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Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	44	3	53	7	73	13	93	1	53	12	66	6	51	0	57	269
07:15 AM	8	26	5	39	6	88	22	116	5	42	8	55	6	54	0	60	270
07:30 AM	20	13	12	45	4	92	46	142	1	34	3	38	4	77	0	81	306
07:45 AM	31	34	19	84	1	114	53	168	2	33	5	40	5	83	0	88	380
Total	65	117	39	221	18	367	134	519	9	162	28	199	21	265	0	286	1225
08:00 AM	37	30	24	91	3	89	33	125	3	32	7	42	14	67	2	83	341
08:15 AM	24	17	16	57	4	105	17	126	3	15	1	19	8	73	3	84	286
08:30 AM	12	13	12	37	2	85	13	100	0	15	3	18	15	59	2	76	231
08:45 AM	13	17	9	39	1	80	6	87	0	3	2	5	9	65	1	75	206
Total	86	77	61	224	10	359	69	438	6	65	13	84	46	264	8	318	1064
Grand Total	151	194	100	445	28	726	203	957	15	227	41	283	67	529	8	604	2289
Apprch %	33.9	43.6	22.5		2.9	75.9	21.2		5.3	80.2	14.5		11.1	87.6	1.3		
Total %	6.6	8.5	4.4	19.4	1.2	31.7	8.9	41.8	0.7	9.9	1.8	12.4	2.9	23.1	0.3	26.4	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	20	13	12	45	**4**	92	46	142	1	**34**	3	38	4	77	0	81	306
07:45 AM	31	**34**	19	84	1	**114**	**53**	**168**	2	33	5	40	5	**83**	0	**88**	**380**
08:00 AM	**37**	30	**24**	**91**	3	89	33	125	**3**	32	**7**	**42**	**14**	67	2	83	341
08:15 AM	24	17	16	57	4	105	17	126	3	15	1	19	8	73	**3**	84	286
Total Volume	112	94	71	277	12	400	149	561	9	114	16	139	31	300	5	336	1313
% App. Total	40.4	33.9	25.6		2.1	71.3	26.6		6.5	82	11.5		9.2	89.3	1.5		
PHF	.757	.691	.740	.761	.750	.877	.703	.835	.750	.838	.571	.827	.554	.904	.417	.955	.864

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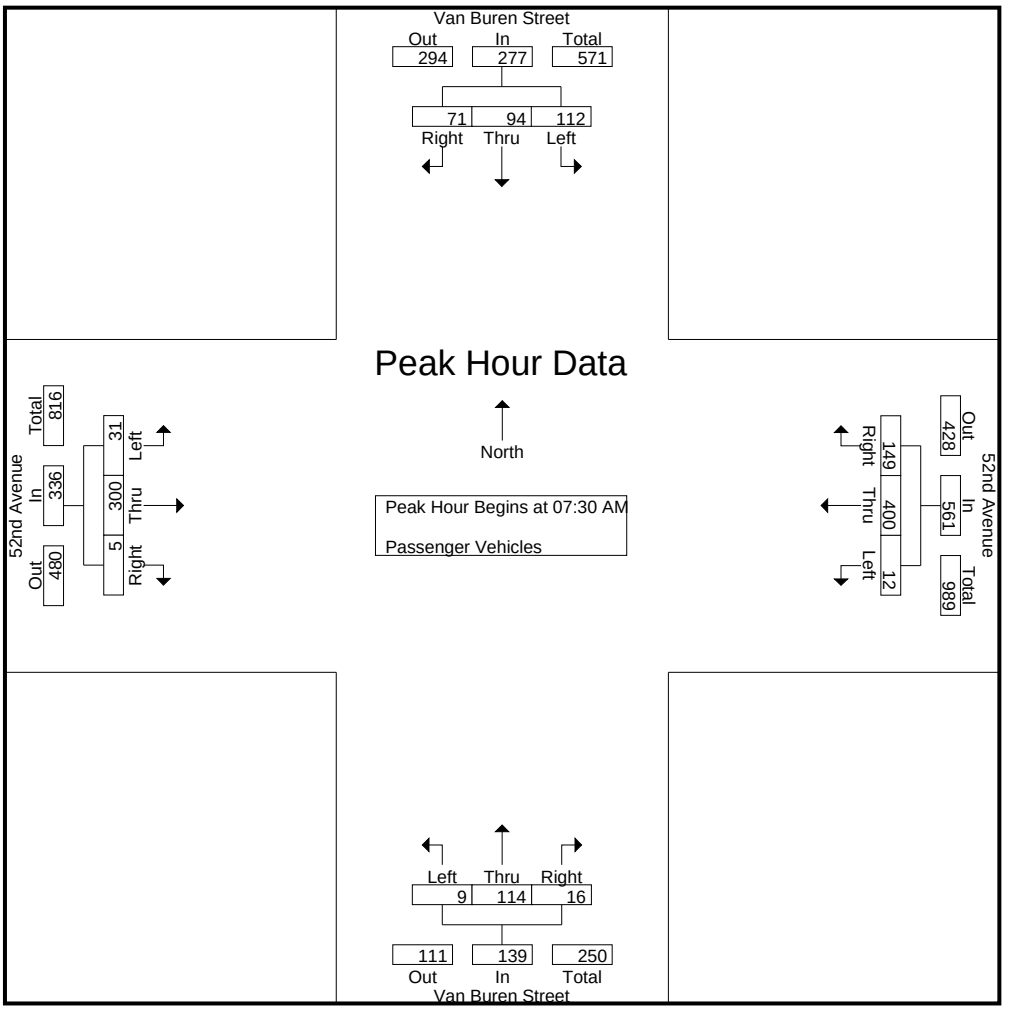
City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	20	13	12	45	**4**	92	46	142	1	**34**	3	38	4	77	0	81
+15 mins.	31	**34**	19	84	1	**114**	**53**	**168**	2	33	5	40	5	**83**	0	**88**
+30 mins.	**37**	30	**24**	**91**	3	89	33	125	**3**	32	**7**	**42**	**14**	67	2	83
+45 mins.	24	17	16	57	4	105	17	126	3	15	1	19	8	73	**3**	84
Total Volume	112	94	71	277	12	400	149	561	9	114	16	139	31	300	5	336
% App. Total	40.4	33.9	25.6		2.1	71.3	26.6		6.5	82	11.5		9.2	89.3	1.5	
PHF	.757	.691	.740	.761	.750	.877	.703	.835	.750	.838	.571	.827	.554	.904	.417	.955

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	2	2	0	4	0	0	1	1	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	1	1	2	0	0	1	1	0	0	0	0	5
08:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	2	1	3	0	1	1	2	0	0	0	0	10
Grand Total	0	6	0	6	2	4	1	7	0	1	2	3	0	0	0	0	16
Apprch %	0	100	0		28.6	57.1	14.3		0	33.3	66.7		0	0	0		
Total %	0	37.5	0	37.5	12.5	25	6.2	43.8	0	6.2	12.5	18.8	0	0	0	0	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**2**	0	**2**	0	1	**1**	**2**	0	0	**1**	**1**	0	0	0	0	**5**
Total Volume	0	3	0	3	0	2	1	3	0	0	1	1	0	0	0	0	7
% App. Total	0	100	0		0	66.7	33.3		0	0	100		0	0	0		
PHF	.000	.375	.000	.375	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.000	.000	.350

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City of Coachella
N/S: Van Buren Street
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File Name : 22_COA_VB_52nd AM
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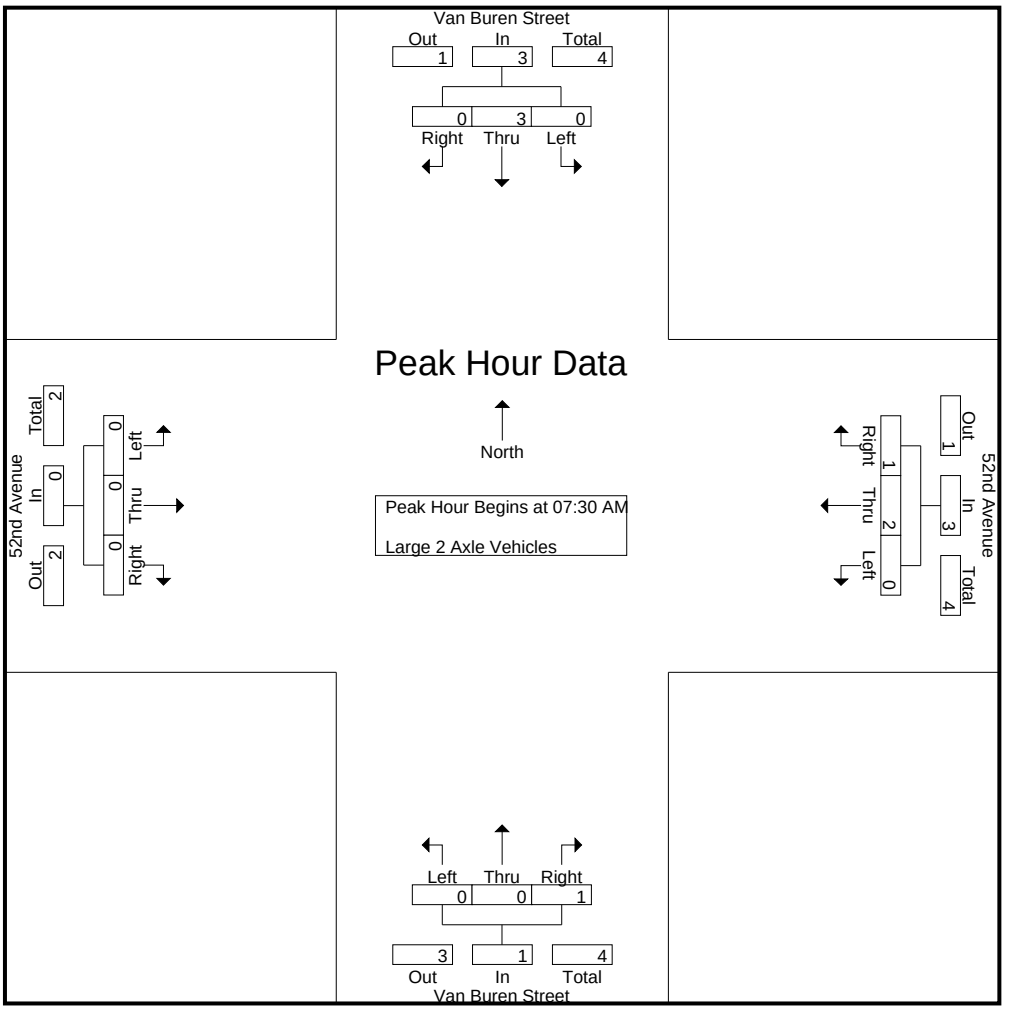

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**2**	0	**2**	0	1	**1**	**2**	0	0	**1**	**1**	0	0	0	0
Total Volume	0	3	0	3	0	2	1	3	0	0	1	1	0	0	0	0
% App. Total	0	100	0		0	66.7	33.3		0	0	100		0	0	0	
PHF	.000	.375	.000	.375	.000	.500	.250	.375	.000	.000	.250	.250	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd AM
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Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
Total	2	0	0	2	0	4	2	6	0	0	0	0	0	1	1	2	10
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	2	0	0	1	1	0	1	0	1	0	1	0	1	5
08:45 AM	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
Total	4	0	0	4	0	1	3	4	0	1	0	1	0	1	0	1	10
Grand Total	6	0	0	6	0	5	5	10	0	1	0	1	0	2	1	3	20
Apprch %	100	0	0		0	50	50		0	100	0		0	66.7	33.3		
Total %	30	0	0	30	0	25	25	50	0	5	0	5	0	10	5	15	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	2
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**3**
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	1	2	0	0	0	0	0	1	1	2	6
% App. Total	100	0	0		0	50	50		0	0	0		0	50	50		
PHF	.500	.000	.000	.500	.000	.250	.250	.250	.000	.000	.000	.000	.000	.250	.250	.250	.500

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City of Coachella
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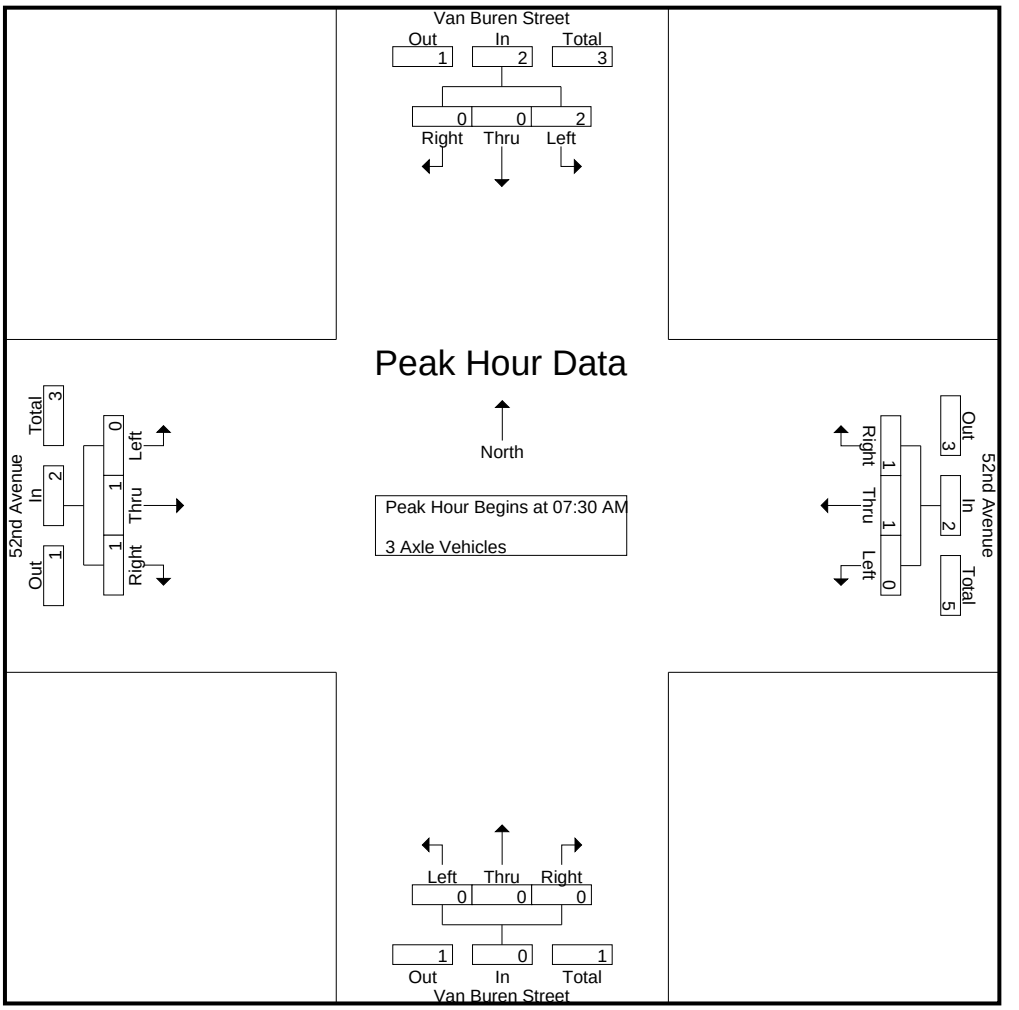

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	1	2	0	0	0	0	0	1	1	2
% App. Total	100	0	0		0	50	50		0	0	0		0	50	50	
PHF	.500	.000	.000	.500	.000	.250	.250	.250	.000	.000	.000	.000	.000	.250	.250	.250

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City of Coachella
N/S: Van Buren Street
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File Name : 22_COA_VB_52nd AM
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Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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File Name : 22_COA_VB_52nd AM
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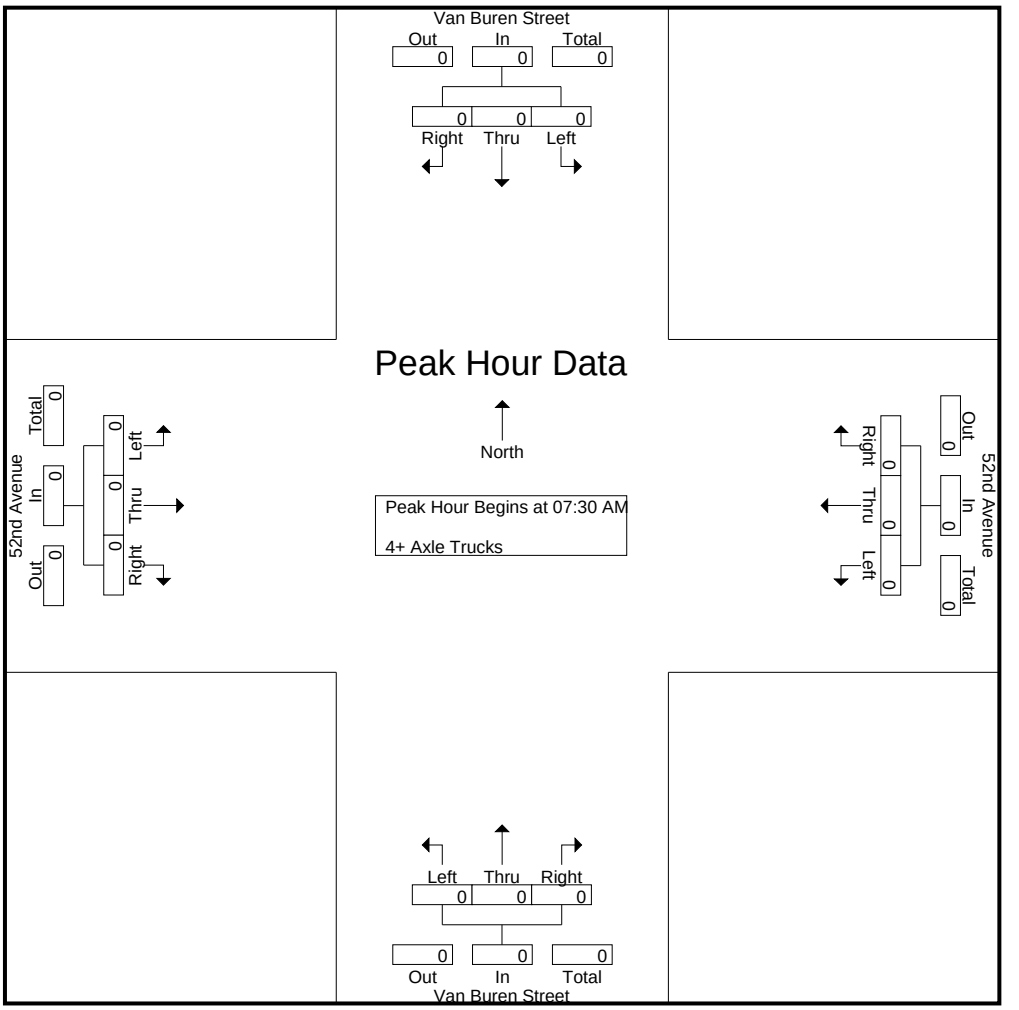

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	32	2	64	1	52	19	72	2	39	3	44	7	99	3	109	289
04:15 PM	20	32	3	55	4	43	23	70	0	30	5	35	4	98	0	102	262
04:30 PM	36	20	4	60	3	62	10	75	2	30	2	34	7	99	1	107	276
04:45 PM	19	13	1	33	2	59	16	77	0	30	4	34	12	94	3	109	253
Total	105	97	10	212	10	216	68	294	4	129	14	147	30	390	7	427	1080
05:00 PM	18	26	4	48	4	52	15	71	1	33	4	38	0	106	2	108	265
05:15 PM	27	23	2	52	4	66	19	89	1	21	5	27	1	109	1	111	279
05:30 PM	21	29	2	52	4	75	17	96	1	23	6	30	5	115	1	121	299
05:45 PM	21	24	3	48	8	57	16	81	2	19	5	26	4	99	3	106	261
Total	87	102	11	200	20	250	67	337	5	96	20	121	10	429	7	446	1104
Grand Total	192	199	21	412	30	466	135	631	9	225	34	268	40	819	14	873	2184
Apprch %	46.6	48.3	5.1		4.8	73.9	21.4		3.4	84	12.7		4.6	93.8	1.6		
Total %	8.8	9.1	1	18.9	1.4	21.3	6.2	28.9	0.4	10.3	1.6	12.3	1.8	37.5	0.6	40	
Passenger Vehicles	192	196	21	409	29	464	130	623	9	224	34	267	38	817	14	869	2168
% Passenger Vehicles	100	98.5	100	99.3	96.7	99.6	96.3	98.7	100	99.6	100	99.6	95	99.8	100	99.5	99.3
Large 2 Axle Vehicles	0	1	0	1	1	2	5	8	0	0	0	0	1	2	0	3	12
% Large 2 Axle Vehicles	0	0.5	0	0.2	3.3	0.4	3.7	1.3	0	0	0	0	2.5	0.2	0	0.3	0.5
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
% 3 Axle Vehicles	0	1	0	0.5	0	0	0	0	0	0.4	0	0.4	2.5	0	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	26	**4**	48	4	52	15	71	1	**33**	4	**38**	0	106	2	108	265
05:15 PM	**27**	23	2	**52**	4	66	**19**	89	1	21	5	27	1	109	1	111	279
05:30 PM	21	**29**	2	52	4	**75**	17	**96**	1	23	**6**	30	**5**	**115**	1	**121**	**299**
05:45 PM	21	24	3	48	**8**	57	16	81	**2**	19	5	26	4	99	**3**	106	261
Total Volume	87	102	11	200	20	250	67	337	5	96	20	121	10	429	7	446	1104
% App. Total	43.5	51	5.5		5.9	74.2	19.9		4.1	79.3	16.5		2.2	96.2	1.6		
PHF	.806	.879	.688	.962	.625	.833	.882	.878	.625	.727	.833	.796	.500	.933	.583	.921	.923

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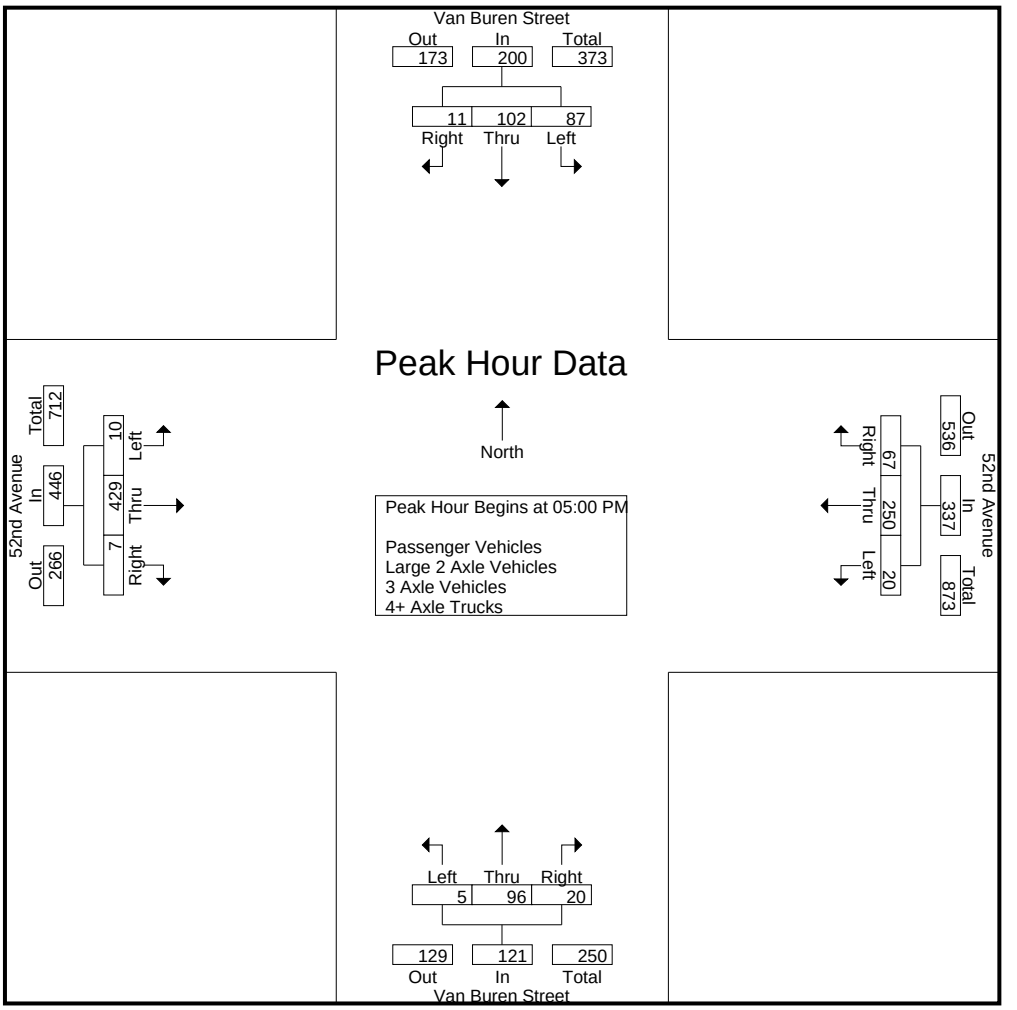

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	30	**32**	2	**64**	4	52	15	71	**2**	**39**	3	**44**	**12**	94	**3**	109
+15 mins.	20	32	3	55	4	66	**19**	89	0	30	**5**	35	0	106	2	108
+30 mins.	**36**	20	**4**	60	4	**75**	17	**96**	2	30	2	34	1	109	1	111
+45 mins.	19	13	1	33	**8**	57	16	81	0	30	4	34	5	**115**	1	**121**
Total Volume	105	97	10	212	20	250	67	337	4	129	14	147	18	424	7	449
% App. Total	49.5	45.8	4.7		5.9	74.2	19.9		2.7	87.8	9.5		4	94.4	1.6	
PHF	.729	.758	.625	.828	.625	.833	.882	.878	.500	.827	.700	.835	.375	.922	.583	.928

Counts Unlimited, Inc.
PO Box 1178
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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	32	2	64	1	52	18	71	2	39	3	44	6	99	3	108	287
04:15 PM	20	31	3	54	4	43	23	70	0	30	5	35	4	98	0	102	261
04:30 PM	36	20	4	60	3	62	9	74	2	29	2	33	7	99	1	107	274
04:45 PM	19	13	1	33	2	59	14	75	0	30	4	34	12	94	3	109	251
Total	105	96	10	211	10	216	64	290	4	128	14	146	29	390	7	426	1073
05:00 PM	18	25	4	47	4	51	15	70	1	33	4	38	0	106	2	108	263
05:15 PM	27	23	2	52	4	66	18	88	1	21	5	27	1	108	1	110	277
05:30 PM	21	28	2	51	3	74	17	94	1	23	6	30	4	114	1	119	294
05:45 PM	21	24	3	48	8	57	16	81	2	19	5	26	4	99	3	106	261
Total	87	100	11	198	19	248	66	333	5	96	20	121	9	427	7	443	1095
Grand Total	192	196	21	409	29	464	130	623	9	224	34	267	38	817	14	869	2168
Apprch %	46.9	47.9	5.1		4.7	74.5	20.9		3.4	83.9	12.7		4.4	94	1.6		
Total %	8.9	9	1	18.9	1.3	21.4	6	28.7	0.4	10.3	1.6	12.3	1.8	37.7	0.6	40.1	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	25	**4**	47	4	51	15	70	1	**33**	4	**38**	0	106	2	108	263
05:15 PM	**27**	23	2	**52**	4	66	**18**	88	1	21	5	27	1	108	1	110	277
05:30 PM	21	**28**	2	51	3	**74**	17	**94**	1	23	**6**	30	**4**	**114**	1	**119**	**294**
05:45 PM	21	24	3	48	**8**	57	16	81	**2**	19	5	26	4	99	**3**	106	261
Total Volume	87	100	11	198	19	248	66	333	5	96	20	121	9	427	7	443	1095
% App. Total	43.9	50.5	5.6		5.7	74.5	19.8		4.1	79.3	16.5		2	96.4	1.6		
PHF	.806	.893	.688	.952	.594	.838	.917	.886	.625	.727	.833	.796	.563	.936	.583	.931	.931

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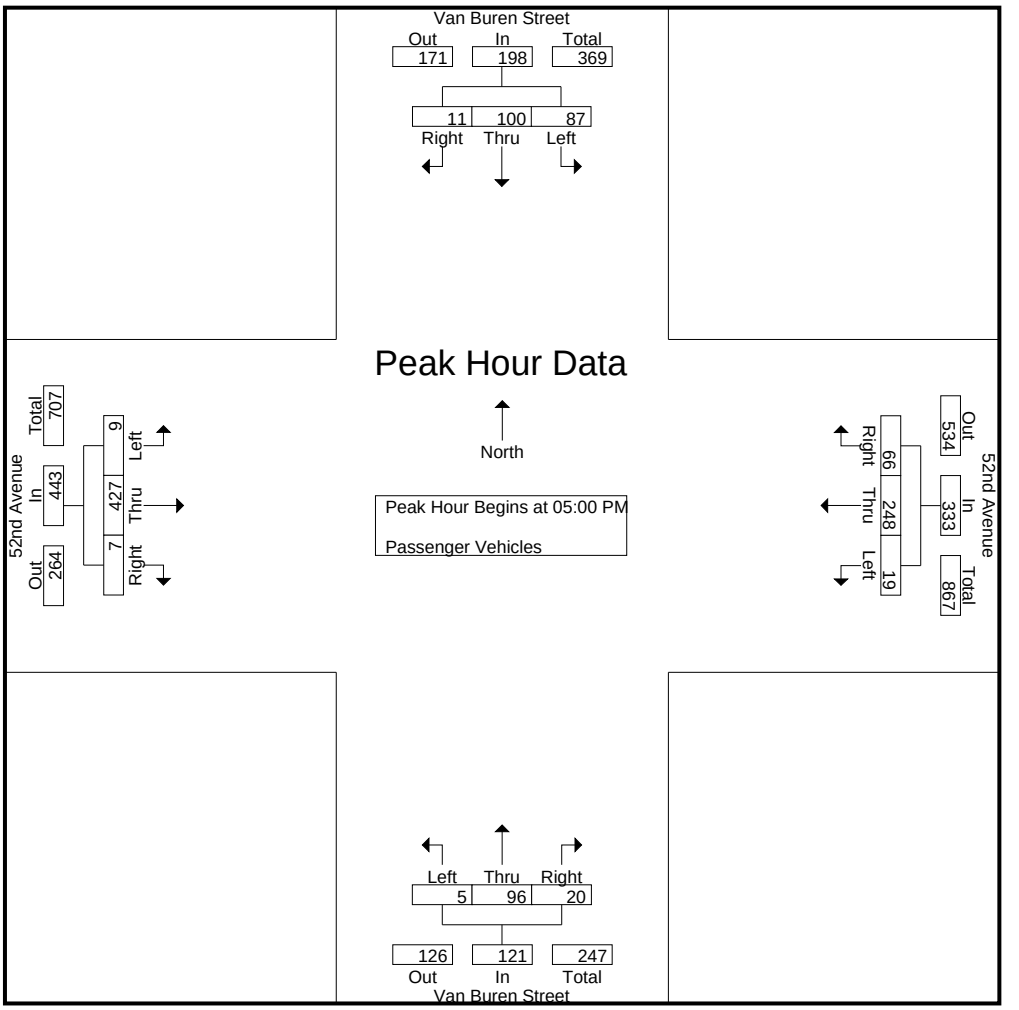
City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	18	25	**4**	47	4	51	15	70	1	**33**	4	**38**	0	106	2	108
+15 mins.	**27**	23	2	**52**	4	66	**18**	88	1	21	5	27	1	108	1	110
+30 mins.	21	**28**	2	51	3	**74**	17	**94**	1	23	**6**	30	**4**	**114**	1	**119**
+45 mins.	21	24	3	48	**8**	57	16	81	**2**	19	5	26	4	99	**3**	106
Total Volume	87	100	11	198	19	248	66	333	5	96	20	121	9	427	7	443
% App. Total	43.9	50.5	5.6		5.7	74.5	19.8		4.1	79.3	16.5		2	96.4	1.6	
PHF	.806	.893	.688	.952	.594	.838	.917	.886	.625	.727	.833	.796	.563	.936	.583	.931

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	1	1	1	0	2	0	0	0	0	1	1	0	2	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	2	1	4	0	0	0	0	1	2	0	3	8
Grand Total	0	1	0	1	1	2	5	8	0	0	0	0	1	2	0	3	12
Apprch %	0	100	0		12.5	25	62.5		0	0	0		33.3	66.7	0		
Total %	0	8.3	0	8.3	8.3	16.7	41.7	66.7	0	0	0	0	8.3	16.7	0	25	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	1	2
05:30 PM	0	**1**	0	**1**	**1**	1	0	**2**	0	0	0	0	**1**	1	0	**2**	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	1	4	0	0	0	0	1	2	0	3	8
% App. Total	0	100	0		25	50	25		0	0	0		33.3	66.7	0		
PHF	.000	.250	.000	.250	.250	.500	.250	.500	.000	.000	.000	.000	.250	.500	.000	.375	.400

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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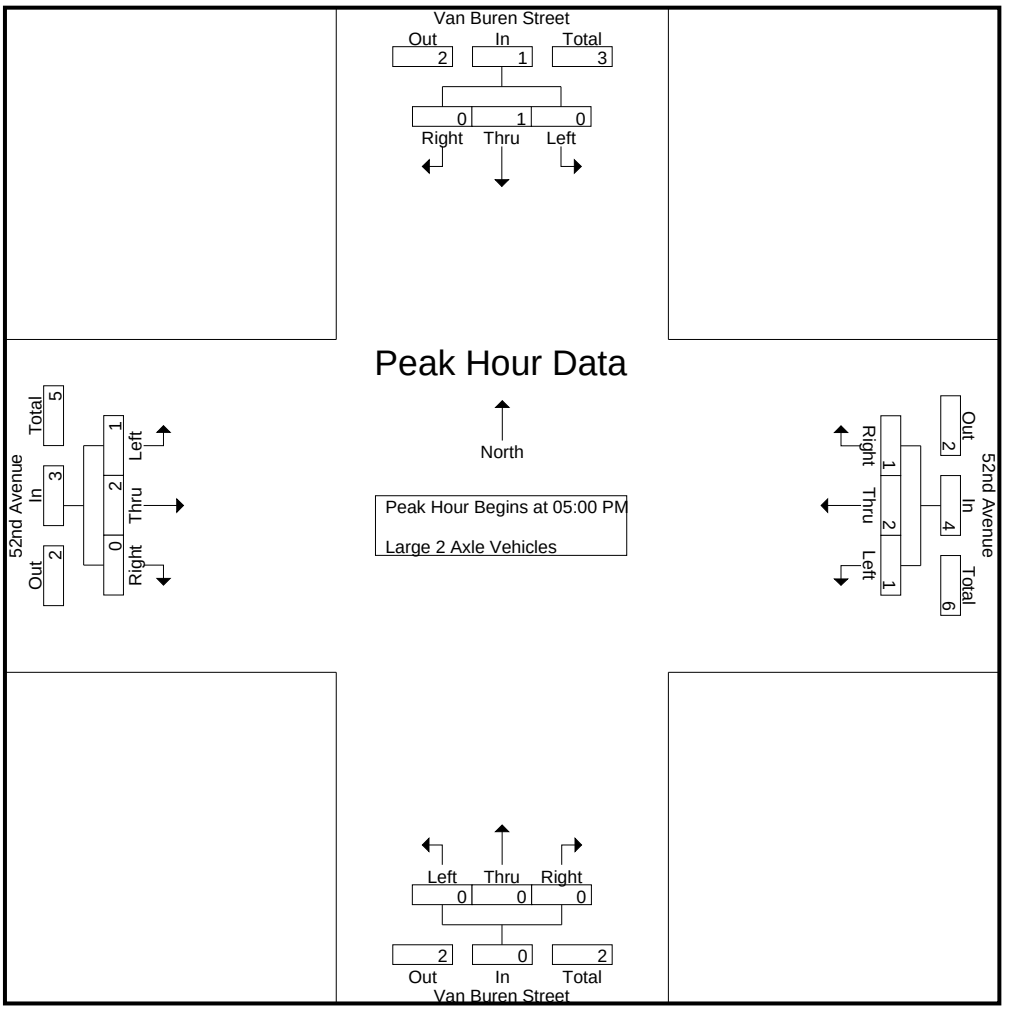

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**1**	0	1
+30 mins.	0	**1**	0	**1**	**1**	1	0	**2**	0	0	0	0	**1**	1	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	1	2	1	4	0	0	0	0	1	2	0	3
% App. Total	0	100	0		25	50	25		0	0	0		33.3	66.7	0	
PHF	.000	.250	.000	.250	.250	.500	.250	.500	.000	.000	.000	.000	.250	.500	.000	.375

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	25	0	25	25	0	0	25	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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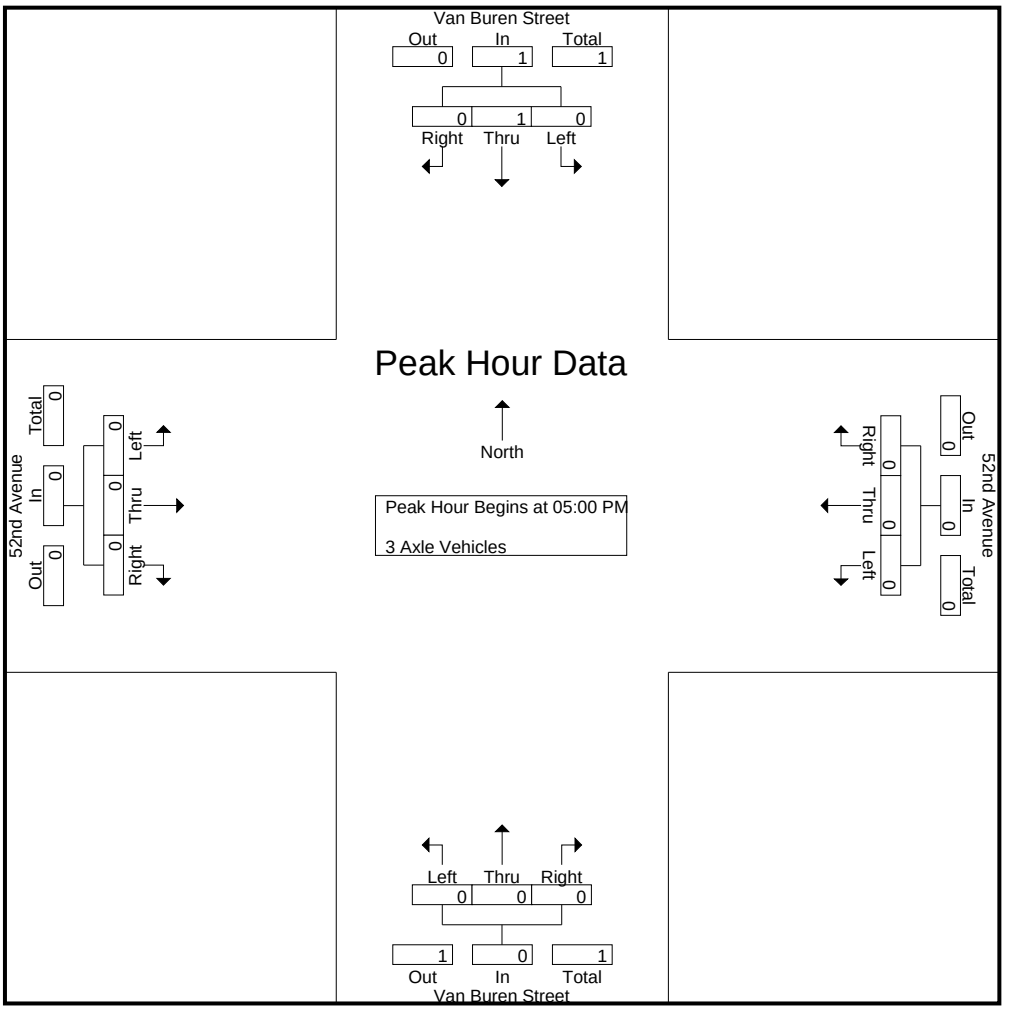

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Van Buren Street Southbound				52nd Avenue Westbound				Van Buren Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Van Buren Street
E/W: 52nd Avenue
Weather: Clear

File Name : 22_COA_VB_52nd PM
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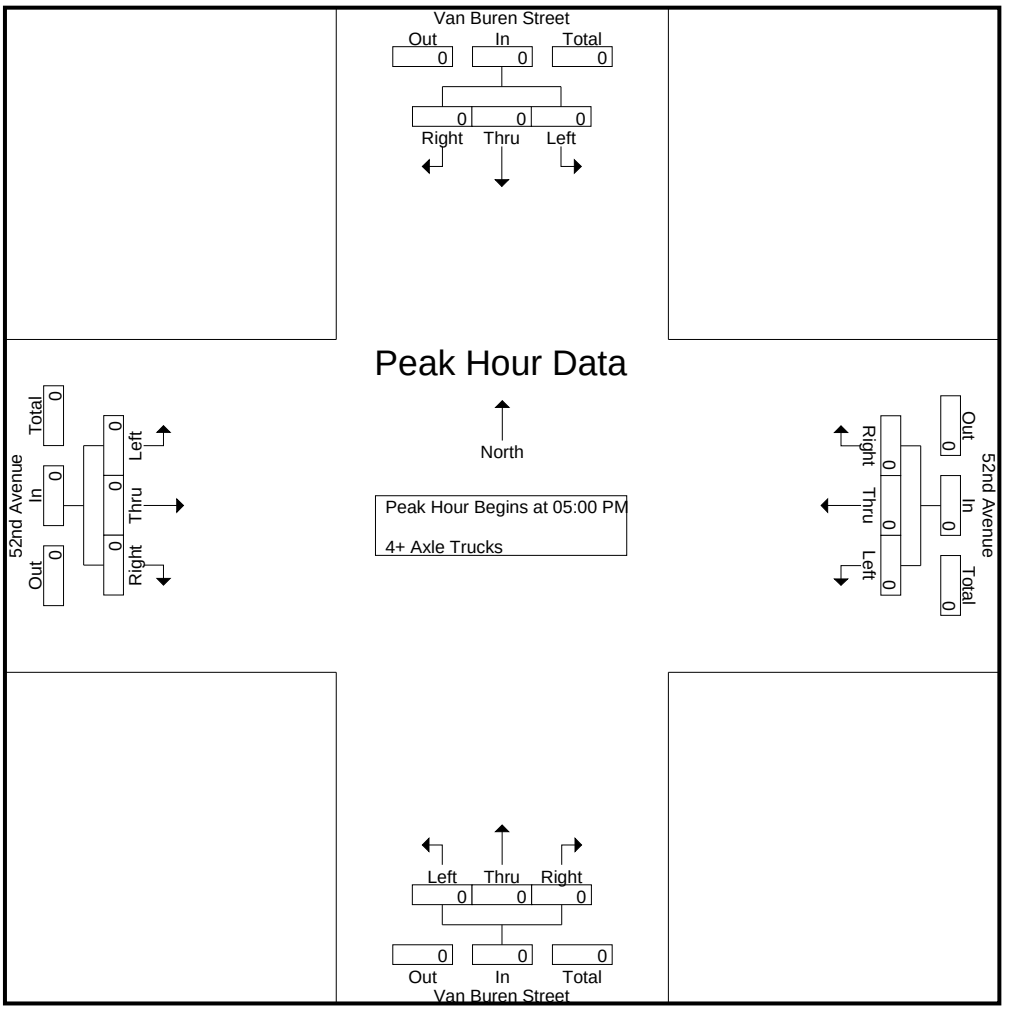

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	5	8	13	19	0	32	32	0	14	46	1	23	77	101	187
07:15 AM	3	0	3	6	22	26	0	48	43	4	15	62	4	30	84	118	234
07:30 AM	0	2	2	4	36	46	0	82	52	5	27	84	3	29	97	129	299
07:45 AM	3	8	5	16	30	52	0	82	45	2	20	67	9	44	115	168	333
Total	6	13	15	34	101	143	0	244	172	11	76	259	17	126	373	516	1053
08:00 AM	0	3	4	7	30	44	0	74	52	2	18	72	5	39	89	133	286
08:15 AM	0	3	4	7	24	45	0	69	44	1	19	64	5	38	59	102	242
08:30 AM	1	3	5	9	30	32	0	62	43	0	24	67	7	42	63	112	250
08:45 AM	1	1	2	4	26	37	0	63	45	2	24	71	2	34	46	82	220
Total	2	10	15	27	110	158	0	268	184	5	85	274	19	153	257	429	998
Grand Total	8	23	30	61	211	301	0	512	356	16	161	533	36	279	630	945	2051
Apprch %	13.1	37.7	49.2		41.2	58.8	0		66.8	3	30.2		3.8	29.5	66.7		
Total %	0.4	1.1	1.5	3	10.3	14.7	0	25	17.4	0.8	7.8	26	1.8	13.6	30.7	46.1	
Passenger Vehicles	8	22	28	58	199	297	0	496	327	14	147	488	35	271	589	895	1937
% Passenger Vehicles	100	95.7	93.3	95.1	94.3	98.7	0	96.9	91.9	87.5	91.3	91.6	97.2	97.1	93.5	94.7	94.4
Large 2 Axle Vehicles	0	1	2	3	5	2	0	7	13	1	8	22	1	5	14	20	52
% Large 2 Axle Vehicles	0	4.3	6.7	4.9	2.4	0.7	0	1.4	3.7	6.2	5	4.1	2.8	1.8	2.2	2.1	2.5
3 Axle Vehicles	0	0	0	0	4	1	0	5	15	0	2	17	0	2	23	25	47
% 3 Axle Vehicles	0	0	0	0	1.9	0.3	0	1	4.2	0	1.2	3.2	0	0.7	3.7	2.6	2.3
4+ Axle Trucks	0	0	0	0	3	1	0	4	1	1	4	6	0	1	4	5	15
% 4+ Axle Trucks	0	0	0	0	1.4	0.3	0	0.8	0.3	6.2	2.5	1.1	0	0.4	0.6	0.5	0.7

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	2	4	**36**	46	0	**82**	**52**	**5**	**27**	**84**	3	29	97	129	299
07:45 AM	**3**	**8**	**5**	**16**	30	**52**	0	82	45	2	20	67	**9**	**44**	**115**	**168**	**333**
08:00 AM	0	3	4	7	30	44	0	74	52	2	18	72	5	39	89	133	286
08:15 AM	0	3	4	7	24	45	0	69	44	1	19	64	5	38	59	102	242
Total Volume	3	16	15	34	120	187	0	307	193	10	84	287	22	150	360	532	1160
% App. Total	8.8	47.1	44.1		39.1	60.9	0		67.2	3.5	29.3		4.1	28.2	67.7		
PHF	.250	.500	.750	.531	.833	.899	.000	.936	.928	.500	.778	.854	.611	.852	.783	.792	.871

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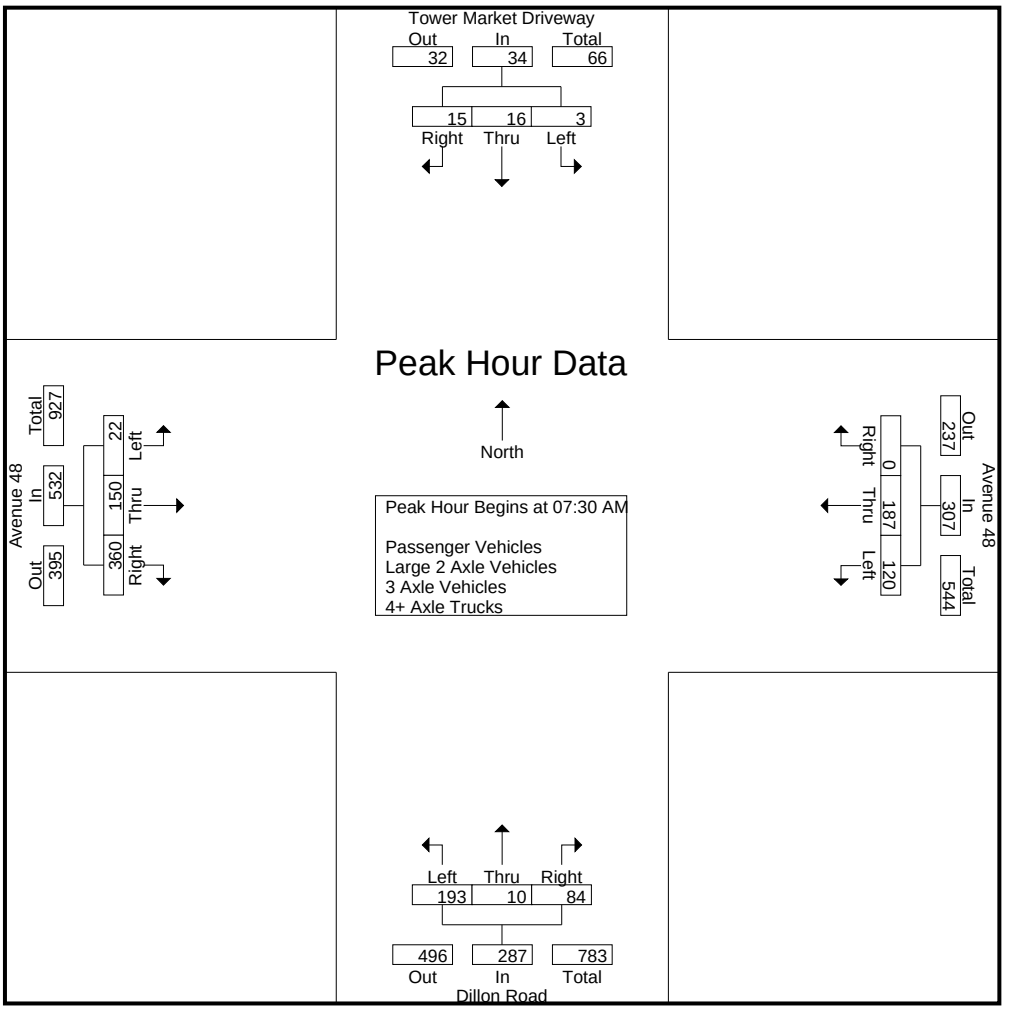
City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	**3**	**8**	**5**	**16**	**36**	46	0	**82**	**52**	**5**	**27**	**84**	4	30	84	118
+15 mins.	0	3	4	7	30	**52**	0	82	45	2	20	67	3	29	97	129
+30 mins.	0	3	4	7	30	44	0	74	52	2	18	72	**9**	**44**	**115**	**168**
+45 mins.	1	3	5	9	24	45	0	69	44	1	19	64	5	39	89	133
Total Volume	4	17	18	39	120	187	0	307	193	10	84	287	21	142	385	548
% App. Total	10.3	43.6	46.2		39.1	60.9	0		67.2	3.5	29.3		3.8	25.9	70.3	
PHF	.333	.531	.900	.609	.833	.899	.000	.936	.928	.500	.778	.854	.583	.807	.837	.815

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City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	4	7	12	19	0	31	30	0	14	44	1	23	72	96	178
07:15 AM	3	0	3	6	21	26	0	47	40	2	15	57	4	29	78	111	221
07:30 AM	0	2	2	4	33	44	0	77	49	5	24	78	3	28	94	125	284
07:45 AM	3	8	5	16	29	52	0	81	41	2	16	59	9	43	101	153	309
Total	6	13	14	33	95	141	0	236	160	9	69	238	17	123	345	485	992
08:00 AM	0	3	4	7	28	42	0	70	49	2	15	66	5	39	89	133	276
08:15 AM	0	3	4	7	22	45	0	67	42	1	19	62	4	37	55	96	232
08:30 AM	1	2	4	7	28	32	0	60	37	0	22	59	7	41	58	106	232
08:45 AM	1	1	2	4	26	37	0	63	39	2	22	63	2	31	42	75	205
Total	2	9	14	25	104	156	0	260	167	5	78	250	18	148	244	410	945
Grand Total	8	22	28	58	199	297	0	496	327	14	147	488	35	271	589	895	1937
Apprch %	13.8	37.9	48.3		40.1	59.9	0		67	2.9	30.1		3.9	30.3	65.8		
Total %	0.4	1.1	1.4	3	10.3	15.3	0	25.6	16.9	0.7	7.6	25.2	1.8	14	30.4	46.2	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	2	4	**33**	44	0	77	**49**	**5**	**24**	**78**	3	28	94	125	284
07:45 AM	**3**	**8**	**5**	**16**	29	**52**	0	**81**	41	2	16	59	**9**	**43**	**101**	**153**	**309**
08:00 AM	0	3	4	7	28	42	0	70	49	2	15	66	5	39	89	133	276
08:15 AM	0	3	4	7	22	45	0	67	42	1	19	62	4	37	55	96	232
Total Volume	3	16	15	34	112	183	0	295	181	10	74	265	21	147	339	507	1101
% App. Total	8.8	47.1	44.1		38	62	0		68.3	3.8	27.9		4.1	29	66.9		
PHF	.250	.500	.750	.531	.848	.880	.000	.910	.923	.500	.771	.849	.583	.855	.839	.828	.891

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City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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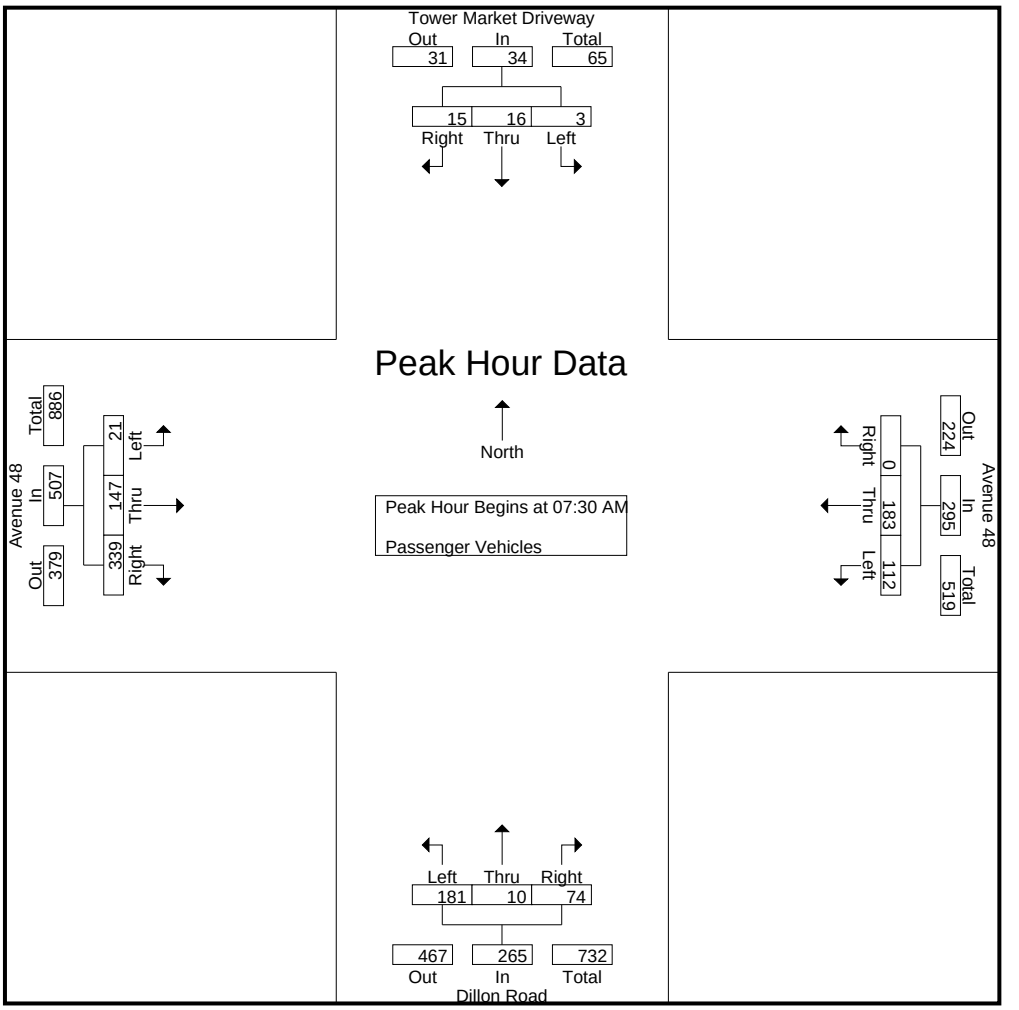

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	2	4	**33**	44	0	77	**49**	**5**	**24**	**78**	3	28	94	125
+15 mins.	**3**	**8**	**5**	**16**	29	**52**	0	**81**	41	2	16	59	**9**	**43**	**101**	**153**
+30 mins.	0	3	4	7	28	42	0	70	49	2	15	66	5	39	89	133
+45 mins.	0	3	4	7	22	45	0	67	42	1	19	62	4	37	55	96
Total Volume	3	16	15	34	112	183	0	295	181	10	74	265	21	147	339	507
% App. Total	8.8	47.1	44.1		38	62	0		68.3	3.8	27.9		4.1	29	66.9	
PHF	.250	.500	.750	.531	.848	.880	.000	.910	.923	.500	.771	.849	.583	.855	.839	.828

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City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	1	2	5
07:30 AM	0	0	0	0	1	1	0	2	3	0	2	5	0	1	2	3	10
07:45 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	5	6	9
Total	0	0	1	1	2	1	0	3	6	1	3	10	0	3	9	12	26
08:00 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
08:15 AM	0	0	0	0	2	0	0	2	2	0	0	2	1	1	3	5	9
08:30 AM	0	1	1	2	1	0	0	1	1	0	2	3	0	0	1	1	7
08:45 AM	0	0	0	0	0	0	0	0	3	0	2	5	0	1	1	2	7
Total	0	1	1	2	3	1	0	4	7	0	5	12	1	2	5	8	26
Grand Total	0	1	2	3	5	2	0	7	13	1	8	22	1	5	14	20	52
Apprch %	0	33.3	66.7		71.4	28.6	0		59.1	4.5	36.4		5	25	70		
Total %	0	1.9	3.8	5.8	9.6	3.8	0	13.5	25	1.9	15.4	42.3	1.9	9.6	26.9	38.5	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	**1**	0	**2**	**3**	0	**2**	**5**	0	**1**	2	3	**10**
07:45 AM	0	0	0	0	1	0	0	1	1	0	1	2	0	1	**5**	**6**	9
08:00 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
08:15 AM	0	0	0	0	**2**	0	0	2	2	0	0	2	**1**	1	3	5	9
Total Volume	0	0	0	0	4	2	0	6	7	0	4	11	1	3	10	14	31
% App. Total	0	0	0		66.7	33.3	0		63.6	0	36.4		7.1	21.4	71.4		
PHF	.000	.000	.000	.000	.500	.500	.000	.750	.583	.000	.500	.550	.250	.750	.500	.583	.775

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City of Coachella
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File Name : 23_COA_Dil_Ave 48 AM
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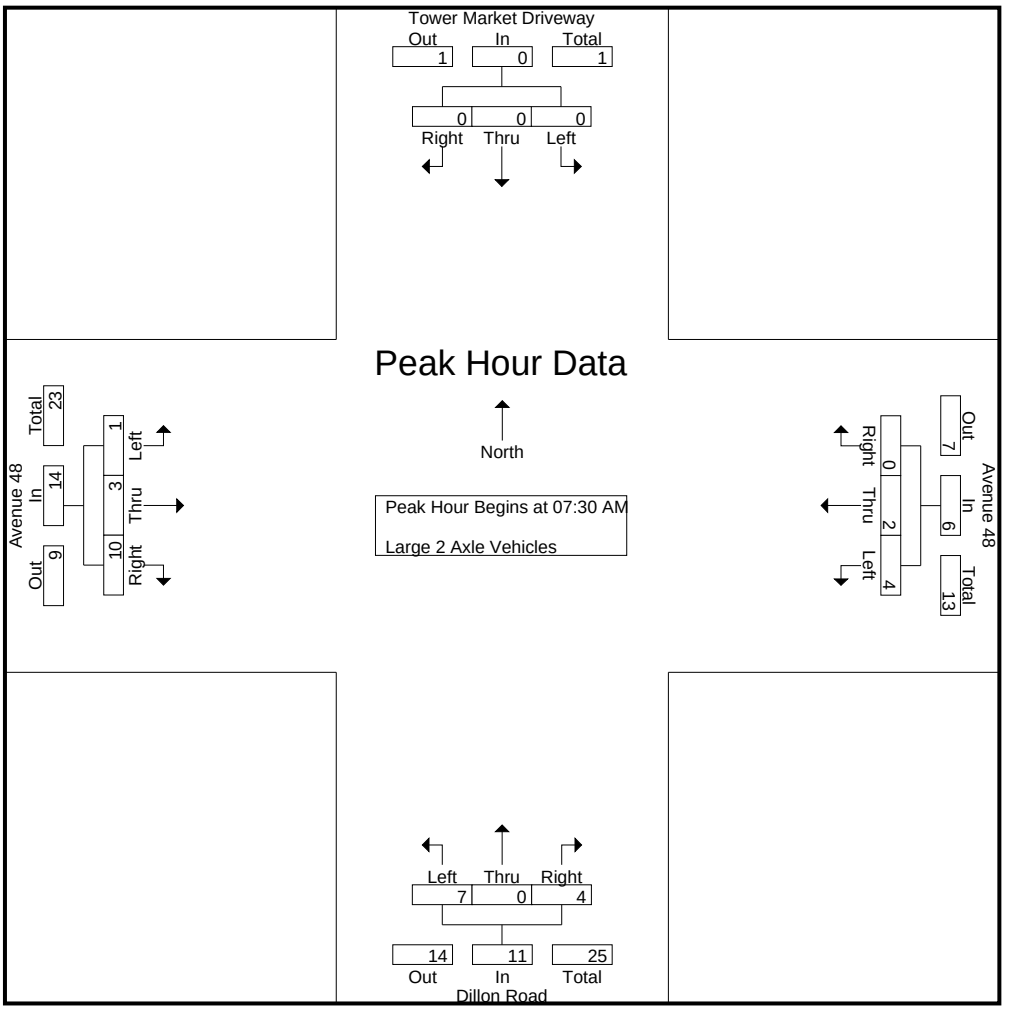

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	**1**	0	**2**	**3**	0	**2**	**5**	0	**1**	2	3
+15 mins.	0	0	0	0	1	0	0	1	1	0	1	2	0	1	**5**	**6**
+30 mins.	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0
+45 mins.	0	0	0	0	**2**	0	0	2	2	0	0	2	**1**	1	3	5
Total Volume	0	0	0	0	4	2	0	6	7	0	4	11	1	3	10	14
% App. Total	0	0	0		66.7	33.3	0		63.6	0	36.4		7.1	21.4	71.4	
PHF	.000	.000	.000	.000	.500	.500	.000	.750	.583	.000	.500	.550	.250	.750	.500	.583

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City of Coachella
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Groups Printed- 3 Axle Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	2	0	0	2	0	0	3	3	6
07:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	5	5	7
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	3	0	2	5	0	0	8	8	13
Total	0	0	0	0	3	0	0	3	6	0	2	8	0	0	17	17	28
08:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	5	0	0	5	0	1	4	5	11
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	2	3	5
Total	0	0	0	0	1	1	0	2	9	0	0	9	0	2	6	8	19
Grand Total	0	0	0	0	4	1	0	5	15	0	2	17	0	2	23	25	47
Apprch %	0	0	0		80	20	0		88.2	0	11.8		0	8	92		
Total %	0	0	0	0	8.5	2.1	0	10.6	31.9	0	4.3	36.2	0	4.3	48.9	53.2	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	**3**	0	**2**	**5**	0	0	**8**	**8**	**13**
08:00 AM	0	0	0	0	0	**1**	0	1	2	0	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	5	0	2	7	0	0	9	9	18
% App. Total	0	0	0		50	50	0		71.4	0	28.6		0	0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.417	.000	.250	.350	.000	.000	.281	.281	.346

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City of Coachella
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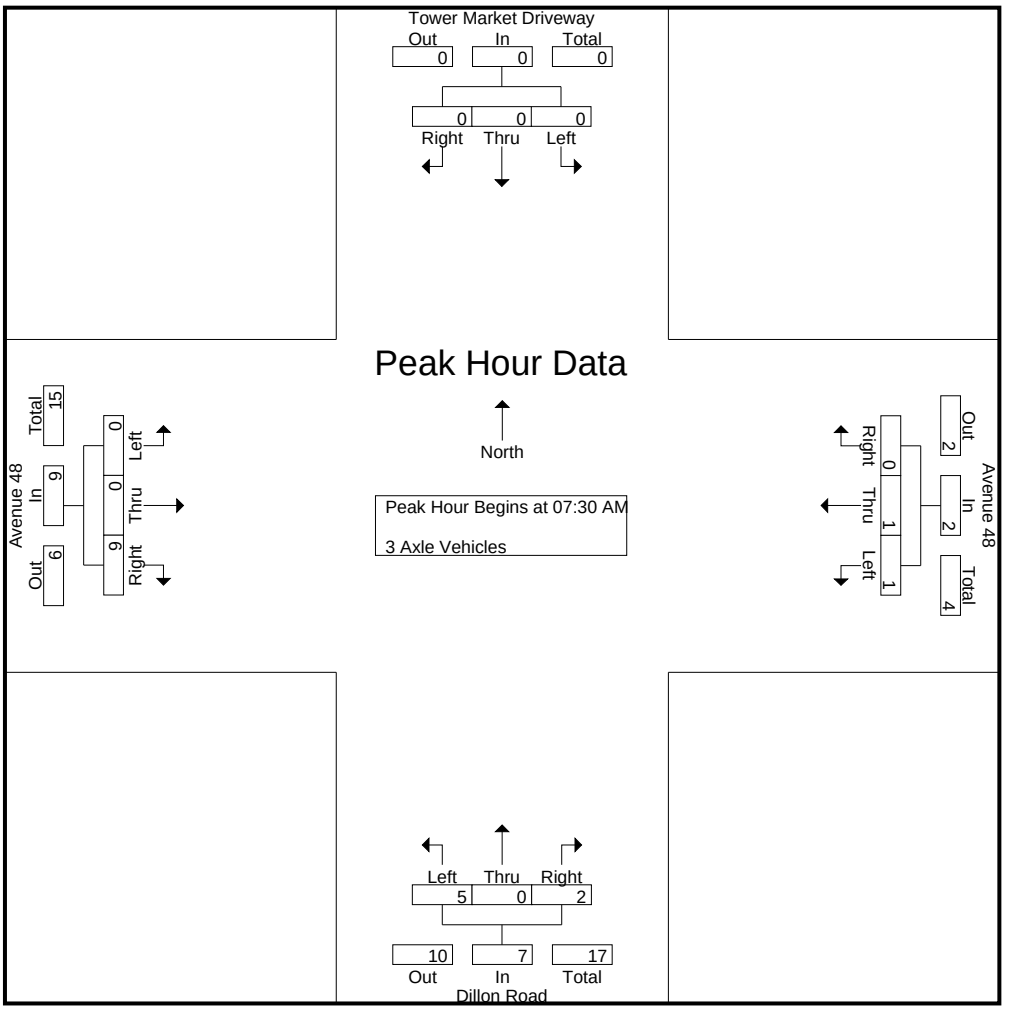

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	**3**	0	**2**	**5**	0	0	**8**	**8**
+30 mins.	0	0	0	0	0	**1**	0	1	2	0	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	5	0	2	7	0	0	9	9
% App. Total	0	0	0		50	50	0		71.4	0	28.6		0	0	100	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.417	.000	.250	.350	.000	.000	.281	.281

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City of Coachella
N/S: Dillon Road
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File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	1	1	0	2	0	1	2	3	0	0	2	2	7
08:00 AM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
Total	0	0	0	0	2	0	0	2	1	0	2	3	0	1	2	3	8
Grand Total	0	0	0	0	3	1	0	4	1	1	4	6	0	1	4	5	15
Apprch %	0	0	0		75	25	0		16.7	16.7	66.7		0	20	80		
Total %	0	0	0	0	20	6.7	0	26.7	6.7	6.7	26.7	40	0	6.7	26.7	33.3	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	**1**	0	**2**	0	0	1	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	**1**	**1**	2
08:00 AM	0	0	0	0	**2**	0	0	2	0	0	**2**	**2**	0	0	0	0	**4**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	3	1	0	4	0	0	4	4	0	0	2	2	10
% App. Total	0	0	0		75	25	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.500	.500	.000	.000	.500	.500	.625

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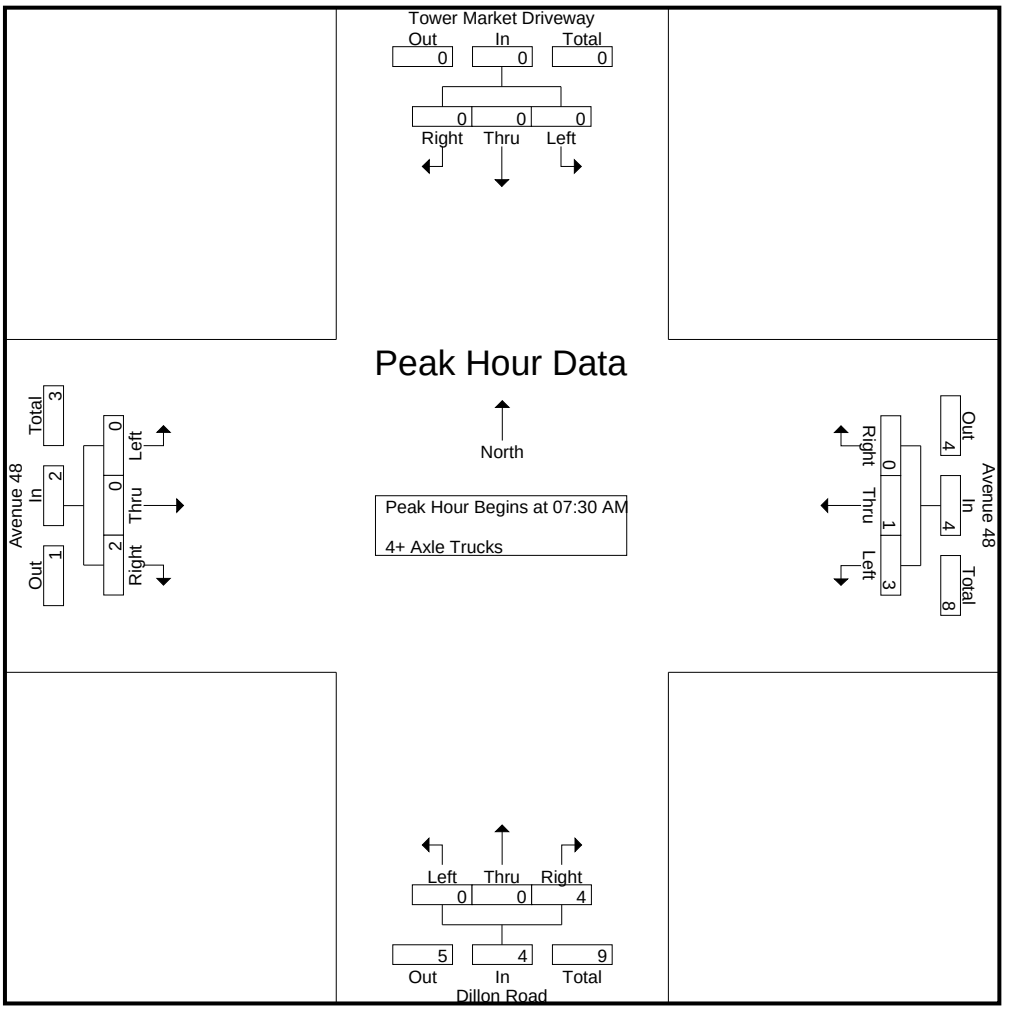
City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	**1**	0	**2**	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	**1**	**1**
+30 mins.	0	0	0	0	**2**	0	0	2	0	0	**2**	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	3	1	0	4	0	0	4	4	0	0	2	2
% App. Total	0	0	0		75	25	0		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.500	.500	.000	.000	.500	.500

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City of Coachella
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Weather: Clear

File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	4	6	23	38	0	61	96	5	41	142	4	59	59	122	331
04:15 PM	0	1	5	6	18	26	1	45	81	1	50	132	1	39	70	110	293
04:30 PM	1	3	6	10	27	29	0	56	64	1	39	104	7	55	55	117	287
04:45 PM	1	3	7	11	21	43	1	65	64	2	44	110	5	51	59	115	301
Total	3	8	22	33	89	136	2	227	305	9	174	488	17	204	243	464	1212
05:00 PM	1	1	8	10	15	48	0	63	86	2	57	145	1	42	57	100	318
05:15 PM	0	1	2	3	23	54	0	77	71	1	32	104	3	53	56	112	296
05:30 PM	0	1	3	4	17	37	0	54	55	3	32	90	1	52	58	111	259
05:45 PM	0	2	4	6	14	38	0	52	46	2	40	88	2	42	58	102	248
Total	1	5	17	23	69	177	0	246	258	8	161	427	7	189	229	425	1121
Grand Total	4	13	39	56	158	313	2	473	563	17	335	915	24	393	472	889	2333
Apprch %	7.1	23.2	69.6		33.4	66.2	0.4		61.5	1.9	36.6		2.7	44.2	53.1		
Total %	0.2	0.6	1.7	2.4	6.8	13.4	0.1	20.3	24.1	0.7	14.4	39.2	1	16.8	20.2	38.1	
Passenger Vehicles	4	13	38	55	155	311	2	468	553	15	330	898	24	393	464	881	2302
% Passenger Vehicles	100	100	97.4	98.2	98.1	99.4	100	98.9	98.2	88.2	98.5	98.1	100	100	98.3	99.1	98.7
Large 2 Axle Vehicles	0	0	1	1	1	2	0	3	8	1	1	10	0	0	5	5	19
% Large 2 Axle Vehicles	0	0	2.6	1.8	0.6	0.6	0	0.6	1.4	5.9	0.3	1.1	0	0	1.1	0.6	0.8
3 Axle Vehicles	0	0	0	0	1	0	0	1	2	1	2	5	0	0	3	3	9
% 3 Axle Vehicles	0	0	0	0	0.6	0	0	0.2	0.4	5.9	0.6	0.5	0	0	0.6	0.3	0.4
4+ Axle Trucks	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0.6	0	0	0.2	0	0	0.6	0.2	0	0	0	0	0.1

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	4	6	23	38	0	61	**96**	**5**	41	**142**	4	**59**	59	**122**	**331**
04:15 PM	0	1	5	6	18	26	**1**	45	81	1	**50**	132	1	39	**70**	110	293
04:30 PM	1	**3**	6	10	**27**	29	0	56	64	1	39	104	**7**	55	55	117	287
04:45 PM	1	3	**7**	**11**	21	**43**	1	**65**	64	2	44	110	5	51	59	115	301
Total Volume	3	8	22	33	89	136	2	227	305	9	174	488	17	204	243	464	1212
% App. Total	9.1	24.2	66.7		39.2	59.9	0.9		62.5	1.8	35.7		3.7	44	52.4		
PHF	.750	.667	.786	.750	.824	.791	.500	.873	.794	.450	.870	.859	.607	.864	.868	.951	.915

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E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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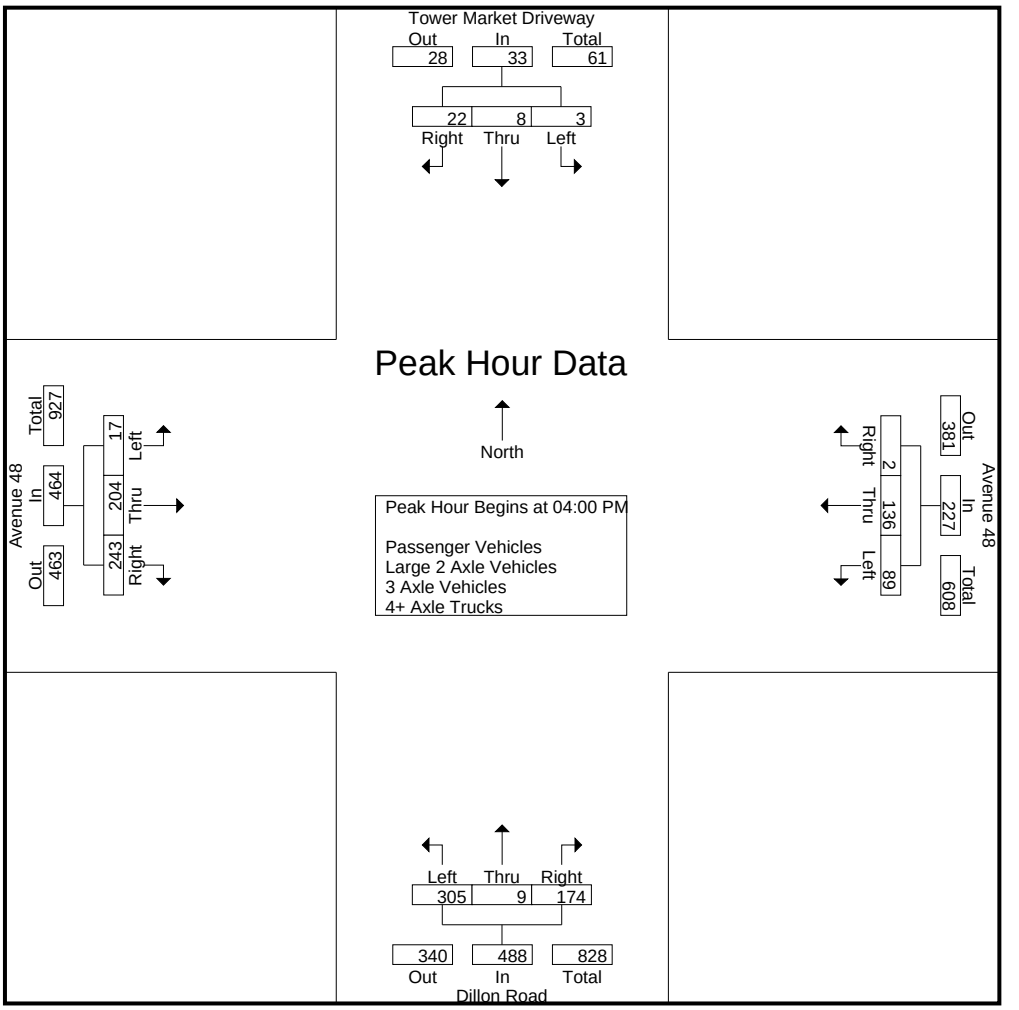

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	0	1	5	6	**27**	29	0	56	81	1	50	132	4	**59**	59	**122**
+15 mins.	**1**	**3**	6	10	21	43	**1**	65	64	1	39	104	1	39	**70**	110
+30 mins.	1	3	7	**11**	15	48	0	63	64	**2**	44	110	**7**	55	55	117
+45 mins.	1	1	**8**	10	23	**54**	0	**77**	**86**	2	**57**	**145**	5	51	59	115
Total Volume	3	8	26	37	86	174	1	261	295	6	190	491	17	204	243	464
% App. Total	8.1	21.6	70.3		33	66.7	0.4		60.1	1.2	38.7		3.7	44	52.4	
PHF	.750	.667	.813	.841	.796	.806	.250	.847	.858	.750	.833	.847	.607	.864	.868	.951

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City of Coachella
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Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	3	5	22	38	0	60	93	4	41	138	4	59	57	120	323
04:15 PM	0	1	5	6	18	26	1	45	77	1	50	128	1	39	70	110	289
04:30 PM	1	3	6	10	27	29	0	56	64	1	38	103	7	55	54	116	285
04:45 PM	1	3	7	11	21	43	1	65	63	2	42	107	5	51	59	115	298
Total	3	8	21	32	88	136	2	226	297	8	171	476	17	204	240	461	1195
05:00 PM	1	1	8	10	14	46	0	60	85	2	57	144	1	42	55	98	312
05:15 PM	0	1	2	3	22	54	0	76	70	0	30	100	3	53	55	111	290
05:30 PM	0	1	3	4	17	37	0	54	55	3	32	90	1	52	57	110	258
05:45 PM	0	2	4	6	14	38	0	52	46	2	40	88	2	42	57	101	247
Total	1	5	17	23	67	175	0	242	256	7	159	422	7	189	224	420	1107
Grand Total	4	13	38	55	155	311	2	468	553	15	330	898	24	393	464	881	2302
Apprch %	7.3	23.6	69.1		33.1	66.5	0.4		61.6	1.7	36.7		2.7	44.6	52.7		
Total %	0.2	0.6	1.7	2.4	6.7	13.5	0.1	20.3	24	0.7	14.3	39	1	17.1	20.2	38.3	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	1	3	5	22	38	0	60	**93**	**4**	41	**138**	4	**59**	57	**120**	**323**
04:15 PM	0	1	5	6	18	26	**1**	45	77	1	**50**	128	1	39	**70**	110	289
04:30 PM	1	**3**	6	10	**27**	29	0	56	64	1	38	103	**7**	55	54	116	285
04:45 PM	1	3	**7**	**11**	21	**43**	1	**65**	63	2	42	107	5	51	59	115	298
Total Volume	3	8	21	32	88	136	2	226	297	8	171	476	17	204	240	461	1195
% App. Total	9.4	25	65.6		38.9	60.2	0.9		62.4	1.7	35.9		3.7	44.3	52.1		
PHF	.750	.667	.750	.727	.815	.791	.500	.869	.798	.500	.855	.862	.607	.864	.857	.960	.925

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City of Coachella
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File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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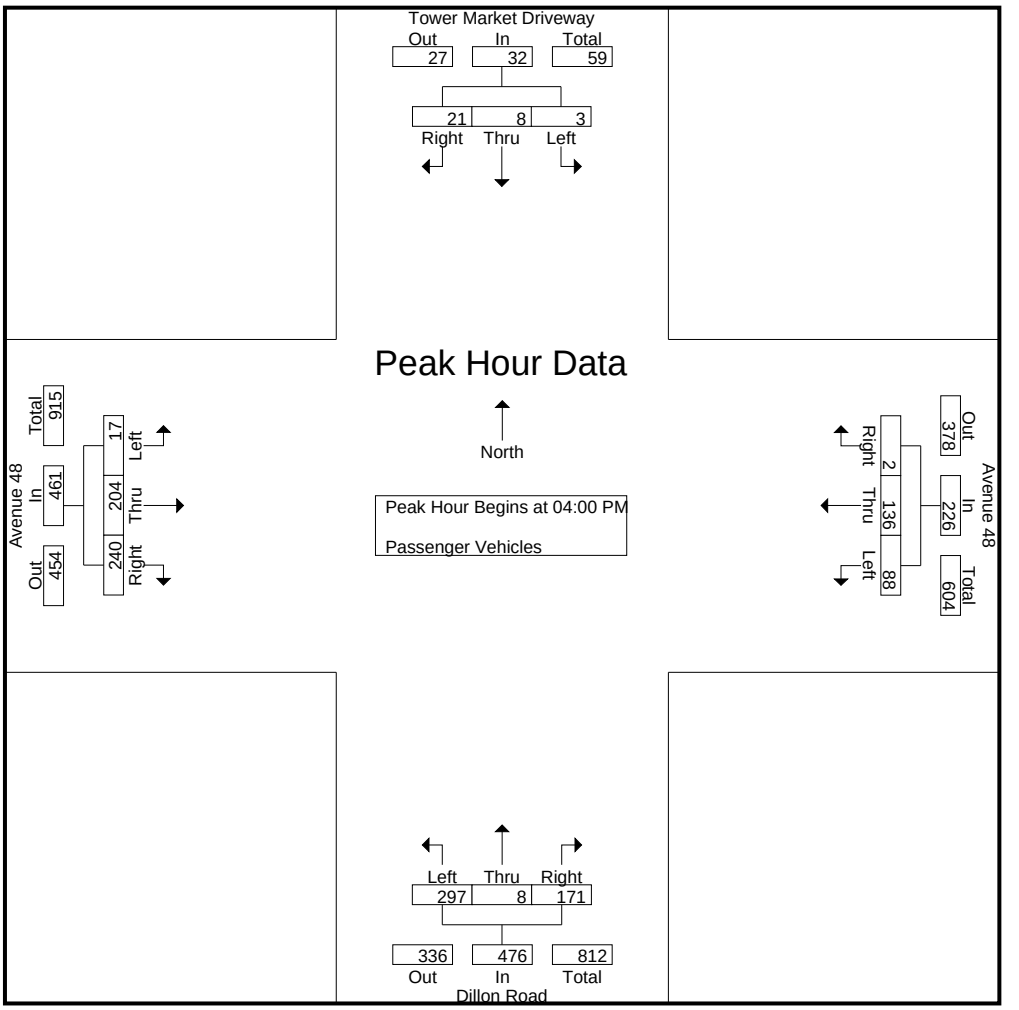

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	1	3	5	22	38	0	60	**93**	**4**	41	**138**	4	**59**	57	**120**
+15 mins.	0	1	5	6	18	26	**1**	45	77	1	**50**	128	1	39	**70**	110
+30 mins.	1	**3**	6	10	**27**	29	0	56	64	1	38	103	**7**	55	54	116
+45 mins.	1	3	**7**	**11**	21	**43**	1	**65**	63	2	42	107	5	51	59	115
Total Volume	3	8	21	32	88	136	2	226	297	8	171	476	17	204	240	461
% App. Total	9.4	25	65.6		38.9	60.2	0.9		62.4	1.7	35.9		3.7	44.3	52.1	
PHF	.750	.667	.750	.727	.815	.791	.500	.869	.798	.500	.855	.862	.607	.864	.857	.960

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City of Coachella
N/S: Dillon Road
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File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	2	1	0	3	0	0	1	1	5
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	7	1	0	8	0	0	1	1	10
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	2	2	5
05:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	1	0	1	2	0	0	4	4	9
Grand Total	0	0	1	1	1	2	0	3	8	1	1	10	0	0	5	5	19
Apprch %	0	0	100		33.3	66.7	0		80	10	10		0	0	100		
Total %	0	0	5.3	5.3	5.3	10.5	0	15.8	42.1	5.3	5.3	52.6	0	0	26.3	26.3	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	2	**1**	0	3	0	0	**1**	**1**	**5**
04:15 PM	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	7	1	0	8	0	0	1	1	10
% App. Total	0	0	100		0	0	0		87.5	12.5	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.438	.250	.000	.500	.000	.000	.250	.250	.500

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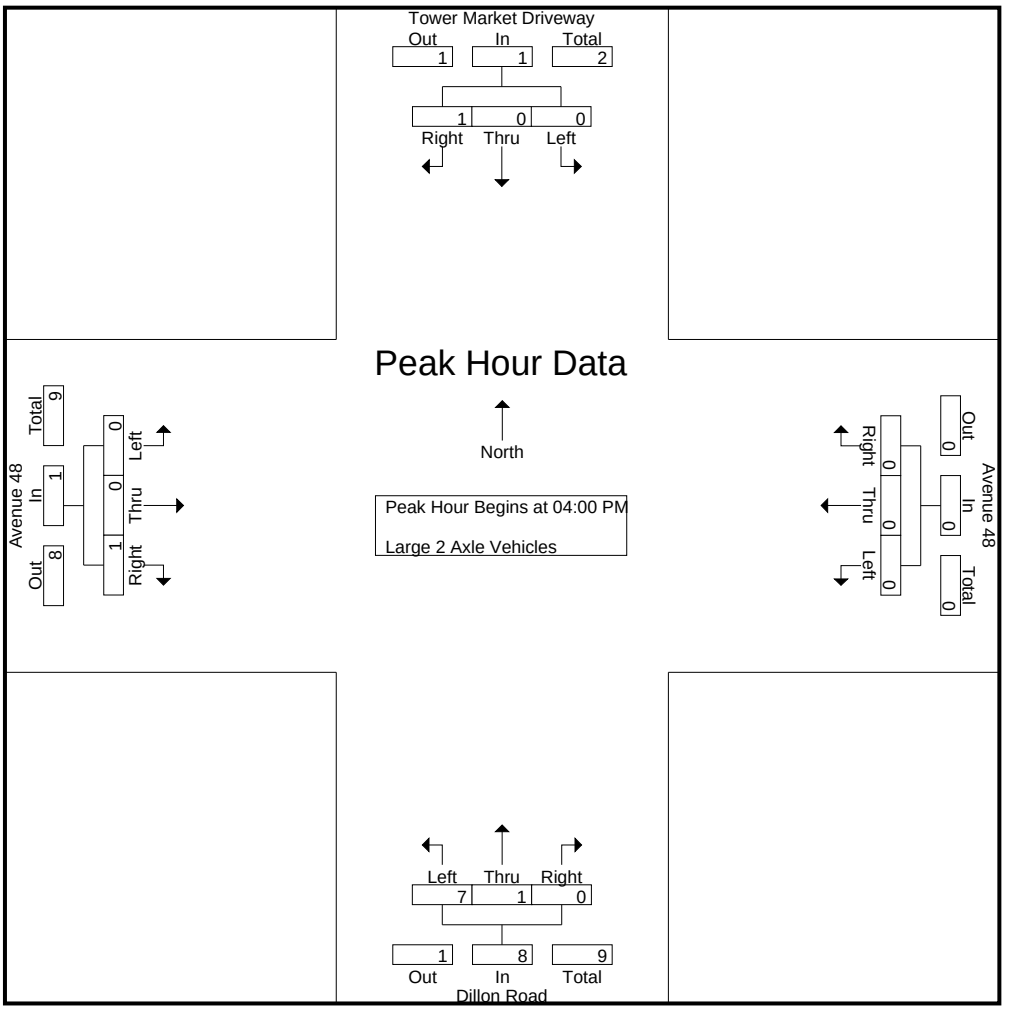

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	2	**1**	0	3	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	7	1	0	8	0	0	1	1
% App. Total	0	0	100		0	0	0		87.5	12.5	0		0	0	100	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.438	.250	.000	.500	.000	.000	.250	.250

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City of Coachella
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Groups Printed- 3 Axle Vehicles

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2	4
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	1	0	0	1	1	1	1	3	0	0	1	1	5
Grand Total	0	0	0	0	1	0	0	1	2	1	2	5	0	0	3	3	9
Apprch %	0	0	0		100	0	0		40	20	40		0	0	100		
Total %	0	0	0	0	11.1	0	0	11.1	22.2	11.1	22.2	55.6	0	0	33.3	33.3	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2	4
% App. Total	0	0	0		0	0	0		50	0	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.500	.500

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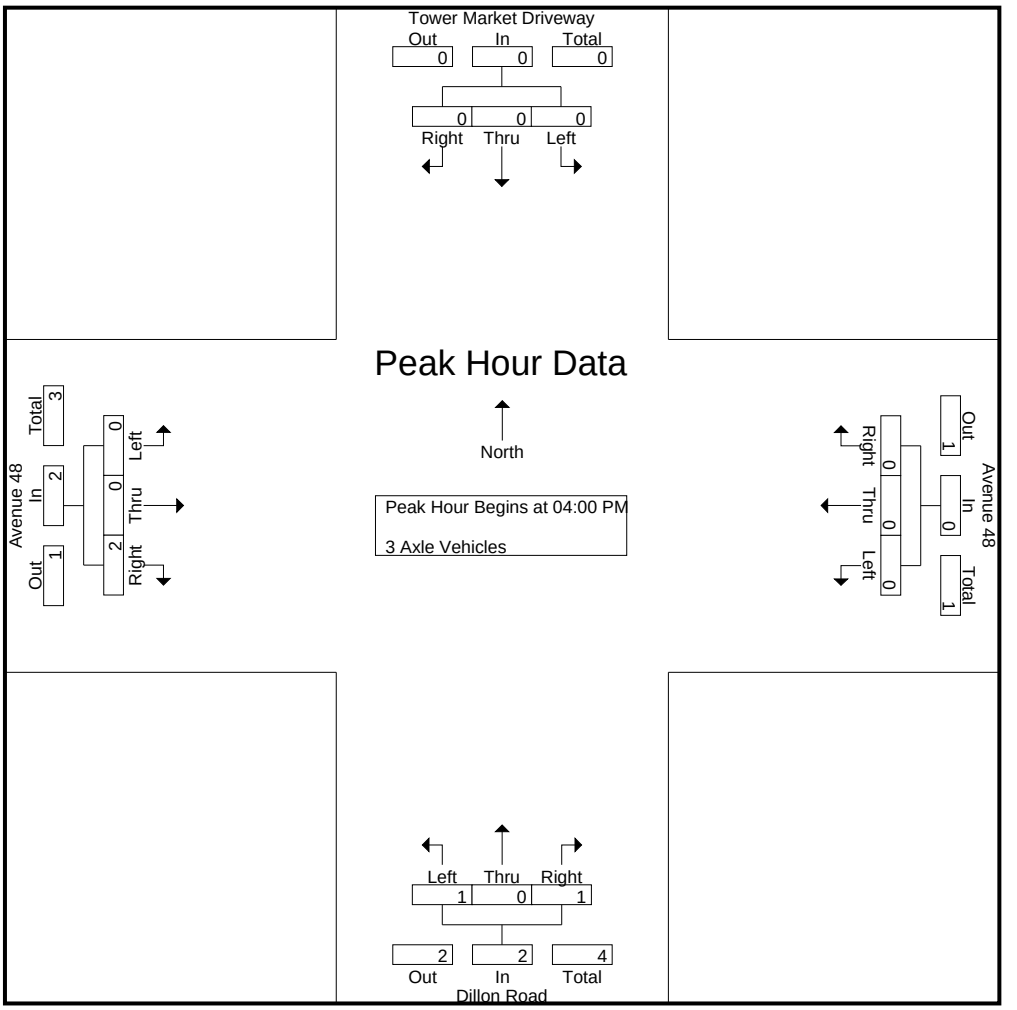

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	2
% App. Total	0	0	0		0	0	0		50	0	50		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.500

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(951)268-6268

City of Coachella
N/S: Dillon Road
E/W: Avenue 48
Weather: Clear

File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	33.3	0	0	33.3	0	0	66.7	66.7	0	0	0	0	

	Tower Market Driveway Southbound				Avenue 48 Westbound				Dillon Road Northbound				Avenue 48 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.750

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City of Coachella
N/S: Dillon Road
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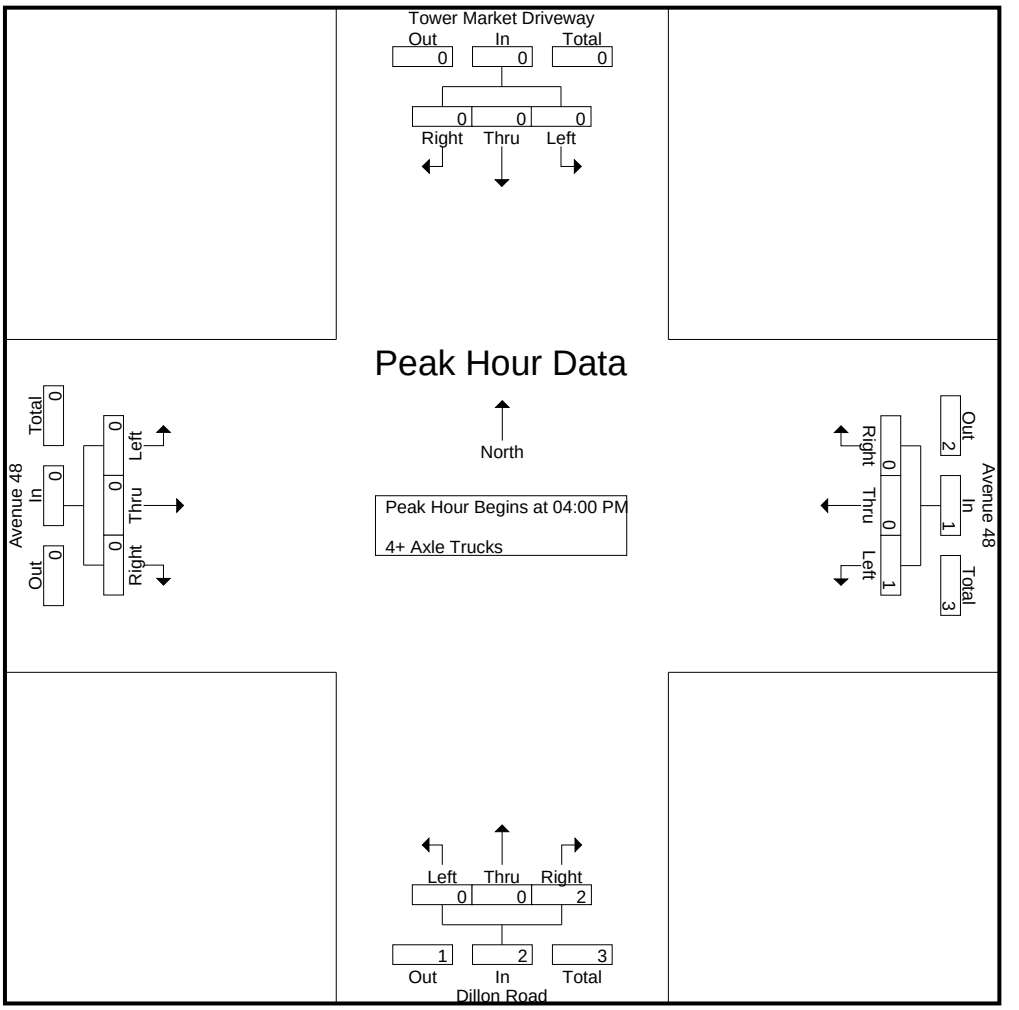
Weather: Clear

File Name : 23_COA_Dil_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	74	3	78	0	0	0	0	34	181	0	215	5	0	28	33	326
07:15 AM	1	98	6	105	0	0	0	0	48	195	0	243	12	0	35	47	395
07:30 AM	5	82	9	96	0	0	0	0	86	219	0	305	8	0	47	55	456
07:45 AM	4	126	9	139	0	0	0	0	78	233	0	311	11	0	50	61	511
Total	11	380	27	418	0	0	0	0	246	828	0	1074	36	0	160	196	1688
08:00 AM	2	112	7	121	0	0	0	0	70	216	0	286	10	0	48	58	465
08:15 AM	1	97	12	110	0	0	0	0	61	165	0	226	14	0	39	53	389
08:30 AM	0	140	11	151	0	0	0	0	58	140	0	198	11	0	60	71	420
08:45 AM	1	109	13	123	0	0	0	0	55	131	0	186	10	0	49	59	368
Total	4	458	43	505	0	0	0	0	244	652	0	896	45	0	196	241	1642
Grand Total	15	838	70	923	0	0	0	0	490	1480	0	1970	81	0	356	437	3330
Apprch %	1.6	90.8	7.6		0	0	0		24.9	75.1	0		18.5	0	81.5		
Total %	0.5	25.2	2.1	27.7	0	0	0	0	14.7	44.4	0	59.2	2.4	0	10.7	13.1	
Passenger Vehicles	13	812	66	891	0	0	0	0	475	1446	0	1921	81	0	336	417	3229
% Passenger Vehicles	86.7	96.9	94.3	96.5	0	0	0	0	96.9	97.7	0	97.5	100	0	94.4	95.4	97
Large 2 Axle Vehicles	2	14	2	18	0	0	0	0	8	21	0	29	0	0	10	10	57
% Large 2 Axle Vehicles	13.3	1.7	2.9	2	0	0	0	0	1.6	1.4	0	1.5	0	0	2.8	2.3	1.7
3 Axle Vehicles	0	4	1	5	0	0	0	0	4	8	0	12	0	0	5	5	22
% 3 Axle Vehicles	0	0.5	1.4	0.5	0	0	0	0	0.8	0.5	0	0.6	0	0	1.4	1.1	0.7
4+ Axle Trucks	0	8	1	9	0	0	0	0	3	5	0	8	0	0	5	5	22
% 4+ Axle Trucks	0	1	1.4	1	0	0	0	0	0.6	0.3	0	0.4	0	0	1.4	1.1	0.7

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	98	6	105	0	0	0	0	48	195	0	243	**12**	0	35	47	395
07:30 AM	**5**	82	**9**	96	0	0	0	0	**86**	219	0	305	8	0	47	55	456
07:45 AM	4	**126**	9	**139**	0	0	0	0	78	**233**	0	**311**	11	0	**50**	**61**	**511**
08:00 AM	2	112	7	121	0	0	0	0	70	216	0	286	10	0	48	58	465
Total Volume	12	418	31	461	0	0	0	0	282	863	0	1145	41	0	180	221	1827
% App. Total	2.6	90.7	6.7		0	0	0		24.6	75.4	0		18.6	0	81.4		
PHF	.600	.829	.861	.829	.000	.000	.000	.000	.820	.926	.000	.920	.854	.000	.900	.906	.894

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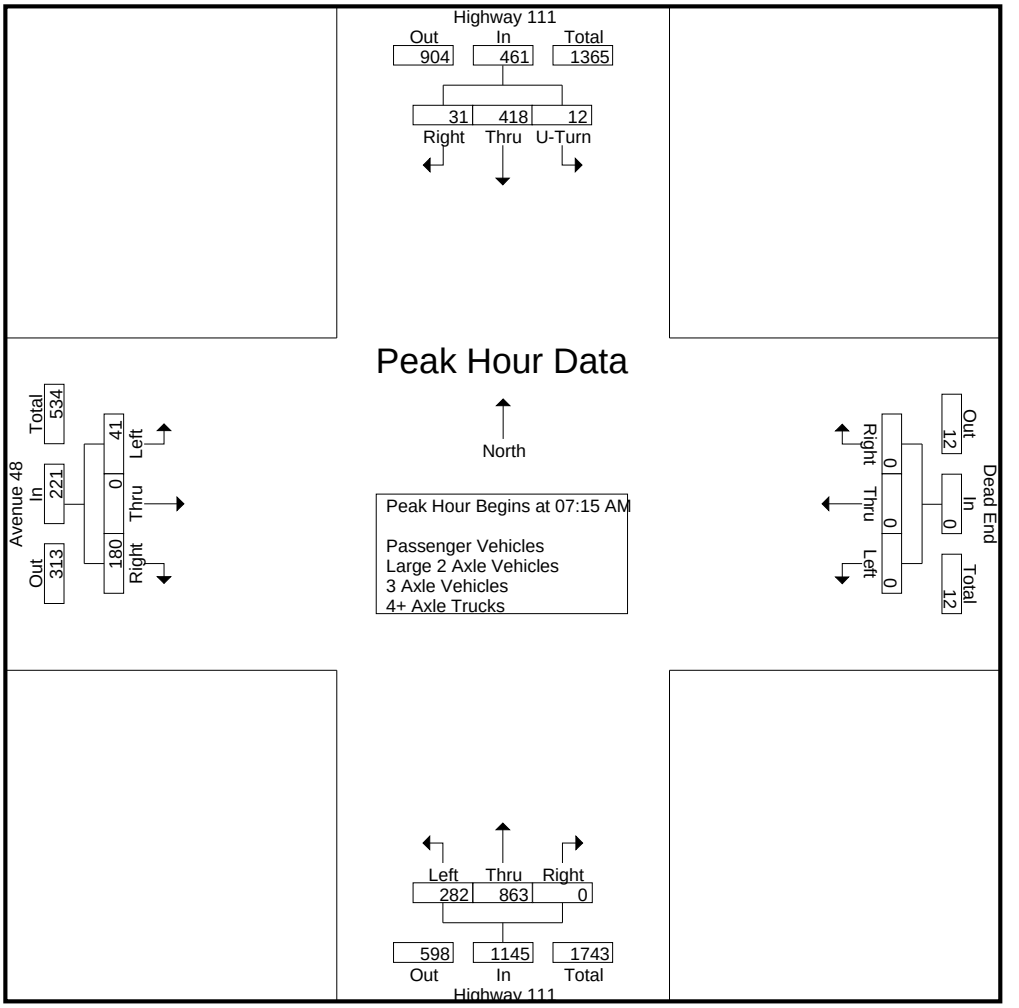
City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	**4**	126	9	139	0	0	0	0	48	195	0	243	11	0	50	61
+15 mins.	2	112	7	121	0	0	0	0	**86**	219	0	305	10	0	48	58
+30 mins.	1	97	**12**	110	0	0	0	0	78	**233**	0	**311**	**14**	0	39	53
+45 mins.	0	**140**	11	**151**	0	0	0	0	70	216	0	286	11	0	**60**	**71**
Total Volume	7	475	39	521	0	0	0	0	282	863	0	1145	46	0	197	243
% App. Total	1.3	91.2	7.5		0	0	0		24.6	75.4	0		18.9	0	81.1	
PHF	.438	.848	.813	.863	.000	.000	.000	.000	.820	.926	.000	.920	.821	.000	.821	.856

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City of Coachella
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Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	70	3	74	0	0	0	0	33	173	0	206	5	0	27	32	312
07:15 AM	1	98	6	105	0	0	0	0	46	193	0	239	12	0	34	46	390
07:30 AM	4	78	7	89	0	0	0	0	83	212	0	295	8	0	43	51	435
07:45 AM	3	124	8	135	0	0	0	0	77	227	0	304	11	0	46	57	496
Total	9	370	24	403	0	0	0	0	239	805	0	1044	36	0	150	186	1633
08:00 AM	2	104	7	113	0	0	0	0	67	212	0	279	10	0	45	55	447
08:15 AM	1	96	11	108	0	0	0	0	59	161	0	220	14	0	39	53	381
08:30 AM	0	138	11	149	0	0	0	0	55	138	0	193	11	0	57	68	410
08:45 AM	1	104	13	118	0	0	0	0	55	130	0	185	10	0	45	55	358
Total	4	442	42	488	0	0	0	0	236	641	0	877	45	0	186	231	1596
Grand Total	13	812	66	891	0	0	0	0	475	1446	0	1921	81	0	336	417	3229
Apprch %	1.5	91.1	7.4		0	0	0		24.7	75.3	0		19.4	0	80.6		
Total %	0.4	25.1	2	27.6	0	0	0	0	14.7	44.8	0	59.5	2.5	0	10.4	12.9	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	98	6	105	0	0	0	0	46	193	0	239	**12**	0	34	46	390
07:30 AM	**4**	78	7	89	0	0	0	0	**83**	212	0	295	8	0	43	51	435
07:45 AM	3	**124**	**8**	**135**	0	0	0	0	77	**227**	0	**304**	11	0	**46**	**57**	**496**
08:00 AM	2	104	7	113	0	0	0	0	67	212	0	279	10	0	45	55	447
Total Volume	10	404	28	442	0	0	0	0	273	844	0	1117	41	0	168	209	1768
% App. Total	2.3	91.4	6.3		0	0	0		24.4	75.6	0		19.6	0	80.4		
PHF	.625	.815	.875	.819	.000	.000	.000	.000	.822	.930	.000	.919	.854	.000	.913	.917	.891

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City of Coachella
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File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
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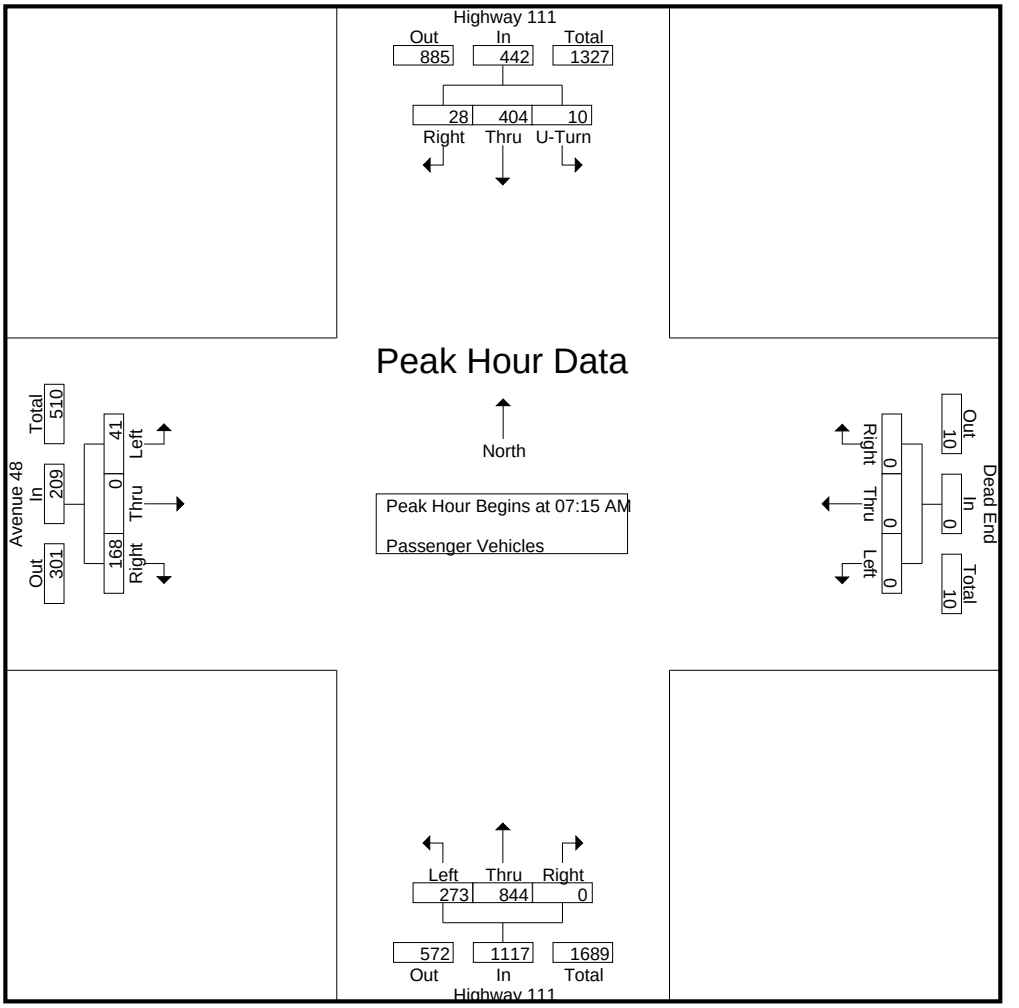

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	98	6	105	0	0	0	0	46	193	0	239	**12**	0	34	46
+15 mins.	**4**	78	7	89	0	0	0	0	**83**	212	0	295	8	0	43	51
+30 mins.	3	**124**	**8**	**135**	0	0	0	0	77	**227**	0	**304**	11	0	**46**	**57**
+45 mins.	2	104	7	113	0	0	0	0	67	212	0	279	10	0	45	55
Total Volume	10	404	28	442	0	0	0	0	273	844	0	1117	41	0	168	209
% App. Total	2.3	91.4	6.3		0	0	0		24.4	75.6	0		19.6	0	80.4	
PHF	.625	.815	.875	.819	.000	.000	.000	.000	.822	.930	.000	.919	.854	.000	.913	.917

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	1	1	8
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
07:30 AM	1	2	0	3	0	0	0	0	2	4	0	6	0	0	2	2	11
07:45 AM	1	2	1	4	0	0	0	0	1	3	0	4	0	0	1	1	9
Total	2	6	1	9	0	0	0	0	4	13	0	17	0	0	5	5	31
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
08:15 AM	0	1	1	2	0	0	0	0	2	2	0	4	0	0	0	0	6
08:30 AM	0	2	0	2	0	0	0	0	2	2	0	4	0	0	2	2	8
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	2	2	5
Total	0	8	1	9	0	0	0	0	4	8	0	12	0	0	5	5	26
Grand Total	2	14	2	18	0	0	0	0	8	21	0	29	0	0	10	10	57
Apprch %	11.1	77.8	11.1		0	0	0		27.6	72.4	0		0	0	100		
Total %	3.5	24.6	3.5	31.6	0	0	0	0	14	36.8	0	50.9	0	0	17.5	17.5	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	3
07:30 AM	**1**	2	0	3	0	0	0	0	**2**	**4**	0	**6**	0	0	**2**	**2**	**11**
07:45 AM	1	2	**1**	**4**	0	0	0	0	1	3	0	4	0	0	1	1	9
08:00 AM	0	**3**	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
Total Volume	2	7	1	10	0	0	0	0	4	11	0	15	0	0	5	5	30
% App. Total	20	70	10		0	0	0		26.7	73.3	0		0	0	100		
PHF	.500	.583	.250	.625	.000	.000	.000	.000	.500	.688	.000	.625	.000	.000	.625	.625	.682

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City of Coachella
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File Name : 24_COA_111_Ave 48 AM
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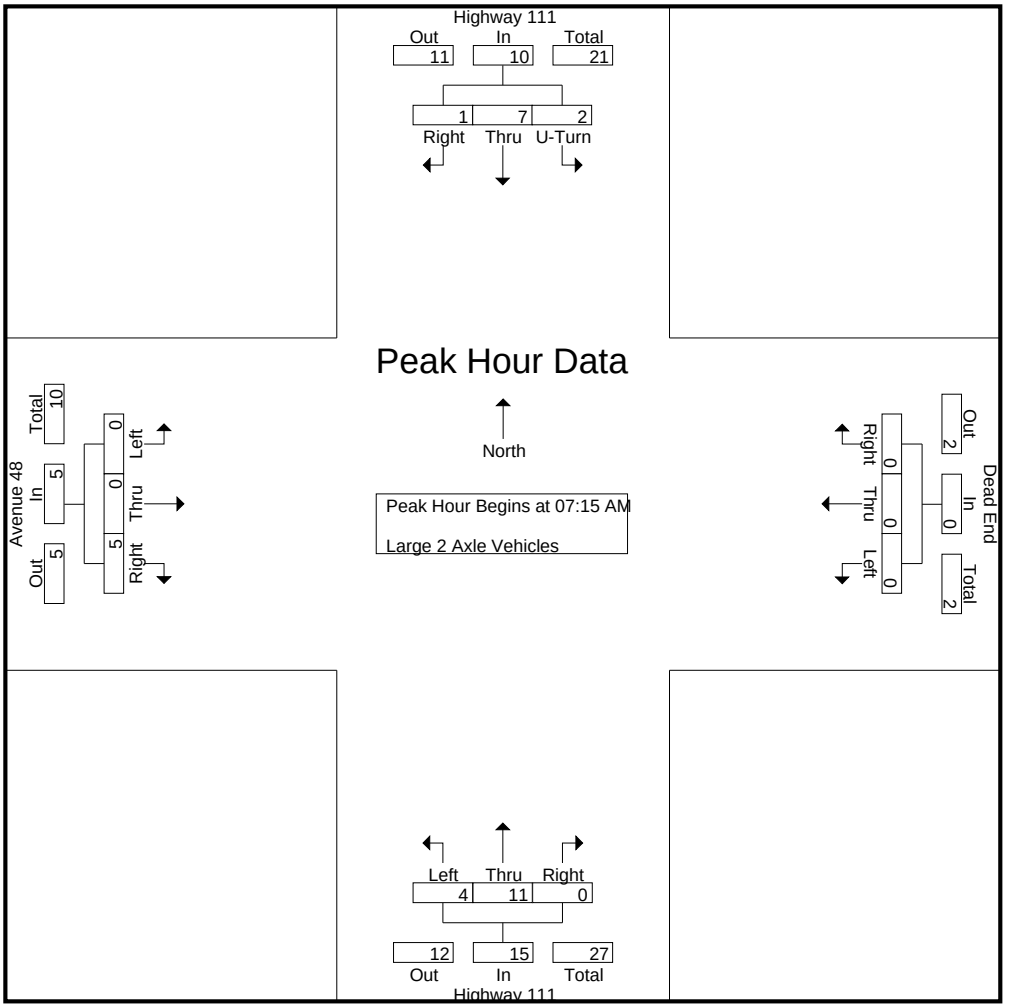

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1
+15 mins.	**1**	2	0	3	0	0	0	0	**2**	**4**	0	**6**	0	0	**2**	**2**
+30 mins.	1	2	**1**	**4**	0	0	0	0	1	3	0	4	0	0	1	1
+45 mins.	0	**3**	0	3	0	0	0	0	0	3	0	3	0	0	1	1
Total Volume	2	7	1	10	0	0	0	0	4	11	0	15	0	0	5	5
% App. Total	20	70	10		0	0	0		26.7	73.3	0		0	0	100	
PHF	.500	.583	.250	.625	.000	.000	.000	.000	.500	.688	.000	.625	.000	.000	.625	.625

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
07:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	1	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Total	0	0	1	1	0	0	0	0	2	8	0	10	0	0	3	3	14
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
Total	0	4	0	4	0	0	0	0	2	0	0	2	0	0	2	2	8
Grand Total	0	4	1	5	0	0	0	0	4	8	0	12	0	0	5	5	22
Apprch %	0	80	20		0	0	0		33.3	66.7	0		0	0	100		
Total %	0	18.2	4.5	22.7	0	0	0	0	18.2	36.4	0	54.5	0	0	22.7	22.7	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0	2
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	**2**	0	2	0	0	1	1	**4**
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	**2**	**2**	4
08:00 AM	0	**1**	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	0	1	1	2	0	0	0	0	2	5	0	7	0	0	3	3	12
% App. Total	0	50	50		0	0	0		28.6	71.4	0		0	0	100		
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.500	.625	.000	.875	.000	.000	.375	.375	.750

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
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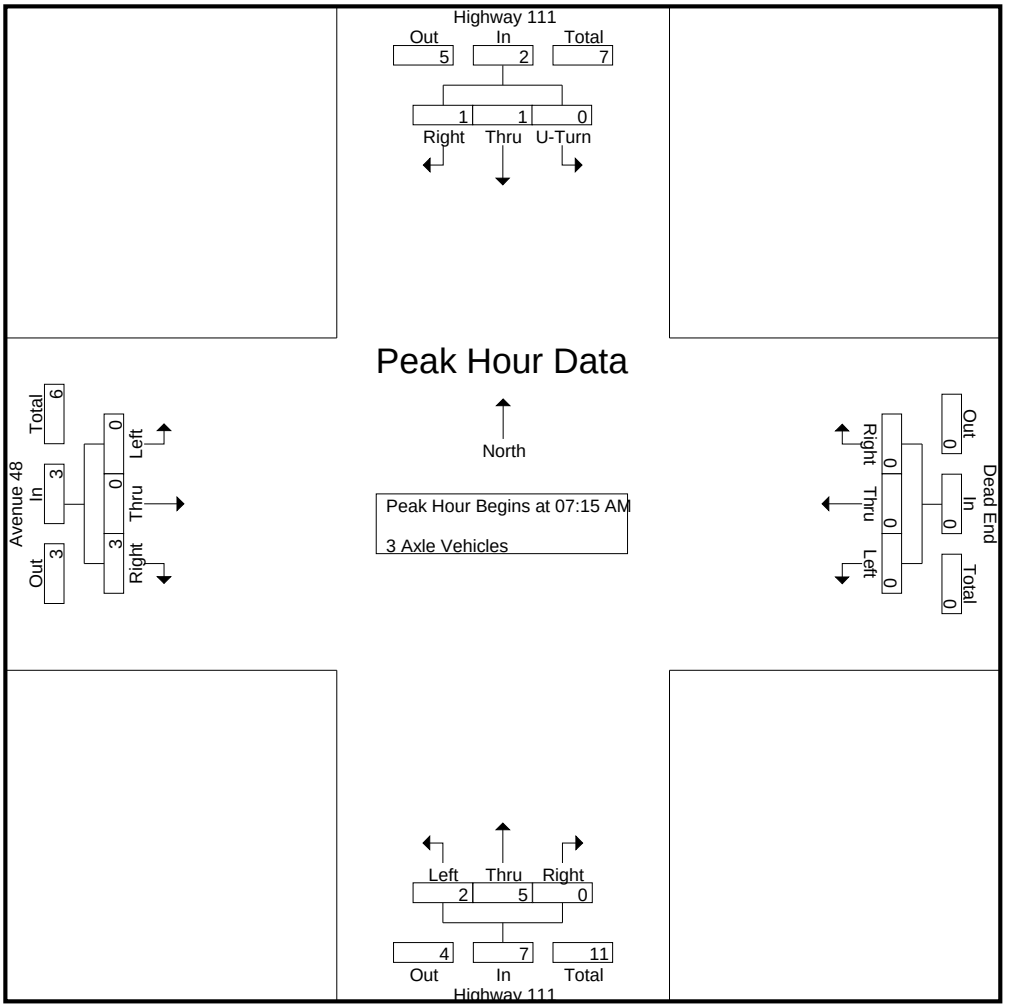

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	1	0	**2**	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	**2**	0	2	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	**2**	**2**
+45 mins.	0	**1**	0	1	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	1	1	2	0	0	0	0	2	5	0	7	0	0	3	3
% App. Total	0	50	50		0	0	0		28.6	71.4	0		0	0	100	
PHF	.000	.250	.250	.500	.000	.000	.000	.000	.500	.625	.000	.875	.000	.000	.375	.375

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Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	1	3	0	0	0	0	1	1	0	2	0	0	1	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	4	1	5	0	0	0	0	1	2	0	3	0	0	2	2	10
08:00 AM	0	4	0	4	0	0	0	0	2	1	0	3	0	0	2	2	9
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	4	0	4	0	0	0	0	2	3	0	5	0	0	3	3	12
Grand Total	0	8	1	9	0	0	0	0	3	5	0	8	0	0	5	5	22
Apprch %	0	88.9	11.1		0	0	0		37.5	62.5	0		0	0	100		
Total %	0	36.4	4.5	40.9	0	0	0	0	13.6	22.7	0	36.4	0	0	22.7	22.7	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	**1**	3	0	0	0	0	1	**1**	0	2	0	0	1	1	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:00 AM	0	**4**	0	**4**	0	0	0	0	**2**	1	0	**3**	0	0	**2**	**2**	**9**
Total Volume	0	6	1	7	0	0	0	0	3	3	0	6	0	0	4	4	17
% App. Total	0	85.7	14.3		0	0	0		50	50	0		0	0	100		
PHF	.000	.375	.250	.438	.000	.000	.000	.000	.375	.750	.000	.500	.000	.000	.500	.500	.472

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File Name : 24_COA_111_Ave 48 AM
Site Code : 05722739
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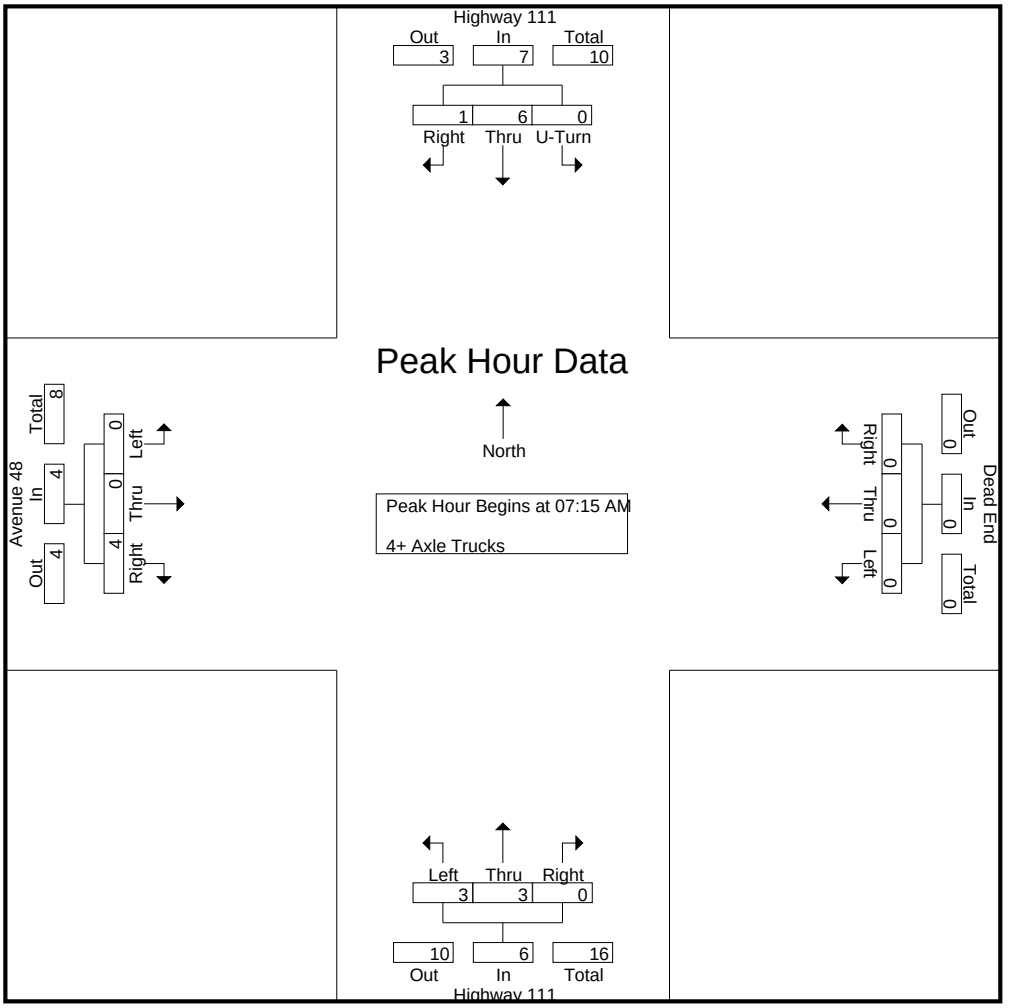

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	**1**	3	0	0	0	0	1	**1**	0	2	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	**4**	0	**4**	0	0	0	0	**2**	1	0	**3**	0	0	**2**	**2**
Total Volume	0	6	1	7	0	0	0	0	3	3	0	6	0	0	4	4
% App. Total	0	85.7	14.3		0	0	0		50	50	0		0	0	100	
PHF	.000	.375	.250	.438	.000	.000	.000	.000	.375	.750	.000	.500	.000	.000	.500	.500

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File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	242	14	258	0	0	0	0	50	138	0	188	12	0	85	97	543
04:15 PM	2	210	9	221	0	0	0	0	43	130	0	173	9	0	79	88	482
04:30 PM	3	193	12	208	0	0	0	0	55	161	0	216	9	0	81	90	514
04:45 PM	1	195	11	207	0	0	0	0	58	126	0	184	14	0	89	103	494
Total	8	840	46	894	0	0	0	0	206	555	0	761	44	0	334	378	2033
05:00 PM	6	195	9	210	0	0	0	0	61	163	0	224	7	0	88	95	529
05:15 PM	4	205	7	216	0	0	0	0	73	155	0	228	6	0	80	86	530
05:30 PM	0	204	11	215	0	0	0	0	51	169	0	220	4	0	71	75	510
05:45 PM	2	205	6	213	0	0	0	0	57	140	0	197	4	0	78	82	492
Total	12	809	33	854	0	0	0	0	242	627	0	869	21	0	317	338	2061
Grand Total	20	1649	79	1748	0	0	0	0	448	1182	0	1630	65	0	651	716	4094
Apprch %	1.1	94.3	4.5		0	0	0		27.5	72.5	0		9.1	0	90.9		
Total %	0.5	40.3	1.9	42.7	0	0	0	0	10.9	28.9	0	39.8	1.6	0	15.9	17.5	
Passenger Vehicles	18	1639	79	1736	0	0	0	0	444	1167	0	1611	63	0	648	711	4058
% Passenger Vehicles	90	99.4	100	99.3	0	0	0	0	99.1	98.7	0	98.8	96.9	0	99.5	99.3	99.1
Large 2 Axle Vehicles	2	7	0	9	0	0	0	0	3	11	0	14	1	0	0	1	24
% Large 2 Axle Vehicles	10	0.4	0	0.5	0	0	0	0	0.7	0.9	0	0.9	1.5	0	0	0.1	0.6
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	1.5	0	0.2	0.3	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	1	2	0	3	0	0	2	2	6
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0.2	0.2	0	0.2	0	0	0.3	0.3	0.1

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	193	**12**	208	0	0	0	0	55	161	0	216	9	0	81	90	514
04:45 PM	1	195	11	207	0	0	0	0	58	126	0	184	**14**	0	**89**	**103**	494
05:00 PM	**6**	195	9	210	0	0	0	0	61	**163**	0	224	7	0	88	95	529
05:15 PM	4	**205**	7	**216**	0	0	0	0	**73**	155	0	**228**	6	0	80	86	**530**
Total Volume	14	788	39	841	0	0	0	0	247	605	0	852	36	0	338	374	2067
% App. Total	1.7	93.7	4.6		0	0	0		29	71	0		9.6	0	90.4		
PHF	.583	.961	.813	.973	.000	.000	.000	.000	.846	.928	.000	.934	.643	.000	.949	.908	.975

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File Name : 24_COA_111_Ave 48 PM
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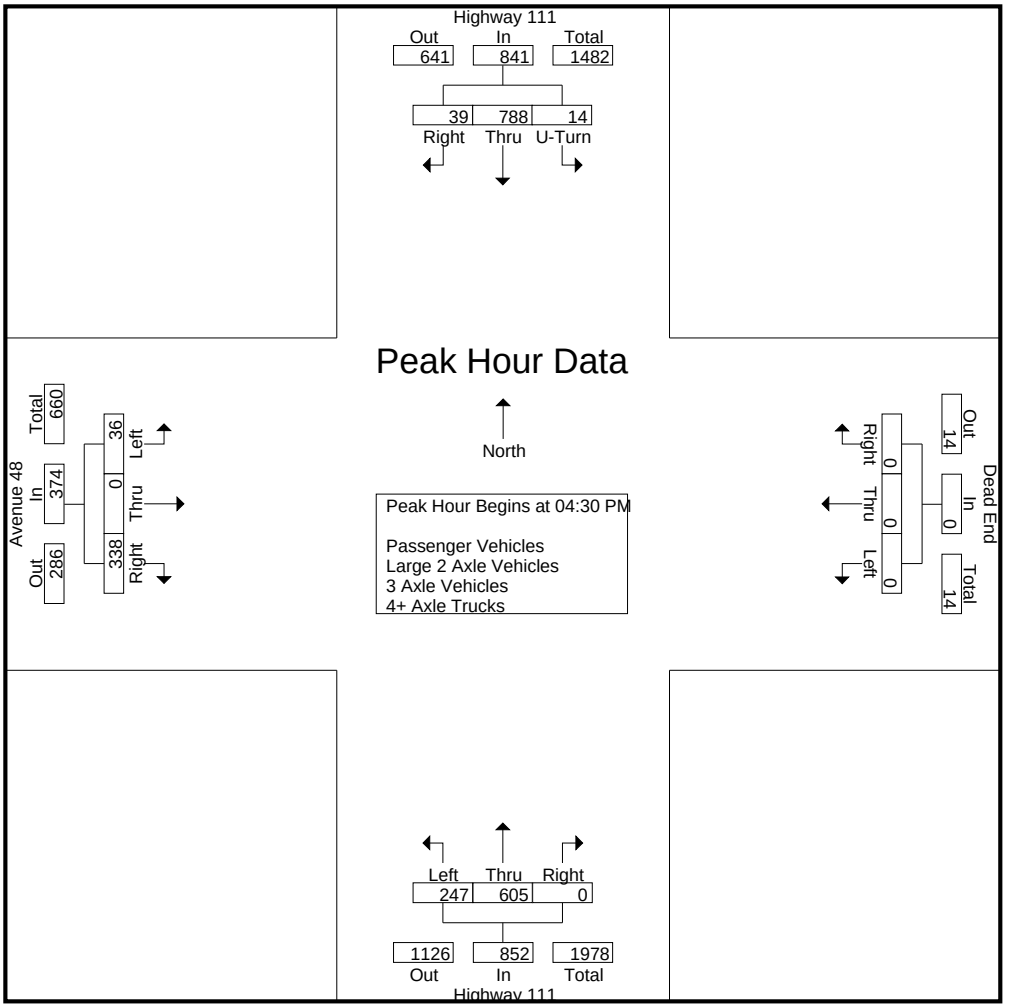

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	2	**242**	**14**	**258**	0	0	0	0	61	163	0	224	12	0	85	97
+15 mins.	2	210	9	221	0	0	0	0	**73**	155	0	**228**	9	0	79	88
+30 mins.	**3**	193	12	208	0	0	0	0	51	**169**	0	220	9	0	81	90
+45 mins.	1	195	11	207	0	0	0	0	57	140	0	197	**14**	0	**89**	**103**
Total Volume	8	840	46	894	0	0	0	0	242	627	0	869	44	0	334	378
% App. Total	0.9	94	5.1		0	0	0		27.8	72.2	0		11.6	0	88.4	
PHF	.667	.868	.821	.866	.000	.000	.000	.000	.829	.928	.000	.953	.786	.000	.938	.917

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Groups Printed- Passenger Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	240	14	255	0	0	0	0	49	136	0	185	12	0	85	97	537
04:15 PM	2	210	9	221	0	0	0	0	43	128	0	171	9	0	79	88	480
04:30 PM	3	192	12	207	0	0	0	0	55	161	0	216	9	0	80	89	512
04:45 PM	1	193	11	205	0	0	0	0	58	124	0	182	13	0	88	101	488
Total	7	835	46	888	0	0	0	0	205	549	0	754	43	0	332	375	2017
05:00 PM	6	194	9	209	0	0	0	0	58	161	0	219	7	0	88	95	523
05:15 PM	3	204	7	214	0	0	0	0	73	153	0	226	5	0	79	84	524
05:30 PM	0	202	11	213	0	0	0	0	51	166	0	217	4	0	71	75	505
05:45 PM	2	204	6	212	0	0	0	0	57	138	0	195	4	0	78	82	489
Total	11	804	33	848	0	0	0	0	239	618	0	857	20	0	316	336	2041
Grand Total	18	1639	79	1736	0	0	0	0	444	1167	0	1611	63	0	648	711	4058
Apprch %	1	94.4	4.6		0	0	0		27.6	72.4	0		8.9	0	91.1		
Total %	0.4	40.4	1.9	42.8	0	0	0	0	10.9	28.8	0	39.7	1.6	0	16	17.5	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	3	192	**12**	207	0	0	0	0	55	**161**	0	216	9	0	80	89	512
04:45 PM	1	193	11	205	0	0	0	0	58	124	0	182	**13**	0	**88**	**101**	488
05:00 PM	**6**	194	9	209	0	0	0	0	58	161	0	219	7	0	88	95	523
05:15 PM	3	**204**	7	**214**	0	0	0	0	**73**	153	0	**226**	5	0	79	84	**524**
Total Volume	13	783	39	835	0	0	0	0	244	599	0	843	34	0	335	369	2047
% App. Total	1.6	93.8	4.7		0	0	0		28.9	71.1	0		9.2	0	90.8		
PHF	.542	.960	.813	.975	.000	.000	.000	.000	.836	.930	.000	.933	.654	.000	.952	.913	.977

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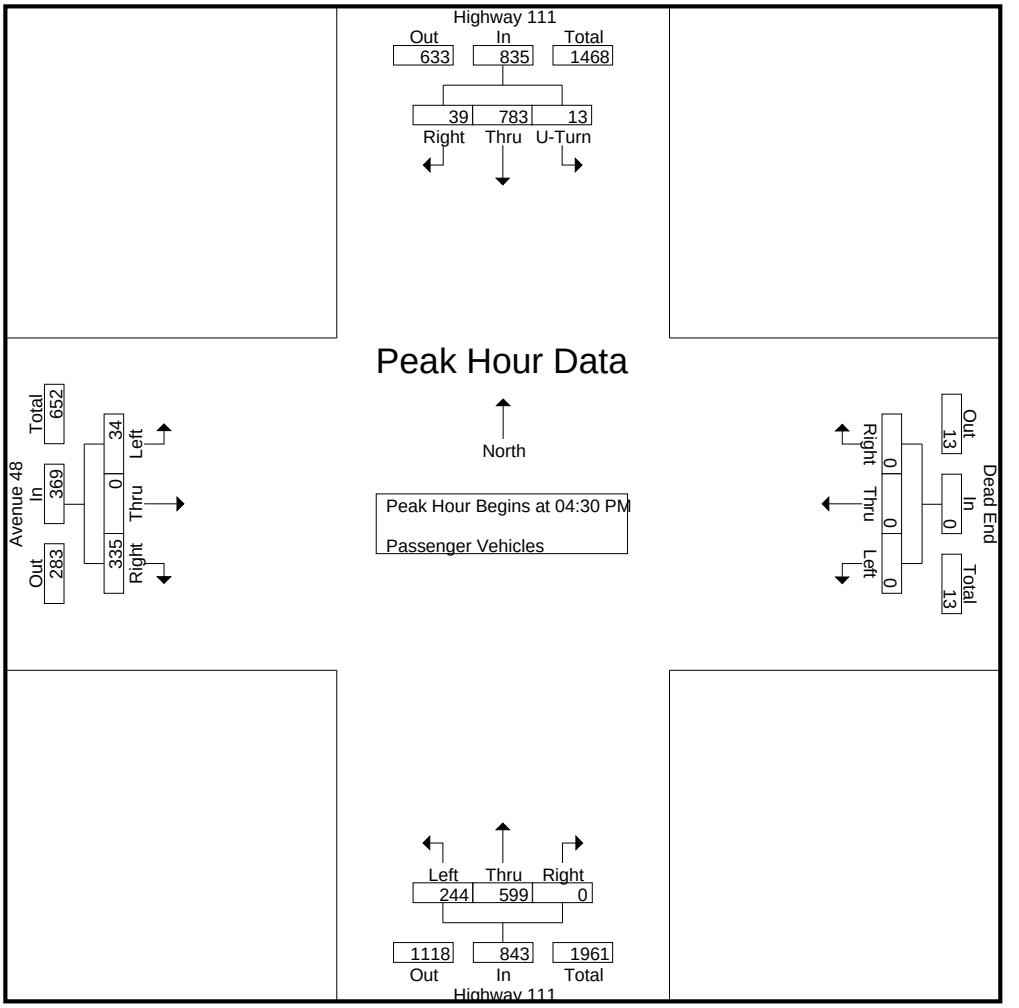

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	3	192	**12**	207	0	0	0	0	55	**161**	0	216	9	0	80	89
+15 mins.	1	193	11	205	0	0	0	0	58	124	0	182	**13**	0	**88**	**101**
+30 mins.	**6**	194	9	209	0	0	0	0	58	161	0	219	7	0	88	95
+45 mins.	3	**204**	7	**214**	0	0	0	0	**73**	153	0	**226**	5	0	79	84
Total Volume	13	783	39	835	0	0	0	0	244	599	0	843	34	0	335	369
% App. Total	1.6	93.8	4.7		0	0	0		28.9	71.1	0		9.2	0	90.8	
PHF	.542	.960	.813	.975	.000	.000	.000	.000	.836	.930	.000	.933	.654	.000	.952	.913

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File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	3	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	3	2	0	5	0	0	0	0	6
05:15 PM	1	1	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	4	0	5	0	0	0	0	3	7	0	10	1	0	0	1	16
Grand Total	2	7	0	9	0	0	0	0	3	11	0	14	1	0	0	1	24
Apprch %	22.2	77.8	0		0	0	0		21.4	78.6	0		100	0	0		
Total %	8.3	29.2	0	37.5	0	0	0	0	12.5	45.8	0	58.3	4.2	0	0	4.2	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	**3**	**2**	0	**5**	0	0	0	0	**6**
05:15 PM	**1**	1	0	**2**	0	0	0	0	0	2	0	2	**1**	0	0	**1**	5
Total Volume	1	3	0	4	0	0	0	0	3	5	0	8	1	0	0	1	13
% App. Total	25	75	0		0	0	0		37.5	62.5	0		100	0	0		
PHF	.250	.750	.000	.500	.000	.000	.000	.000	.250	.625	.000	.400	.250	.000	.000	.250	.542

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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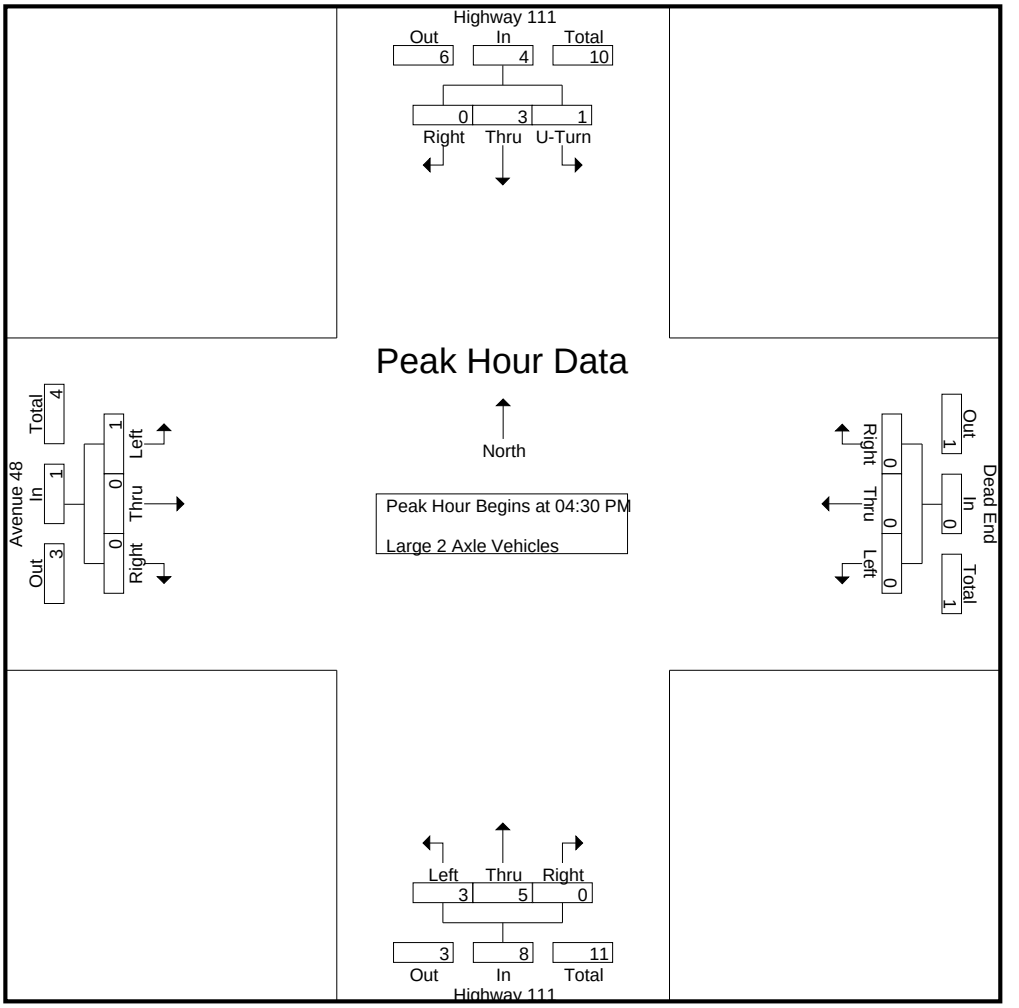

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	**3**	**2**	0	**5**	0	0	0	0
+45 mins.	**1**	1	0	**2**	0	0	0	0	0	2	0	2	**1**	0	0	**1**
Total Volume	1	3	0	4	0	0	0	0	3	5	0	8	1	0	0	1
% App. Total	25	75	0		0	0	0		37.5	62.5	0		100	0	0	
PHF	.250	.750	.000	.500	.000	.000	.000	.000	.250	.625	.000	.400	.250	.000	.000	.250

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City of Coachella
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E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Grand Total	0	2	0	2	0	0	0	0	0	2	0	2	1	0	1	2	6
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	16.7	0	16.7	33.3	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2	4
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.500

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
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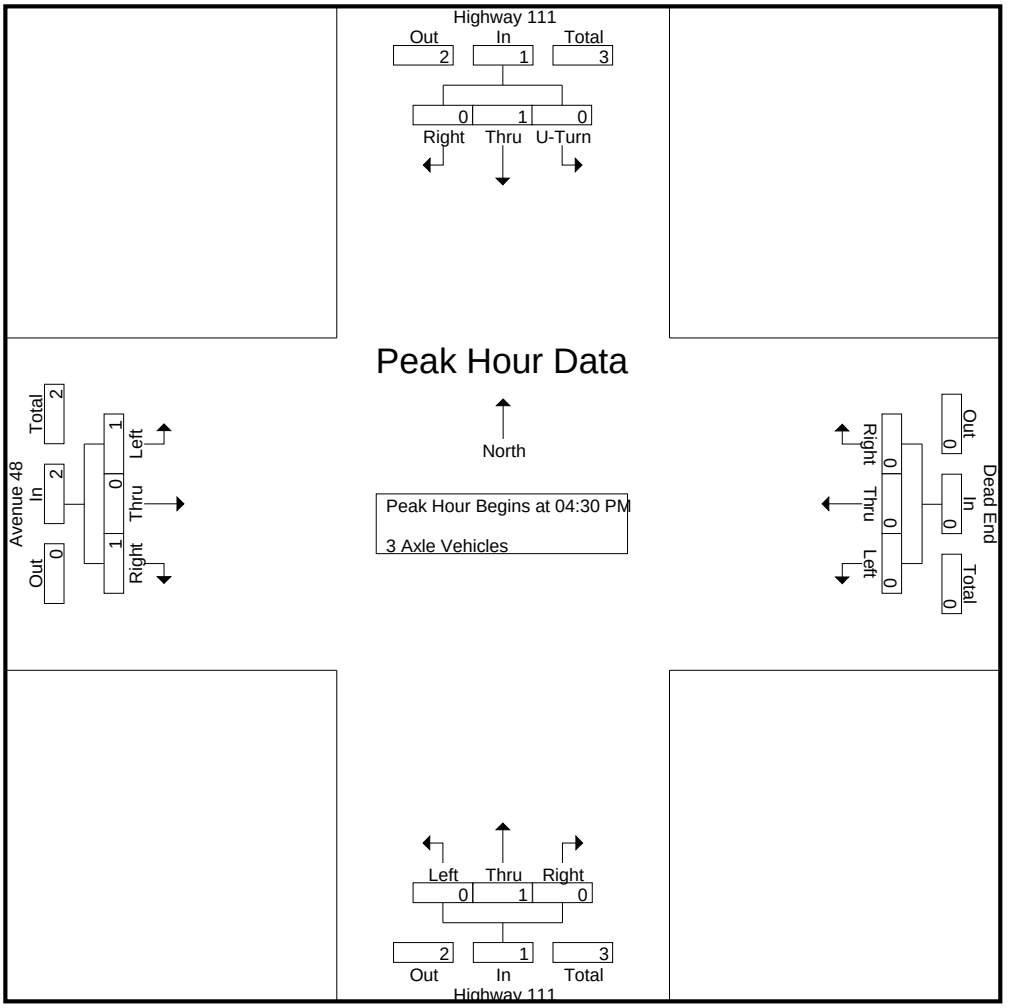

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	1	0	1	2
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 48
Weather: Clear

File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	1	1	0	2	0	0	2	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	1	2	0	3	0	0	2	2	6
Apprch %	0	100	0		0	0	0		33.3	66.7	0		0	0	100		
Total %	0	16.7	0	16.7	0	0	0	0	16.7	33.3	0	50	0	0	33.3	33.3	

	Highway 111 Southbound				Dead End Westbound				Highway 111 Northbound				Avenue 48 Eastbound				
Start Time	U-Turn	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1	1	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.375

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
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File Name : 24_COA_111_Ave 48 PM
Site Code : 05722739
Start Date : 8/24/2022
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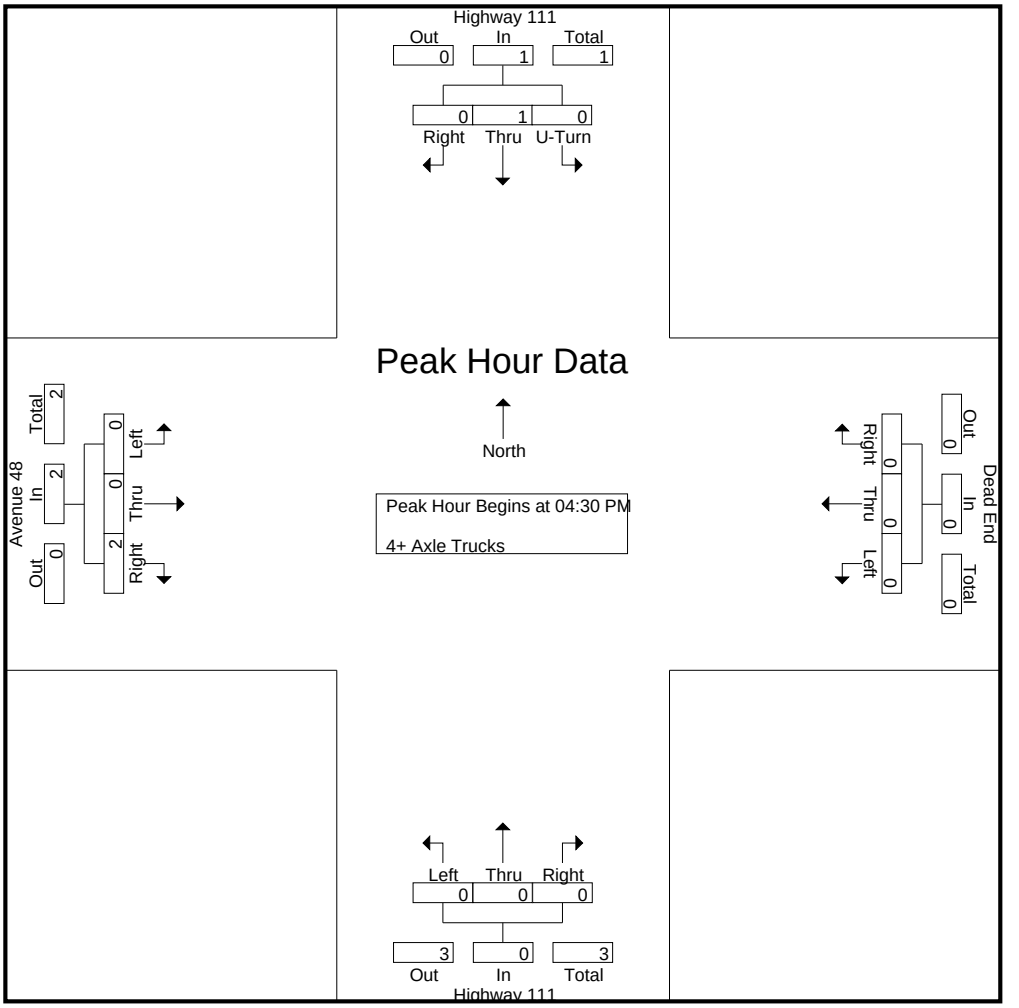

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	27	6	37	2	2	0	4	19	70	5	94	2	0	12	14	149
07:15 AM	3	51	2	56	3	1	1	5	18	88	4	110	2	2	7	11	182
07:30 AM	3	68	10	81	2	0	1	3	20	114	3	137	3	1	10	14	235
07:45 AM	5	62	6	73	0	0	1	1	23	117	11	151	2	1	6	9	234
Total	15	208	24	247	7	3	3	13	80	389	23	492	9	4	35	48	800
08:00 AM	6	58	10	74	4	1	2	7	16	92	7	115	10	2	10	22	218
08:15 AM	6	45	11	62	5	1	4	10	24	59	5	88	3	1	12	16	176
08:30 AM	2	51	5	58	6	1	3	10	12	65	7	84	6	0	7	13	165
08:45 AM	3	61	6	70	4	2	2	8	13	53	4	70	5	3	15	23	171
Total	17	215	32	264	19	5	11	35	65	269	23	357	24	6	44	74	730
Grand Total	32	423	56	511	26	8	14	48	145	658	46	849	33	10	79	122	1530
Apprch %	6.3	82.8	11		54.2	16.7	29.2		17.1	77.5	5.4		27	8.2	64.8		
Total %	2.1	27.6	3.7	33.4	1.7	0.5	0.9	3.1	9.5	43	3	55.5	2.2	0.7	5.2	8	
Passenger Vehicles	30	392	53	475	26	8	8	42	142	614	44	800	27	10	71	108	1425
% Passenger Vehicles	93.8	92.7	94.6	93	100	100	57.1	87.5	97.9	93.3	95.7	94.2	81.8	100	89.9	88.5	93.1
Large 2 Axle Vehicles	0	6	2	8	0	0	2	2	3	11	2	16	3	0	7	10	36
% Large 2 Axle Vehicles	0	1.4	3.6	1.6	0	0	14.3	4.2	2.1	1.7	4.3	1.9	9.1	0	8.9	8.2	2.4
3 Axle Vehicles	0	20	1	21	0	0	0	0	0	27	0	27	2	0	0	2	50
% 3 Axle Vehicles	0	4.7	1.8	4.1	0	0	0	0	0	4.1	0	3.2	6.1	0	0	1.6	3.3
4+ Axle Trucks	2	5	0	7	0	0	4	4	0	6	0	6	1	0	1	2	19
% 4+ Axle Trucks	6.2	1.2	0	1.4	0	0	28.6	8.3	0	0.9	0	0.7	3	0	1.3	1.6	1.2

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	51	2	56	3	**1**	1	5	18	88	4	110	2	**2**	7	11	182
07:30 AM	3	**68**	**10**	**81**	2	0	1	3	20	114	3	137	3	1	**10**	14	**235**
07:45 AM	5	62	6	73	0	0	1	1	**23**	**117**	**11**	**151**	2	1	6	9	234
08:00 AM	**6**	58	10	74	**4**	1	**2**	**7**	16	92	7	115	**10**	2	10	**22**	218
Total Volume	17	239	28	284	9	2	5	16	77	411	25	513	17	6	33	56	869
% App. Total	6	84.2	9.9		56.2	12.5	31.2		15	80.1	4.9		30.4	10.7	58.9		
PHF	.708	.879	.700	.877	.563	.500	.625	.571	.837	.878	.568	.849	.425	.750	.825	.636	.924

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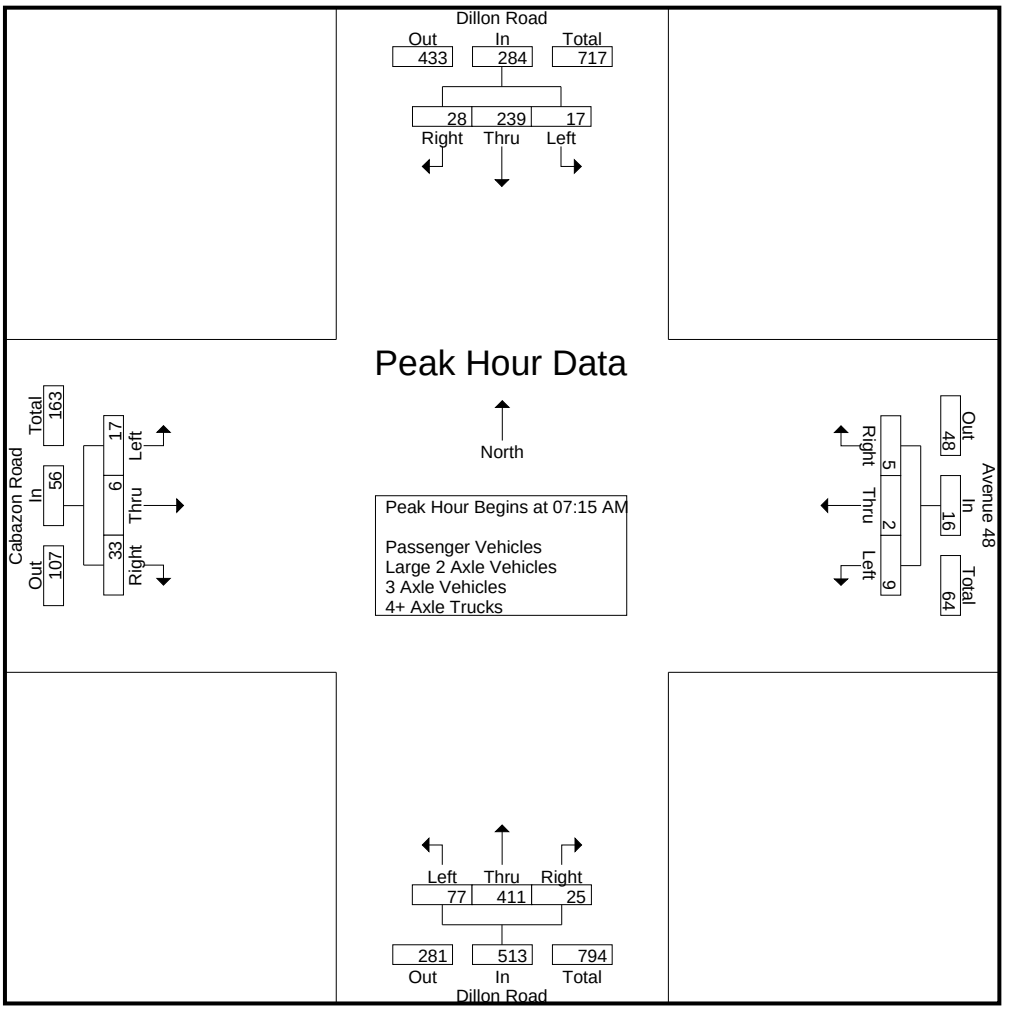
City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:15 AM				08:00 AM			
+0 mins.	3	**68**	10	**81**	4	1	2	7	18	88	4	110	**10**	2	10	22
+15 mins.	5	62	6	73	5	1	**4**	**10**	20	114	3	137	3	1	12	16
+30 mins.	**6**	58	10	74	**6**	1	3	10	**23**	**117**	**11**	**151**	6	0	7	13
+45 mins.	6	45	**11**	62	4	**2**	2	8	16	92	7	115	5	**3**	**15**	**23**
Total Volume	20	233	37	290	19	5	11	35	77	411	25	513	24	6	44	74
% App. Total	6.9	80.3	12.8		54.3	14.3	31.4		15	80.1	4.9		32.4	8.1	59.5	
PHF	.833	.857	.841	.895	.792	.625	.688	.875	.837	.878	.568	.849	.600	.500	.733	.804

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City of Coachella
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Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	25	6	35	2	2	0	4	19	64	5	88	2	0	12	14	141
07:15 AM	2	47	2	51	3	1	1	5	18	82	4	104	2	2	7	11	171
07:30 AM	3	65	10	78	2	0	0	2	20	109	2	131	2	1	9	12	223
07:45 AM	4	56	4	64	0	0	0	0	23	104	10	137	2	1	5	8	209
Total	13	193	22	228	7	3	1	11	80	359	21	460	8	4	33	45	744
08:00 AM	6	55	10	71	4	1	1	6	16	90	7	113	10	2	6	18	208
08:15 AM	6	44	10	60	5	1	3	9	21	57	5	83	2	1	12	15	167
08:30 AM	2	45	5	52	6	1	1	8	12	59	7	78	4	0	6	10	148
08:45 AM	3	55	6	64	4	2	2	8	13	49	4	66	3	3	14	20	158
Total	17	199	31	247	19	5	7	31	62	255	23	340	19	6	38	63	681
Grand Total	30	392	53	475	26	8	8	42	142	614	44	800	27	10	71	108	1425
Apprch %	6.3	82.5	11.2		61.9	19	19		17.8	76.8	5.5		25	9.3	65.7		
Total %	2.1	27.5	3.7	33.3	1.8	0.6	0.6	2.9	10	43.1	3.1	56.1	1.9	0.7	5	7.6	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	47	2	51	3	**1**	**1**	5	18	82	4	104	2	**2**	7	11	171
07:30 AM	3	**65**	**10**	**78**	2	0	0	2	20	**109**	2	131	2	1	**9**	12	**223**
07:45 AM	4	56	4	64	0	0	0	0	**23**	104	**10**	**137**	2	1	5	8	209
08:00 AM	**6**	55	10	71	**4**	1	1	**6**	16	90	7	113	**10**	2	6	**18**	208
Total Volume	15	223	26	264	9	2	2	13	77	385	23	485	16	6	27	49	811
% App. Total	5.7	84.5	9.8		69.2	15.4	15.4		15.9	79.4	4.7		32.7	12.2	55.1		
PHF	.625	.858	.650	.846	.563	.500	.500	.542	.837	.883	.575	.885	.400	.750	.750	.681	.909

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File Name : 25_COA_Dil_Cab AM
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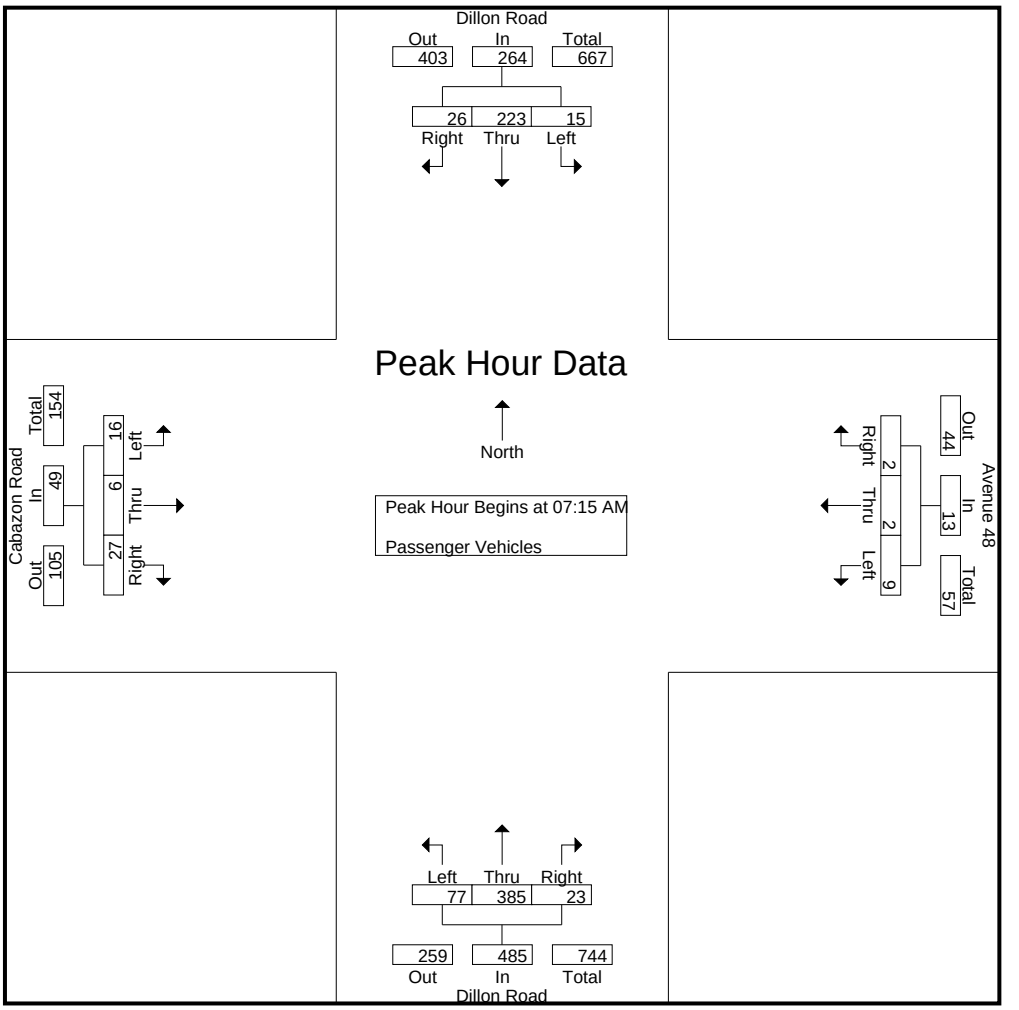

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	47	2	51	3	**1**	**1**	5	18	82	4	104	2	**2**	7	11
+15 mins.	3	**65**	**10**	**78**	2	0	0	2	20	**109**	2	131	2	1	**9**	12
+30 mins.	4	56	4	64	0	0	0	0	**23**	104	**10**	**137**	2	1	5	8
+45 mins.	**6**	55	10	71	**4**	1	1	**6**	16	90	7	113	**10**	2	6	**18**
Total Volume	15	223	26	264	9	2	2	13	77	385	23	485	16	6	27	49
% App. Total	5.7	84.5	9.8		69.2	15.4	15.4		15.9	79.4	4.7		32.7	12.2	55.1	
PHF	.625	.858	.650	.846	.563	.500	.500	.542	.837	.883	.575	.885	.400	.750	.750	.681

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PO Box 1178
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(951)268-6268

City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	1	1	0	2	1	3	0	0	1	1	5
07:45 AM	0	1	2	3	0	0	0	0	0	3	1	4	0	0	1	1	8
Total	0	3	2	5	0	0	1	1	0	7	2	9	0	0	2	2	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
08:15 AM	0	1	0	1	0	0	1	1	3	1	0	4	0	0	0	0	6
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	1	2	5
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	1	3	5
Total	0	3	0	3	0	0	1	1	3	4	0	7	3	0	5	8	19
Grand Total	0	6	2	8	0	0	2	2	3	11	2	16	3	0	7	10	36
Apprch %	0	75	25		0	0	100		18.8	68.8	12.5		30	0	70		
Total %	0	16.7	5.6	22.2	0	0	5.6	5.6	8.3	30.6	5.6	44.4	8.3	0	19.4	27.8	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	2	**1**	3	0	0	1	1	5
07:45 AM	0	1	**2**	**3**	0	0	0	0	0	**3**	1	**4**	0	0	1	1	**8**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	3
Total Volume	0	3	2	5	0	0	1	1	0	6	2	8	0	0	5	5	19
% App. Total	0	60	40		0	0	100		0	75	25		0	0	100		
PHF	.000	.375	.250	.417	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.417	.417	.594

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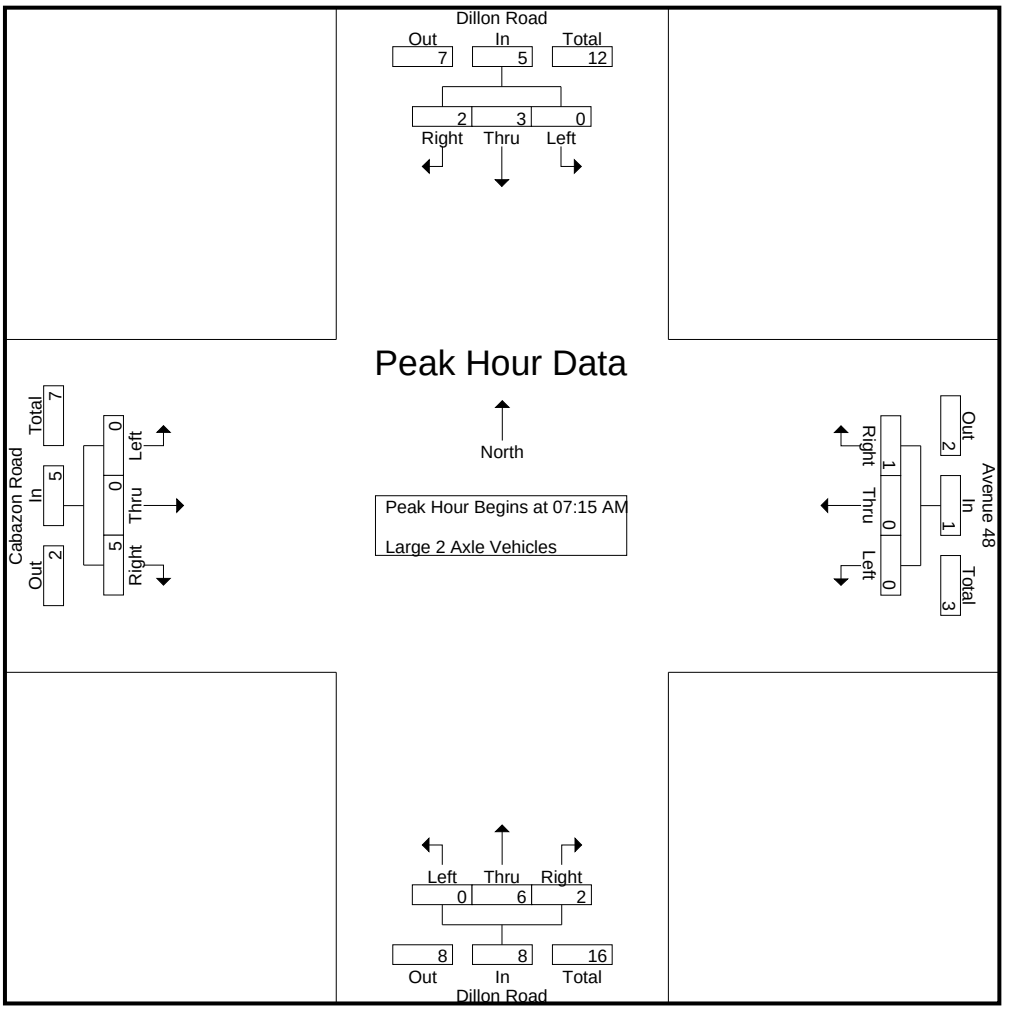
City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	2	**1**	3	0	0	1	1
+30 mins.	0	1	**2**	**3**	0	0	0	0	0	**3**	1	**4**	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**
Total Volume	0	3	2	5	0	0	1	1	0	6	2	8	0	0	5	5
% App. Total	0	60	40		0	0	100		0	75	25		0	0	100	
PHF	.000	.375	.250	.417	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.417	.417

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
07:45 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
Total	0	9	0	9	0	0	0	0	0	20	0	20	1	0	0	1	30
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	5	0	5	0	0	0	0	0	4	0	4	1	0	0	1	10
08:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
Total	0	11	1	12	0	0	0	0	0	7	0	7	1	0	0	1	20
Grand Total	0	20	1	21	0	0	0	0	0	27	0	27	2	0	0	2	50
Apprch %	0	95.2	4.8		0	0	0		0	100	0		100	0	0		
Total %	0	40	2	42	0	0	0	0	0	54	0	54	4	0	0	4	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	**1**	0	0	**1**	5
07:45 AM	0	**4**	0	**4**	0	0	0	0	0	**9**	0	**9**	0	0	0	0	**13**
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	9	0	9	0	0	0	0	0	16	0	16	1	0	0	1	26
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.444	.000	.444	.250	.000	.000	.250	.500

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City of Coachella
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E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
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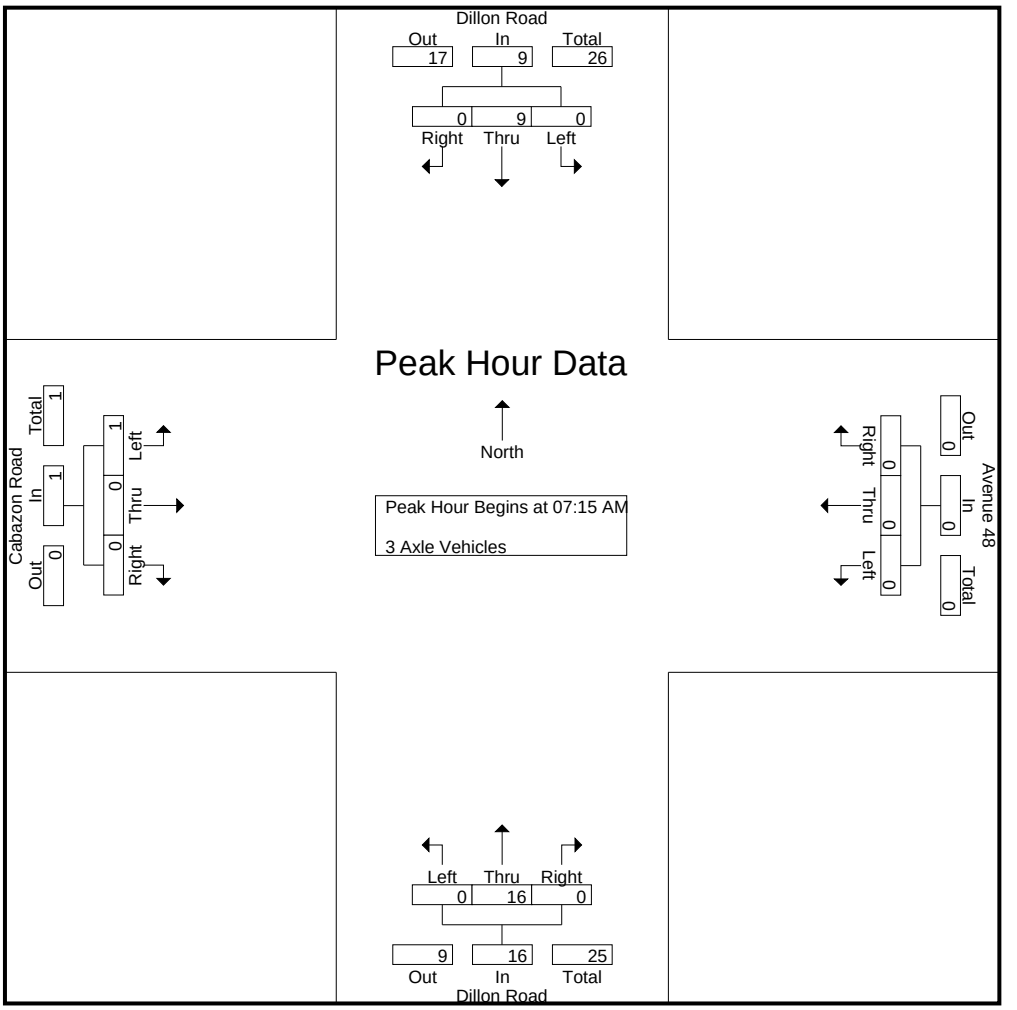

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	**1**	0	0	**1**
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	**9**	0	**9**	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	16	0	16	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.444	.000	.444	.250	.000	.000	.250

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	1	1	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
Total	2	3	0	5	0	0	1	1	0	3	0	3	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	1	1	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	3	3	0	3	0	3	1	0	1	2	10
Grand Total	2	5	0	7	0	0	4	4	0	6	0	6	1	0	1	2	19
Apprch %	28.6	71.4	0		0	0	100		0	100	0		50	0	50		
Total %	10.5	26.3	0	36.8	0	0	21.1	21.1	0	31.6	0	31.6	5.3	0	5.3	10.5	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	1	1	0	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0	4
08:00 AM	0	1	0	1	0	0	1	1	0	**2**	0	**2**	0	0	**1**	**1**	**5**
Total Volume	2	4	0	6	0	0	2	2	0	4	0	4	0	0	1	1	13
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	100		
PHF	.500	1.00	.000	.750	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.250	.250	.650

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City of Coachella
N/S: Dillon Road
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Weather: Clear

File Name : 25_COA_Dil_Cab AM
Site Code : 05722739
Start Date : 8/24/2022
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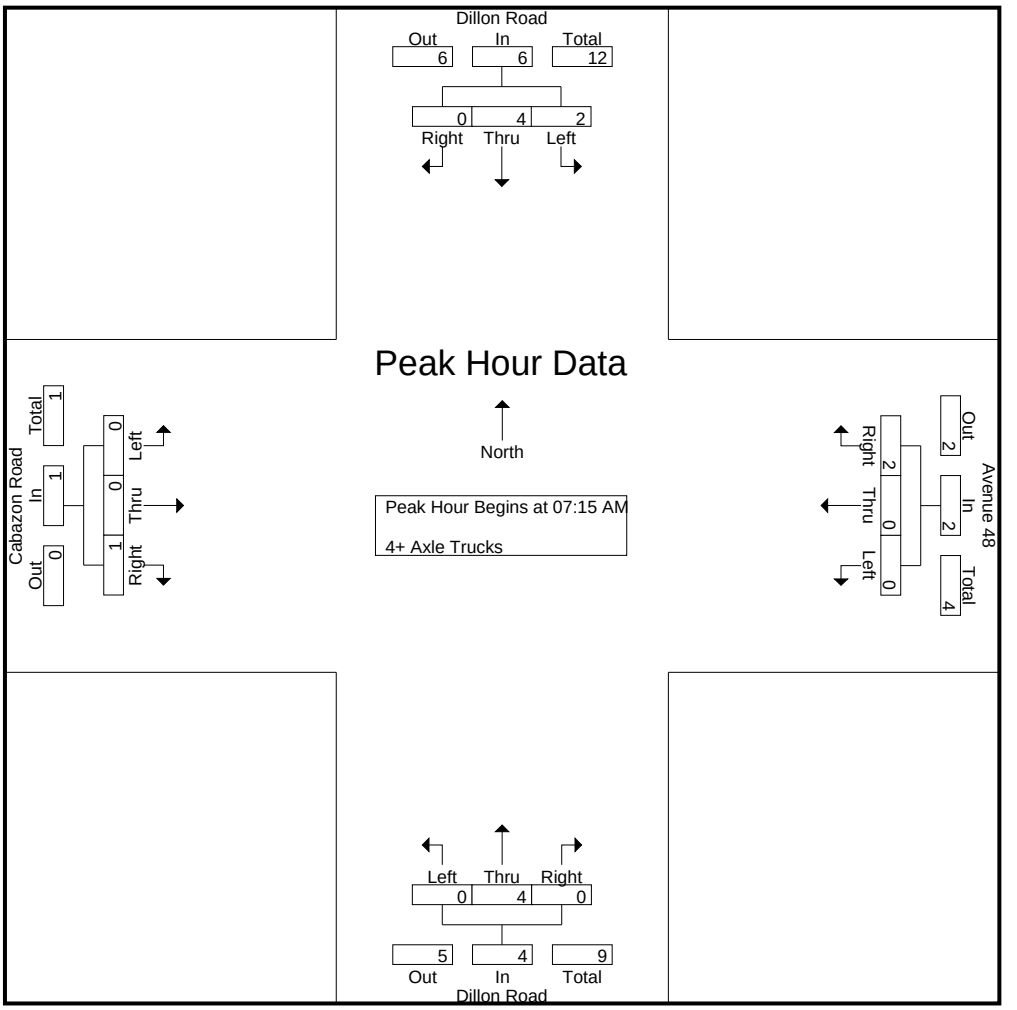

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	1	1	0	2	0	0	**1**	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	**2**	0	**2**	0	0	**1**	**1**
Total Volume	2	4	0	6	0	0	2	2	0	4	0	4	0	0	1	1
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	100	
PHF	.500	1.000	.000	.750	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.250	.250

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	109	5	120	15	1	5	21	8	65	4	77	5	0	24	29	247
04:15 PM	1	104	4	109	4	1	3	8	11	80	3	94	5	0	26	31	242
04:30 PM	3	79	3	85	4	4	9	17	10	68	4	82	3	1	25	29	213
04:45 PM	0	96	6	102	11	1	3	15	5	72	6	83	6	2	11	19	219
Total	10	388	18	416	34	7	20	61	34	285	17	336	19	3	86	108	921
05:00 PM	0	108	3	111	6	1	3	10	6	56	1	63	5	0	34	39	223
05:15 PM	1	85	1	87	3	0	2	5	9	71	1	81	9	0	17	26	199
05:30 PM	4	78	2	84	2	0	1	3	2	72	1	75	3	0	10	13	175
05:45 PM	1	67	2	70	3	0	1	4	7	69	3	79	5	1	13	19	172
Total	6	338	8	352	14	1	7	22	24	268	6	298	22	1	74	97	769
Grand Total	16	726	26	768	48	8	27	83	58	553	23	634	41	4	160	205	1690
Apprch %	2.1	94.5	3.4		57.8	9.6	32.5		9.1	87.2	3.6		20	2	78		
Total %	0.9	43	1.5	45.4	2.8	0.5	1.6	4.9	3.4	32.7	1.4	37.5	2.4	0.2	9.5	12.1	
Passenger Vehicles	15	712	24	751	48	7	25	80	56	545	23	624	39	4	160	203	1658
% Passenger Vehicles	93.8	98.1	92.3	97.8	100	87.5	92.6	96.4	96.6	98.6	100	98.4	95.1	100	100	99	98.1
Large 2 Axle Vehicles	0	7	2	9	0	1	0	1	1	4	0	5	1	0	0	1	16
% Large 2 Axle Vehicles	0	1	7.7	1.2	0	12.5	0	1.2	1.7	0.7	0	0.8	2.4	0	0	0.5	0.9
3 Axle Vehicles	0	5	0	5	0	0	0	0	1	3	0	4	1	0	0	1	10
% 3 Axle Vehicles	0	0.7	0	0.7	0	0	0	0	1.7	0.5	0	0.6	2.4	0	0	0.5	0.6
4+ Axle Trucks	1	2	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
% 4+ Axle Trucks	6.2	0.3	0	0.4	0	0	7.4	2.4	0	0.2	0	0.2	0	0	0	0	0.4

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**6**	**109**	5	**120**	**15**	1	5	**21**	8	65	4	77	5	0	24	29	**247**
04:15 PM	1	104	4	109	4	1	3	8	**11**	**80**	3	**94**	5	0	**26**	**31**	242
04:30 PM	3	79	3	85	4	**4**	**9**	17	10	68	4	82	3	1	25	29	213
04:45 PM	0	96	**6**	102	11	1	3	15	5	72	**6**	83	**6**	**2**	11	19	219
Total Volume	10	388	18	416	34	7	20	61	34	285	17	336	19	3	86	108	921
% App. Total	2.4	93.3	4.3		55.7	11.5	32.8		10.1	84.8	5.1		17.6	2.8	79.6		
PHF	.417	.890	.750	.867	.567	.438	.556	.726	.773	.891	.708	.894	.792	.375	.827	.871	.932

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City of Coachella
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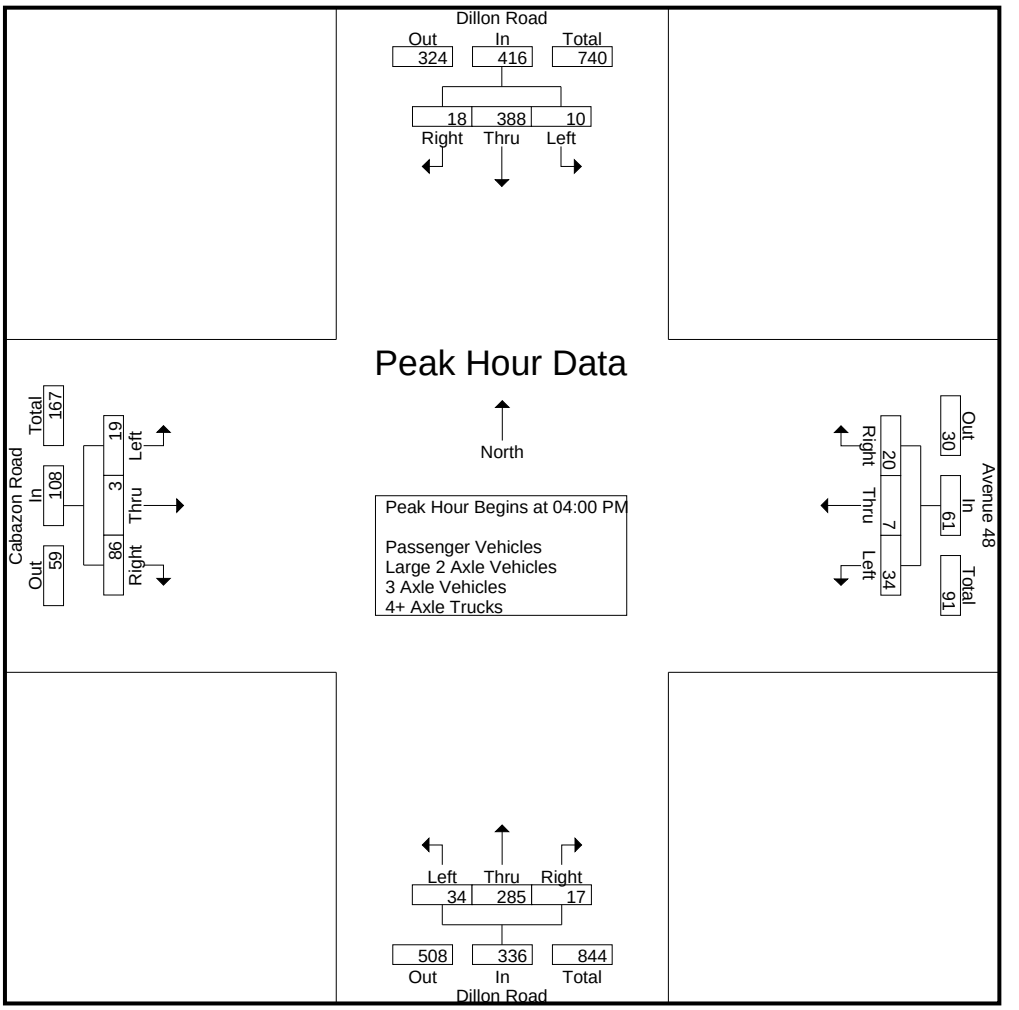
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	**6**	**109**	5	**120**	**15**	1	5	**21**	8	65	4	77	5	0	26	31
+15 mins.	1	104	4	109	4	1	3	8	**11**	**80**	3	**94**	3	1	25	29
+30 mins.	3	79	3	85	4	**4**	**9**	17	10	68	4	82	**6**	**2**	11	19
+45 mins.	0	96	**6**	102	11	1	3	15	5	72	**6**	83	5	0	**34**	**39**
Total Volume	10	388	18	416	34	7	20	61	34	285	17	336	19	3	96	118
% App. Total	2.4	93.3	4.3		55.7	11.5	32.8		10.1	84.8	5.1		16.1	2.5	81.4	
PHF	.417	.890	.750	.867	.567	.438	.556	.726	.773	.891	.708	.894	.792	.375	.706	.756

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(951)268-6268

City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	106	5	116	15	1	5	21	8	62	4	74	4	0	24	28	239
04:15 PM	1	101	4	106	4	1	3	8	11	80	3	94	5	0	26	31	239
04:30 PM	3	78	3	84	4	4	8	16	10	67	4	81	3	1	25	29	210
04:45 PM	0	92	5	97	11	1	3	15	5	72	6	83	5	2	11	18	213
Total	9	377	17	403	34	7	19	60	34	281	17	332	17	3	86	106	901
05:00 PM	0	107	3	110	6	0	2	8	5	54	1	60	5	0	34	39	217
05:15 PM	1	83	1	85	3	0	2	5	8	71	1	80	9	0	17	26	196
05:30 PM	4	78	1	83	2	0	1	3	2	71	1	74	3	0	10	13	173
05:45 PM	1	67	2	70	3	0	1	4	7	68	3	78	5	1	13	19	171
Total	6	335	7	348	14	0	6	20	22	264	6	292	22	1	74	97	757
Grand Total	15	712	24	751	48	7	25	80	56	545	23	624	39	4	160	203	1658
Apprch %	2	94.8	3.2		60	8.8	31.2		9	87.3	3.7		19.2	2	78.8		
Total %	0.9	42.9	1.4	45.3	2.9	0.4	1.5	4.8	3.4	32.9	1.4	37.6	2.4	0.2	9.7	12.2	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**5**	**106**	**5**	**116**	**15**	1	5	**21**	8	62	4	74	4	0	24	28	**239**
04:15 PM	1	101	4	106	4	1	3	8	**11**	**80**	3	**94**	**5**	0	**26**	**31**	239
04:30 PM	3	78	3	84	4	**4**	**8**	16	10	67	4	81	3	1	25	29	210
04:45 PM	0	92	5	97	11	1	3	15	5	72	**6**	83	5	**2**	11	18	213
Total Volume	9	377	17	403	34	7	19	60	34	281	17	332	17	3	86	106	901
% App. Total	2.2	93.5	4.2		56.7	11.7	31.7		10.2	84.6	5.1		16	2.8	81.1		
PHF	.450	.889	.850	.869	.567	.438	.594	.714	.773	.878	.708	.883	.850	.375	.827	.855	.942

Counts Unlimited, Inc.
PO Box 1178
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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
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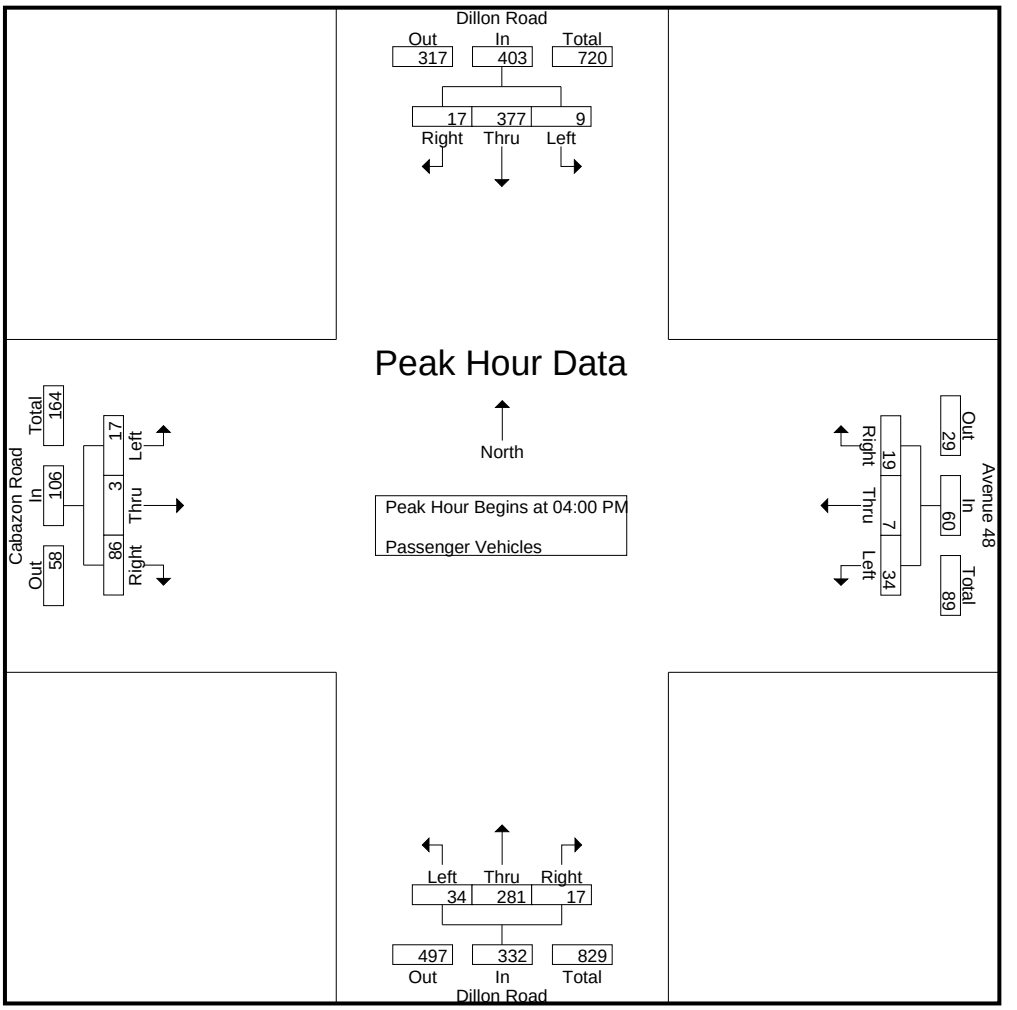

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**5**	**106**	**5**	**116**	**15**	1	5	**21**	8	62	4	74	4	0	24	28
+15 mins.	1	101	4	106	4	1	3	8	**11**	**80**	3	**94**	**5**	0	**26**	**31**
+30 mins.	3	78	3	84	4	**4**	**8**	16	10	67	4	81	3	1	25	29
+45 mins.	0	92	5	97	11	1	3	15	5	72	**6**	83	5	**2**	11	18
Total Volume	9	377	17	403	34	7	19	60	34	281	17	332	17	3	86	106
% App. Total	2.2	93.5	4.2		56.7	11.7	31.7		10.2	84.6	5.1		16	2.8	81.1	
PHF	.450	.889	.850	.869	.567	.438	.594	.714	.773	.878	.708	.883	.850	.375	.827	.855

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
04:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	1	8	0	0	0	0	0	1	0	1	1	0	0	1	10
05:00 PM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	1	3	0	4	0	0	0	0	6
Grand Total	0	7	2	9	0	1	0	1	1	4	0	5	1	0	0	1	16
Apprch %	0	77.8	22.2		0	100	0		20	80	0		100	0	0		
Total %	0	43.8	12.5	56.2	0	6.2	0	6.2	6.2	25	0	31.2	6.2	0	0	6.2	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	**4**
04:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	**1**	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	7	1	8	0	0	0	0	0	1	0	1	1	0	0	1	10
% App. Total	0	87.5	12.5		0	0	0		0	100	0		100	0	0		
PHF	.000	.583	.250	.667	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.625

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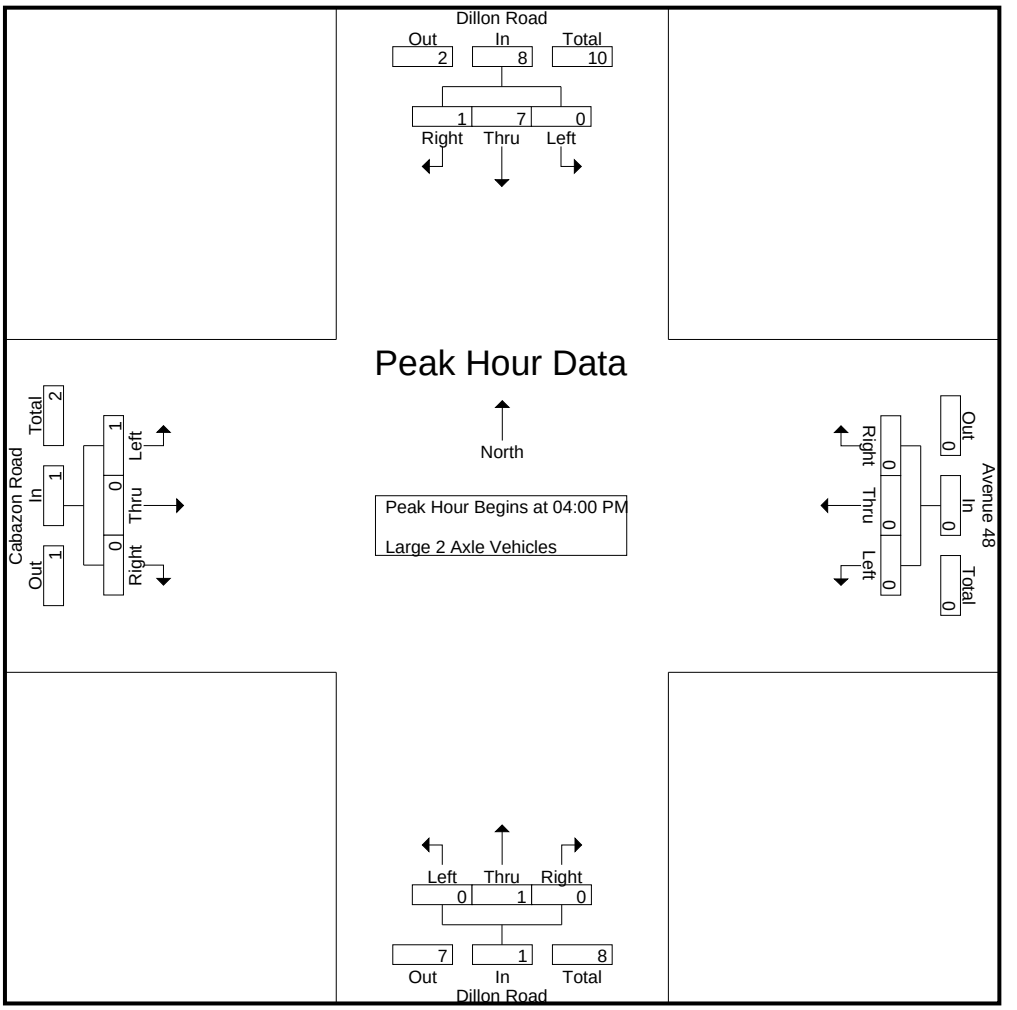
City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	**1**	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	1	8	0	0	0	0	0	1	0	1	1	0	0	1
% App. Total	0	87.5	12.5		0	0	0		0	100	0		100	0	0	
PHF	.000	.583	.250	.667	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
Grand Total	0	5	0	5	0	0	0	0	1	3	0	4	1	0	0	1	10
Apprch %	0	100	0		0	0	0		25	75	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	10	30	0	40	10	0	0	10	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.625

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
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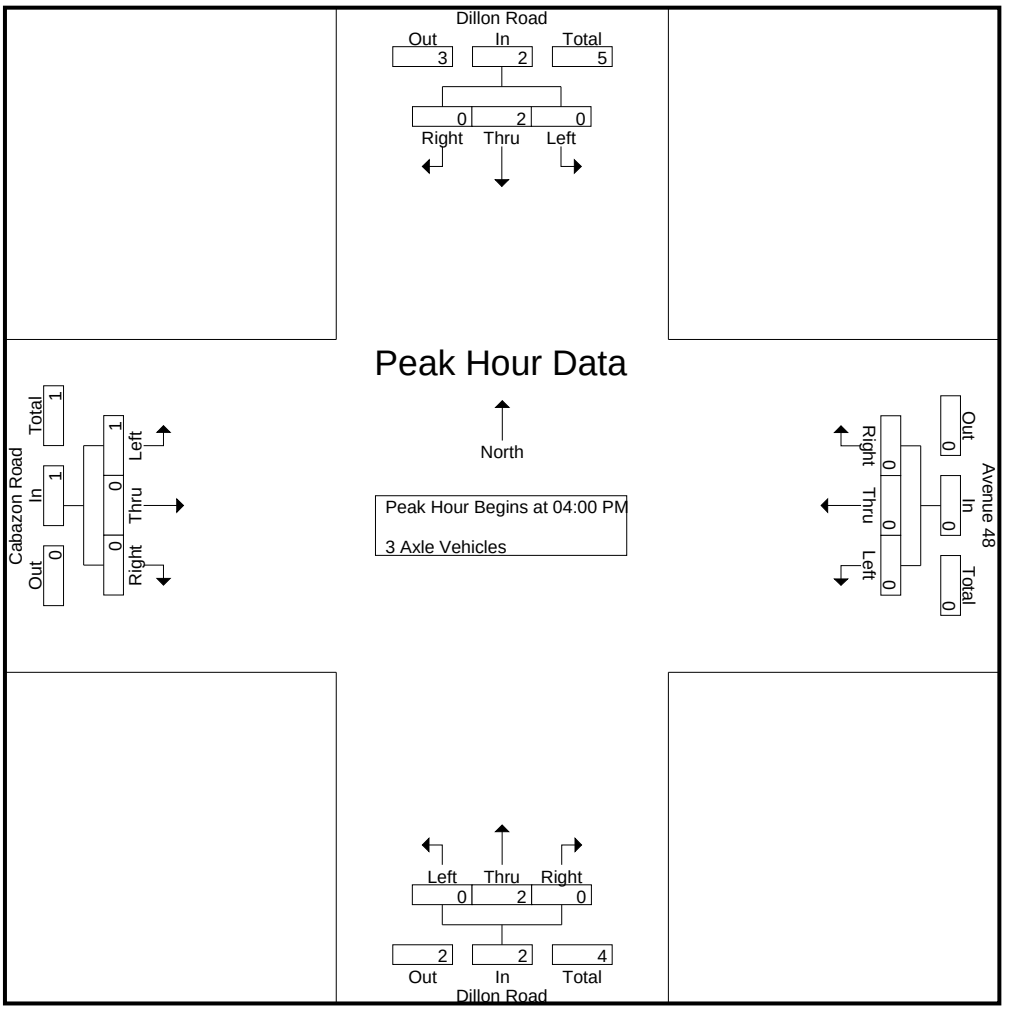

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	1	2	0	3	0	0	2	2	0	1	0	1	0	0	0	0	6
Apprch %	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
Total %	16.7	33.3	0	50	0	0	33.3	33.3	0	16.7	0	16.7	0	0	0	0	

	Dillon Road Southbound				Avenue 48 Westbound				Dillon Road Northbound				Cabazon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.500	.000	.750	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.625

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City of Coachella
N/S: Dillon Road
E/W: Cabazon Road/Avenue 48
Weather: Clear

File Name : 25_COA_Dil_Cab PM
Site Code : 05722739
Start Date : 8/24/2022
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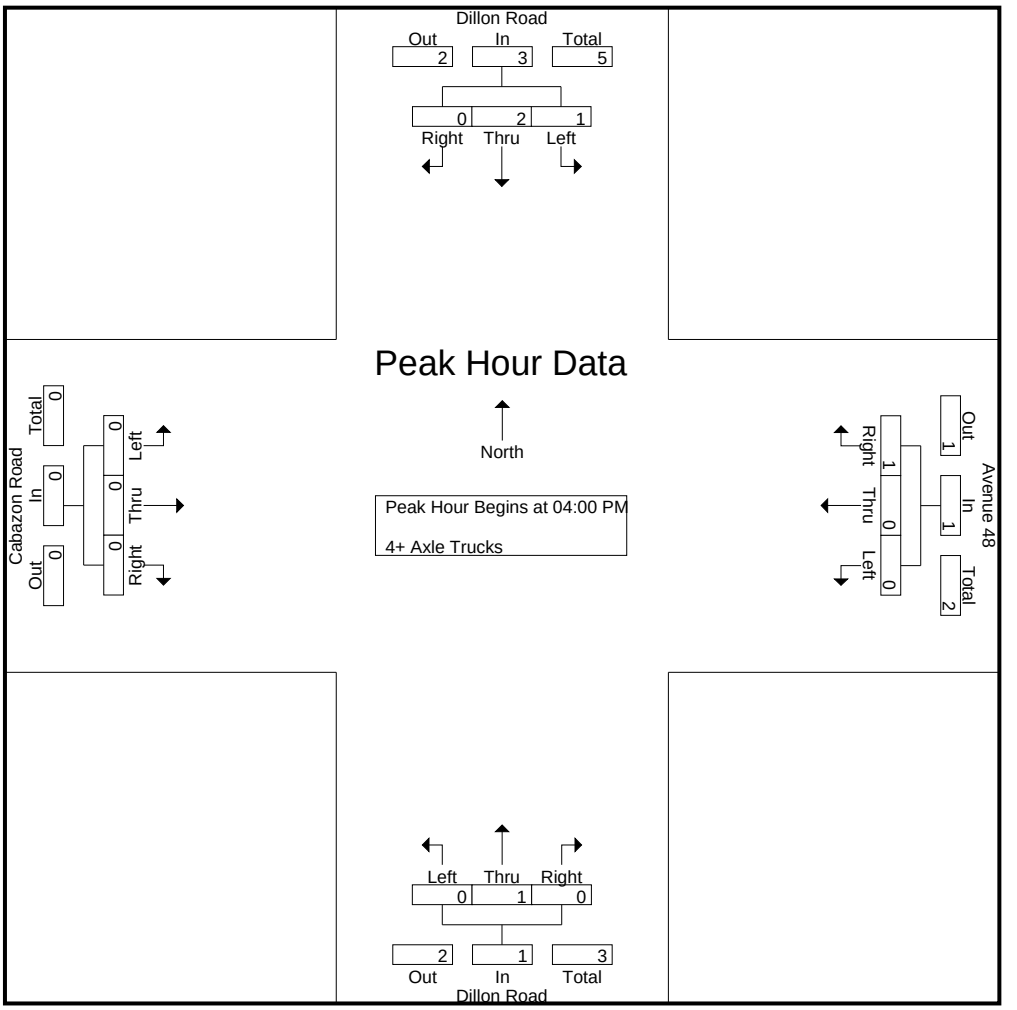

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	1	1	0	1	0	1	0	0	0	0
% App. Total	33.3	66.7	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.500	.000	.750	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 49
Weather: Clear

File Name : 26_COA_111_Ave 49 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	91	13	104	5	191	196	33	10	43	343
07:15 AM	123	16	139	7	209	216	41	20	61	416
07:30 AM	121	22	143	6	254	260	44	20	64	467
07:45 AM	178	23	201	6	272	278	45	32	77	556
Total	513	74	587	24	926	950	163	82	245	1782
08:00 AM	166	11	177	16	230	246	38	26	64	487
08:15 AM	157	14	171	13	187	200	32	21	53	424
08:30 AM	188	15	203	59	191	250	20	23	43	496
08:45 AM	180	12	192	13	186	199	23	20	43	434
Total	691	52	743	101	794	895	113	90	203	1841
Grand Total	1204	126	1330	125	1720	1845	276	172	448	3623
Apprch %	90.5	9.5		6.8	93.2		61.6	38.4		
Total %	33.2	3.5	36.7	3.5	47.5	50.9	7.6	4.7	12.4	
Passenger Vehicles	1088	126	1214	124	1673	1797	275	165	440	3451
% Passenger Vehicles	90.4	100	91.3	99.2	97.3	97.4	99.6	95.9	98.2	95.3
Large 2 Axle Vehicles	66	0	66	1	27	28	1	5	6	100
% Large 2 Axle Vehicles	5.5	0	5	0.8	1.6	1.5	0.4	2.9	1.3	2.8
3 Axle Vehicles	11	0	11	0	13	13	0	1	1	25
% 3 Axle Vehicles	0.9	0	0.8	0	0.8	0.7	0	0.6	0.2	0.7
4+ Axle Trucks	39	0	39	0	7	7	0	1	1	47
% 4+ Axle Trucks	3.2	0	2.9	0	0.4	0.4	0	0.6	0.2	1.3

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	178	**23**	201	6	**272**	**278**	**45**	**32**	**77**	**556**
08:00 AM	166	11	177	16	230	246	38	26	64	487
08:15 AM	157	14	171	13	187	200	32	21	53	424
08:30 AM	**188**	15	**203**	**59**	191	250	20	23	43	496
Total Volume	689	63	752	94	880	974	135	102	237	1963
% App. Total	91.6	8.4		9.7	90.3		57	43		
PHF	.916	.685	.926	.398	.809	.876	.750	.797	.769	.883

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 49
Weather: Clear

File Name : 26_COA_111_Ave 49 AM
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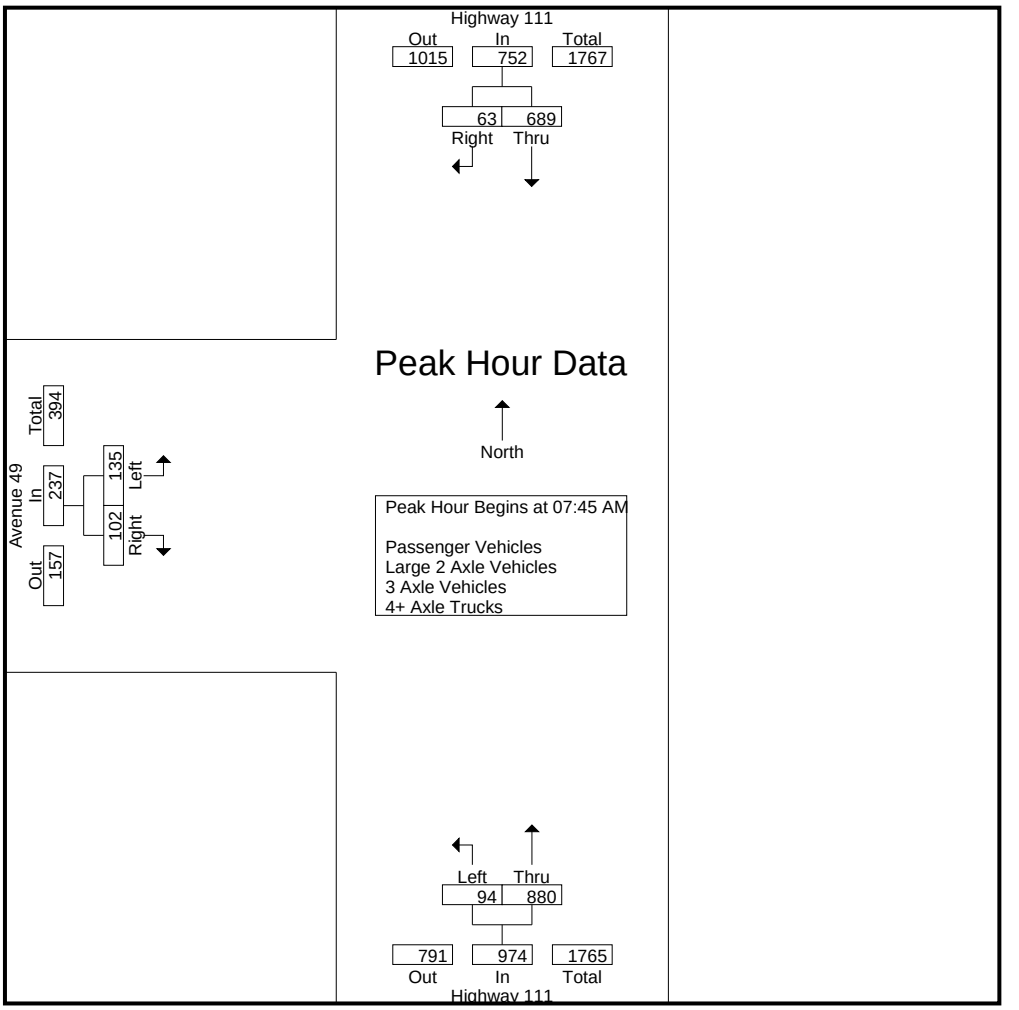

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:15 AM		
+0 mins.	178	**23**	201	7	209	216	41	20	61
+15 mins.	166	11	177	6	254	260	44	20	64
+30 mins.	157	14	171	6	**272**	**278**	**45**	**32**	**77**
+45 mins.	**188**	15	**203**	**16**	230	246	38	26	64
Total Volume	689	63	752	35	965	1000	168	98	266
% App. Total	91.6	8.4		3.5	96.5		63.2	36.8	
PHF	.916	.685	.926	.547	.887	.899	.933	.766	.864

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 49
Weather: Clear

File Name : 26_COA_111_Ave 49 AM
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Groups Printed- Passenger Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	81	13	94	5	184	189	33	9	42	325
07:15 AM	112	16	128	7	203	210	41	18	59	397
07:30 AM	113	22	135	6	249	255	44	20	64	454
07:45 AM	162	23	185	6	267	273	45	31	76	534
Total	468	74	542	24	903	927	163	78	241	1710
08:00 AM	155	11	166	16	222	238	38	23	61	465
08:15 AM	144	14	158	13	183	196	32	21	53	407
08:30 AM	159	15	174	58	184	242	19	23	42	458
08:45 AM	162	12	174	13	181	194	23	20	43	411
Total	620	52	672	100	770	870	112	87	199	1741
Grand Total	1088	126	1214	124	1673	1797	275	165	440	3451
Apprch %	89.6	10.4		6.9	93.1		62.5	37.5		
Total %	31.5	3.7	35.2	3.6	48.5	52.1	8	4.8	12.7	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**162**	**23**	**185**	6	**267**	**273**	**45**	**31**	**76**	**534**
08:00 AM	155	11	166	16	222	238	38	23	61	465
08:15 AM	144	14	158	13	183	196	32	21	53	407
08:30 AM	159	15	174	**58**	184	242	19	23	42	458
Total Volume	620	63	683	93	856	949	134	98	232	1864
% App. Total	90.8	9.2		9.8	90.2		57.8	42.2		
PHF	.957	.685	.923	.401	.801	.869	.744	.790	.763	.873

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File Name : 26_COA_111_Ave 49 AM
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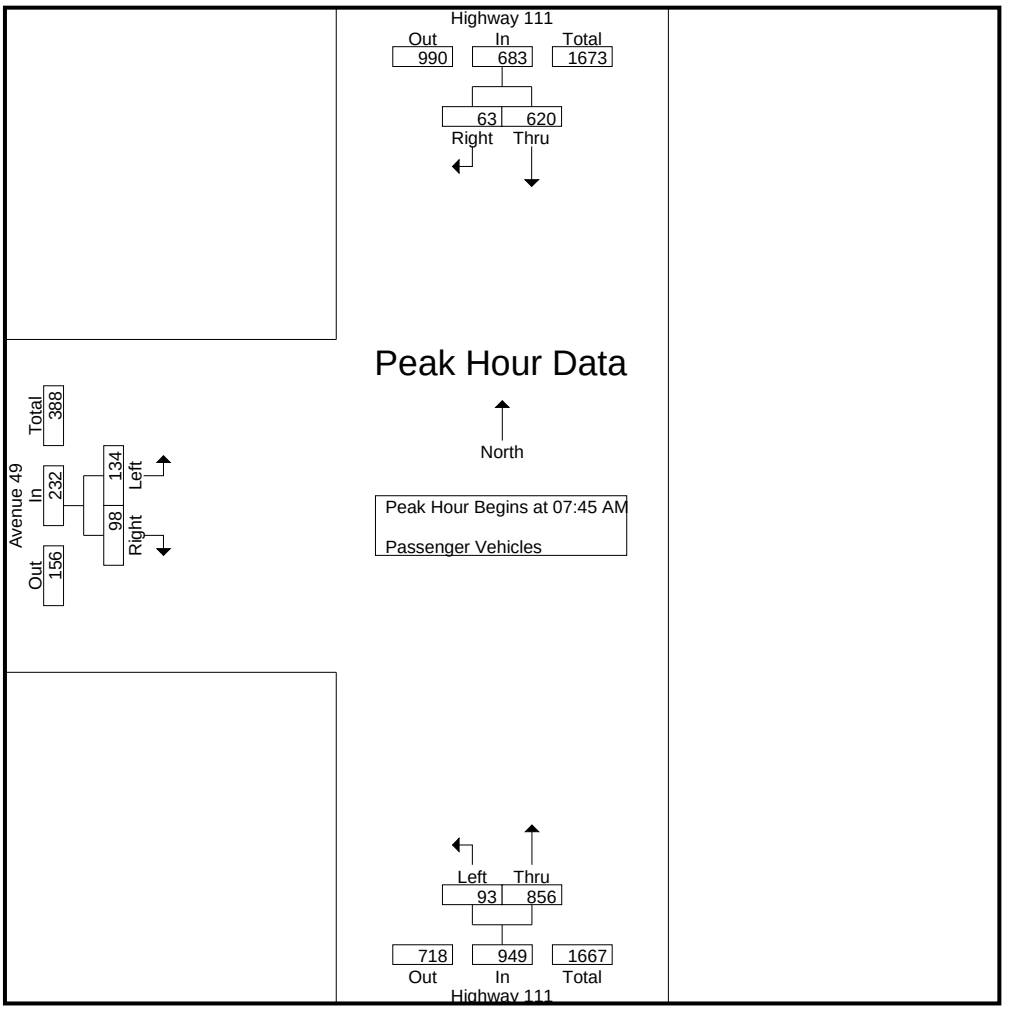

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	**162**	**23**	**185**	6	**267**	**273**	**45**	**31**	**76**
+15 mins.	155	11	166	16	222	238	38	23	61
+30 mins.	144	14	158	13	183	196	32	21	53
+45 mins.	159	15	174	**58**	184	242	19	23	42
Total Volume	620	63	683	93	856	949	134	98	232
% App. Total	90.8	9.2		9.8	90.2		57.8	42.2	
PHF	.957	.685	.923	.401	.801	.869	.744	.790	.763

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City of Coachella
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E/W: Avenue 49
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File Name : 26_COA_111_Ave 49 AM
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Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	0	7	0	4	4	0	1	1	12
07:15 AM	7	0	7	0	4	4	0	1	1	12
07:30 AM	4	0	4	0	3	3	0	0	0	7
07:45 AM	7	0	7	0	5	5	0	1	1	13
Total	25	0	25	0	16	16	0	3	3	44
08:00 AM	8	0	8	0	5	5	0	2	2	15
08:15 AM	3	0	3	0	1	1	0	0	0	4
08:30 AM	17	0	17	1	2	3	1	0	1	21
08:45 AM	13	0	13	0	3	3	0	0	0	16
Total	41	0	41	1	11	12	1	2	3	56
Grand Total	66	0	66	1	27	28	1	5	6	100
Apprch %	100	0		3.6	96.4		16.7	83.3		
Total %	66	0	66	1	27	28	1	5	6	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	7	0	7	0	**5**	**5**	0	1	1	13
08:00 AM	8	0	8	0	5	5	0	**2**	**2**	15
08:15 AM	3	0	3	0	1	1	0	0	0	4
08:30 AM	**17**	0	**17**	**1**	2	3	**1**	0	1	**21**
Total Volume	35	0	35	1	13	14	1	3	4	53
% App. Total	100	0		7.1	92.9		25	75		
PHF	.515	.000	.515	.250	.650	.700	.250	.375	.500	.631

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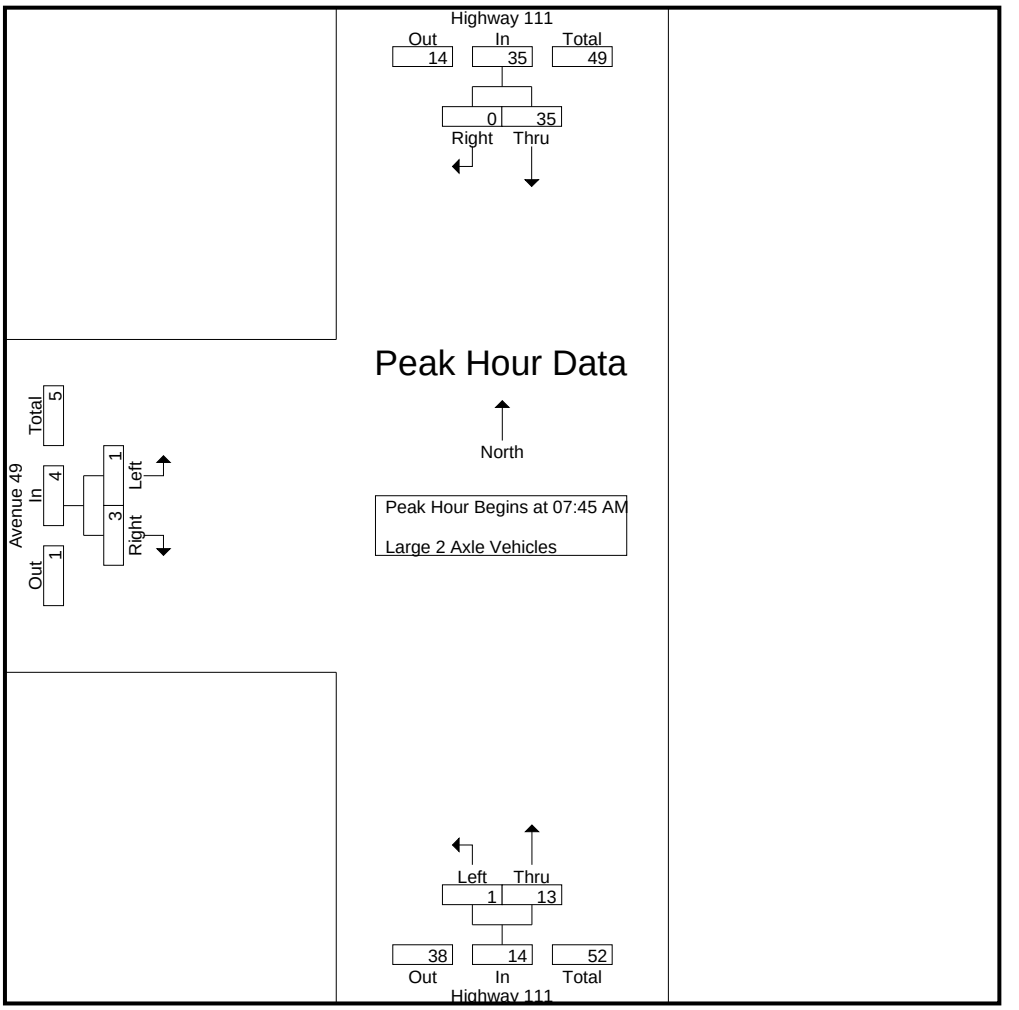

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	7	0	7	0	**5**	**5**	0	1	1
+15 mins.	8	0	8	0	5	5	0	**2**	**2**
+30 mins.	3	0	3	0	1	1	0	0	0
+45 mins.	**17**	0	**17**	**1**	2	3	**1**	0	1
Total Volume	35	0	35	1	13	14	1	3	4
% App. Total	100	0		7.1	92.9		25	75	
PHF	.515	.000	.515	.250	.650	.700	.250	.375	.500

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File Name : 26_COA_111_Ave 49 AM
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Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	3	0	0	0	3
07:15 AM	2	0	2	0	2	2	0	0	0	4
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	2	0	2	0	0	0	0	0	0	2
Total	4	0	4	0	7	7	0	0	0	11
08:00 AM	1	0	1	0	0	0	0	1	1	2
08:15 AM	2	0	2	0	1	1	0	0	0	3
08:30 AM	4	0	4	0	3	3	0	0	0	7
08:45 AM	0	0	0	0	2	2	0	0	0	2
Total	7	0	7	0	6	6	0	1	1	14
Grand Total	11	0	11	0	13	13	0	1	1	25
Apprch %	100	0		0	100		0	100		
Total %	44	0	44	0	52	52	0	4	4	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	0	2	0	0	0	0	0	0	2
08:00 AM	1	0	1	0	0	0	0	**1**	**1**	2
08:15 AM	2	0	2	0	1	1	0	0	0	3
08:30 AM	**4**	0	**4**	0	**3**	**3**	0	0	0	**7**
Total Volume	9	0	9	0	4	4	0	1	1	14
% App. Total	100	0		0	100		0	100		
PHF	.563	.000	.563	.000	.333	.333	.000	.250	.250	.500

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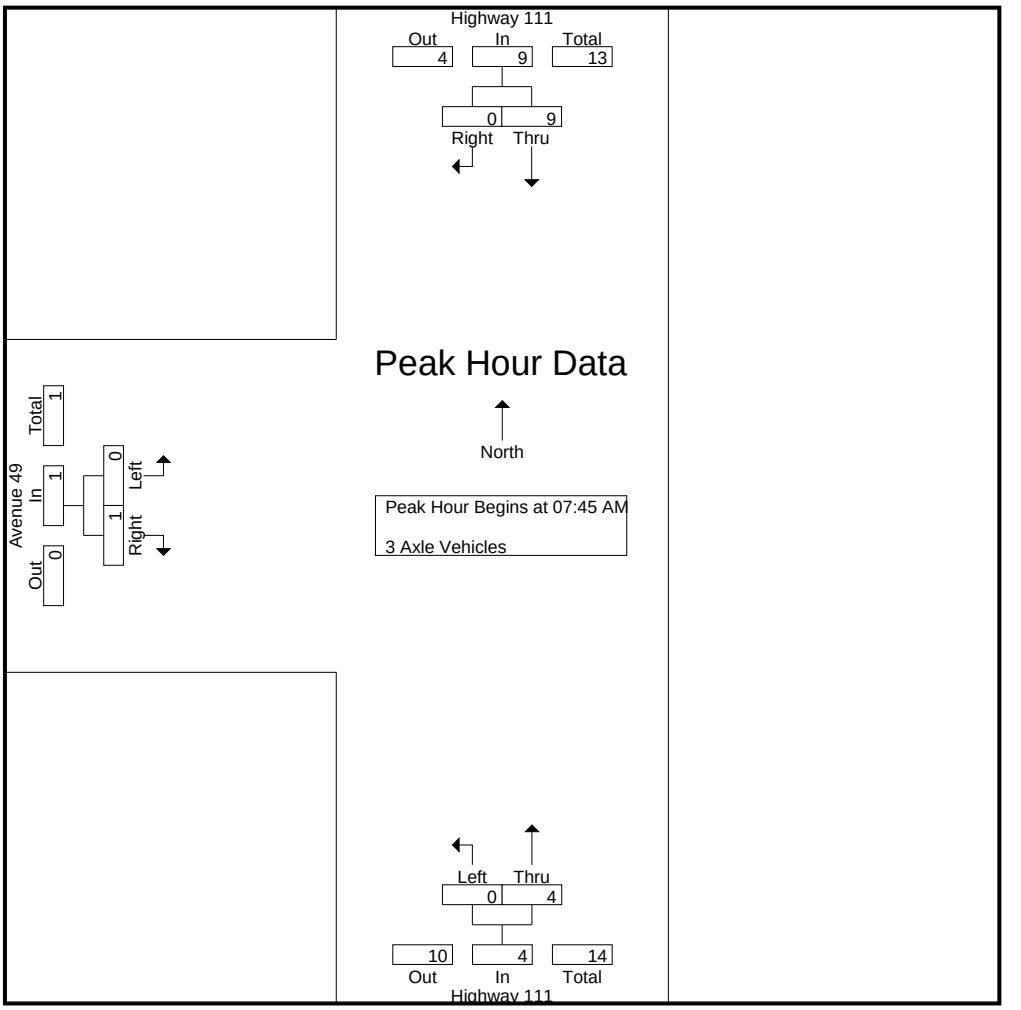

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	2	0	2	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	**1**	**1**
+30 mins.	2	0	2	0	1	1	0	0	0
+45 mins.	**4**	0	**4**	0	**3**	**3**	0	0	0
Total Volume	9	0	9	0	4	4	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.563	.000	.563	.000	.333	.333	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	0	3	0	0	0	0	0	0	3
07:15 AM	2	0	2	0	0	0	0	1	1	3
07:30 AM	4	0	4	0	0	0	0	0	0	4
07:45 AM	7	0	7	0	0	0	0	0	0	7
Total	16	0	16	0	0	0	0	1	1	17
08:00 AM	2	0	2	0	3	3	0	0	0	5
08:15 AM	8	0	8	0	2	2	0	0	0	10
08:30 AM	8	0	8	0	2	2	0	0	0	10
08:45 AM	5	0	5	0	0	0	0	0	0	5
Total	23	0	23	0	7	7	0	0	0	30
Grand Total	39	0	39	0	7	7	0	1	1	47
Apprch %	100	0		0	100		0	100		
Total %	83	0	83	0	14.9	14.9	0	2.1	2.1	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	7	0	7	0	0	0	0	0	0	7
08:00 AM	2	0	2	0	**3**	**3**	0	0	0	5
08:15 AM	**8**	0	**8**	0	2	2	0	0	0	**10**
08:30 AM	8	0	8	0	2	2	0	0	0	10
Total Volume	25	0	25	0	7	7	0	0	0	32
% App. Total	100	0		0	100		0	0		
PHF	.781	.000	.781	.000	.583	.583	.000	.000	.000	.800

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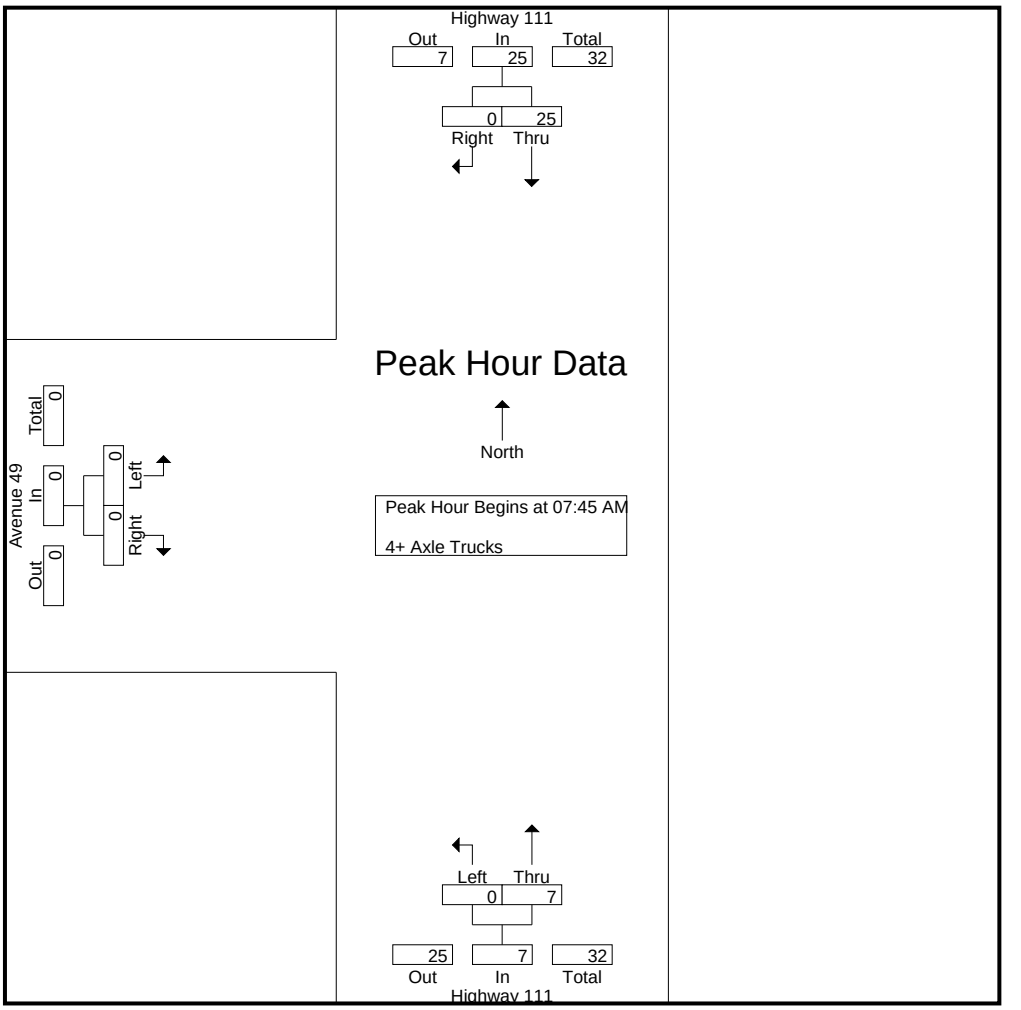

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	7	0	7	0	0	0	0	0	0
+15 mins.	2	0	2	0	**3**	**3**	0	0	0
+30 mins.	**8**	0	**8**	0	2	2	0	0	0
+45 mins.	8	0	8	0	2	2	0	0	0
Total Volume	25	0	25	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.781	.000	.781	.000	.583	.583	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	304	43	347	13	171	184	27	36	63	594
04:15 PM	258	45	303	23	171	194	17	36	53	550
04:30 PM	255	37	292	29	186	215	27	35	62	569
04:45 PM	238	48	286	19	146	165	22	33	55	506
Total	1055	173	1228	84	674	758	93	140	233	2219
05:00 PM	254	39	293	16	205	221	25	30	55	569
05:15 PM	253	50	303	23	200	223	20	32	52	578
05:30 PM	236	50	286	31	195	226	27	36	63	575
05:45 PM	235	53	288	23	182	205	21	26	47	540
Total	978	192	1170	93	782	875	93	124	217	2262
Grand Total	2033	365	2398	177	1456	1633	186	264	450	4481
Apprch %	84.8	15.2		10.8	89.2		41.3	58.7		
Total %	45.4	8.1	53.5	4	32.5	36.4	4.2	5.9	10	
Passenger Vehicles	2013	362	2375	176	1429	1605	186	263	449	4429
% Passenger Vehicles	99	99.2	99	99.4	98.1	98.3	100	99.6	99.8	98.8
Large 2 Axle Vehicles	11	3	14	0	20	20	0	0	0	34
% Large 2 Axle Vehicles	0.5	0.8	0.6	0	1.4	1.2	0	0	0	0.8
3 Axle Vehicles	8	0	8	1	2	3	0	1	1	12
% 3 Axle Vehicles	0.4	0	0.3	0.6	0.1	0.2	0	0.4	0.2	0.3
4+ Axle Trucks	1	0	1	0	5	5	0	0	0	6
% 4+ Axle Trucks	0	0	0	0	0.3	0.3	0	0	0	0.1

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**254**	39	293	16	**205**	221	25	30	55	569
05:15 PM	253	50	**303**	23	200	223	20	32	52	**578**
05:30 PM	236	50	286	**31**	195	**226**	**27**	**36**	**63**	575
05:45 PM	235	**53**	288	23	182	205	21	26	47	540
Total Volume	978	192	1170	93	782	875	93	124	217	2262
% App. Total	83.6	16.4		10.6	89.4		42.9	57.1		
PHF	.963	.906	.965	.750	.954	.968	.861	.861	.861	.978

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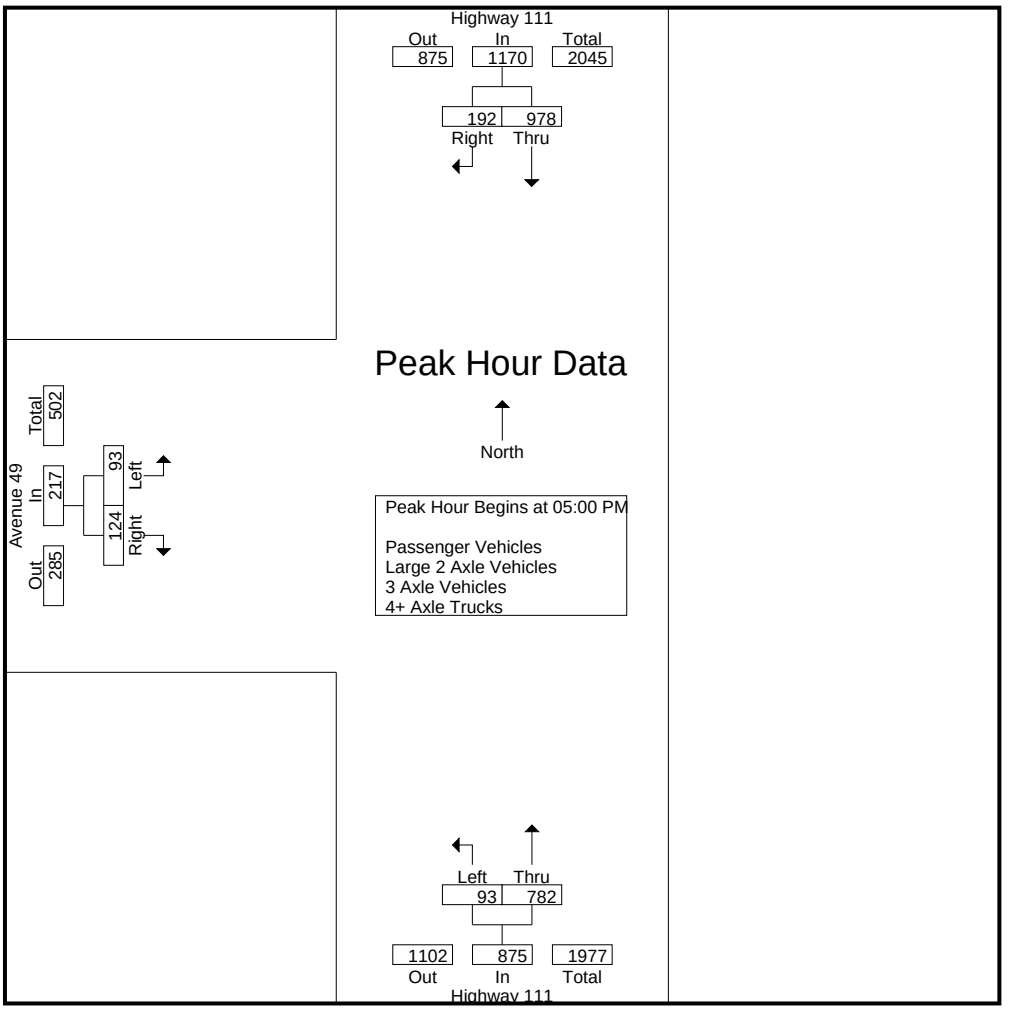

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	**304**	43	**347**	16	**205**	221	**27**	**36**	**63**
+15 mins.	258	45	303	23	200	223	17	36	53
+30 mins.	255	37	292	**31**	195	**226**	27	35	62
+45 mins.	238	**48**	286	23	182	205	22	33	55
Total Volume	1055	173	1228	93	782	875	93	140	233
% App. Total	85.9	14.1		10.6	89.4		39.9	60.1	
PHF	.868	.901	.885	.750	.954	.968	.861	.972	.925

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Groups Printed- Passenger Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	303	43	346	13	167	180	27	36	63	589
04:15 PM	255	45	300	23	170	193	17	36	53	546
04:30 PM	249	37	286	28	181	209	27	34	61	556
04:45 PM	234	47	281	19	142	161	22	33	55	497
Total	1041	172	1213	83	660	743	93	139	232	2188
05:00 PM	254	38	292	16	202	218	25	30	55	565
05:15 PM	250	49	299	23	196	219	20	32	52	570
05:30 PM	233	50	283	31	192	223	27	36	63	569
05:45 PM	235	53	288	23	179	202	21	26	47	537
Total	972	190	1162	93	769	862	93	124	217	2241
Grand Total	2013	362	2375	176	1429	1605	186	263	449	4429
Apprch %	84.8	15.2		11	89		41.4	58.6		
Total %	45.5	8.2	53.6	4	32.3	36.2	4.2	5.9	10.1	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	**254**	38	292	16	**202**	218	25	30	55	565
05:15 PM	250	49	**299**	23	196	219	20	32	52	**570**
05:30 PM	233	50	283	**31**	192	**223**	**27**	**36**	**63**	569
05:45 PM	235	**53**	288	23	179	202	21	26	47	537
Total Volume	972	190	1162	93	769	862	93	124	217	2241
% App. Total	83.6	16.4		10.8	89.2		42.9	57.1		
PHF	.957	.896	.972	.750	.952	.966	.861	.861	.861	.983

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City of Coachella
N/S: Highway 111 (Grapefruit Boulevard)
E/W: Avenue 49
Weather: Clear

File Name : 26_COA_111_Ave 49 PM
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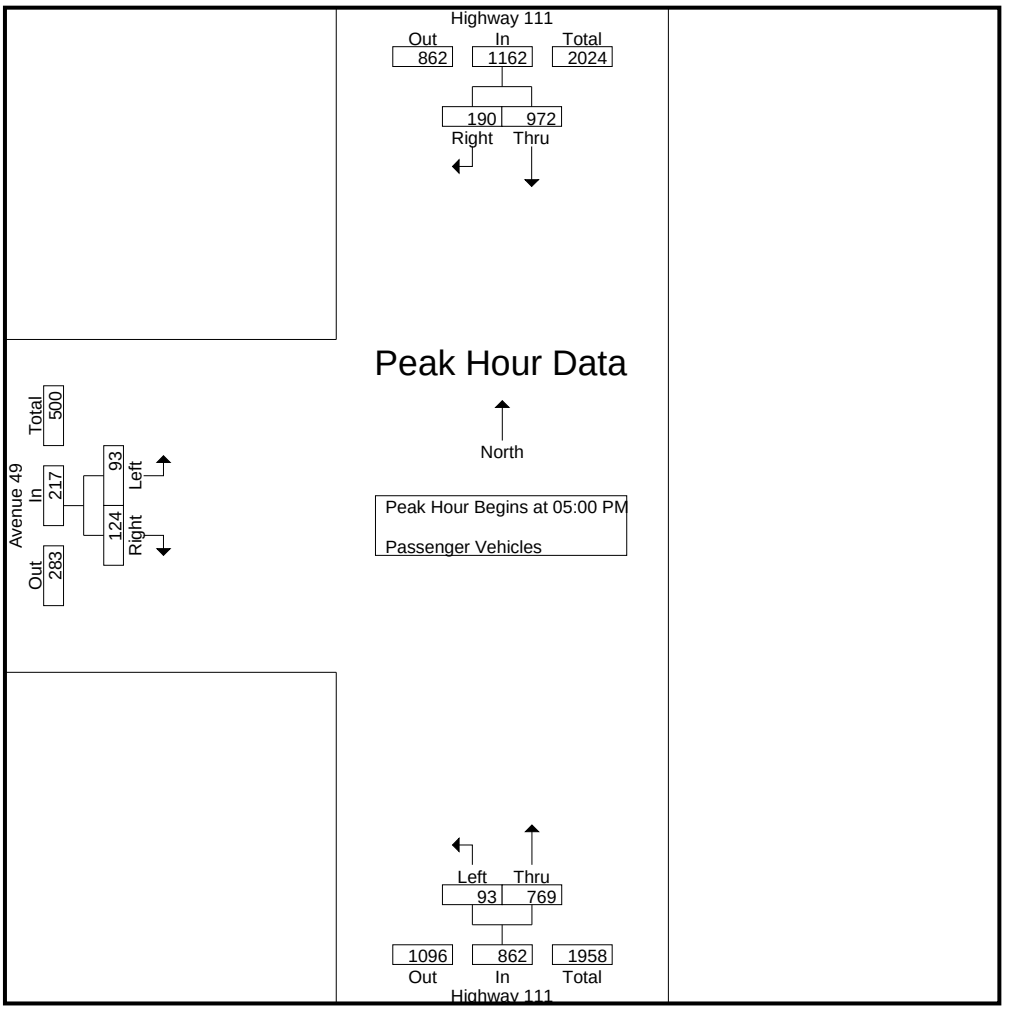

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	**254**	38	292	16	**202**	218	25	30	55
+15 mins.	250	49	**299**	23	196	219	20	32	52
+30 mins.	233	50	283	**31**	192	**223**	**27**	**36**	**63**
+45 mins.	235	**53**	288	23	179	202	21	26	47
Total Volume	972	190	1162	93	769	862	93	124	217
% App. Total	83.6	16.4		10.8	89.2		42.9	57.1	
PHF	.957	.896	.972	.750	.952	.966	.861	.861	.861

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City of Coachella
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E/W: Avenue 49
Weather: Clear

File Name : 26_COA_111_Ave 49 PM
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Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	4	4	0	0	0	5
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	2	0	2	0	4	4	0	0	0	6
04:45 PM	2	1	3	0	3	3	0	0	0	6
Total	7	1	8	0	11	11	0	0	0	19
05:00 PM	0	1	1	0	3	3	0	0	0	4
05:15 PM	1	1	2	0	2	2	0	0	0	4
05:30 PM	3	0	3	0	2	2	0	0	0	5
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total	4	2	6	0	9	9	0	0	0	15
Grand Total	11	3	14	0	20	20	0	0	0	34
Apprch %	78.6	21.4		0	100		0	0		
Total %	32.4	8.8	41.2	0	58.8	58.8	0	0	0	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	**1**	1	0	**3**	**3**	0	0	0	4
05:15 PM	1	1	2	0	2	2	0	0	0	4
05:30 PM	**3**	0	**3**	0	2	2	0	0	0	**5**
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total Volume	4	2	6	0	9	9	0	0	0	15
% App. Total	66.7	33.3		0	100		0	0		
PHF	.333	.500	.500	.000	.750	.750	.000	.000	.000	.750

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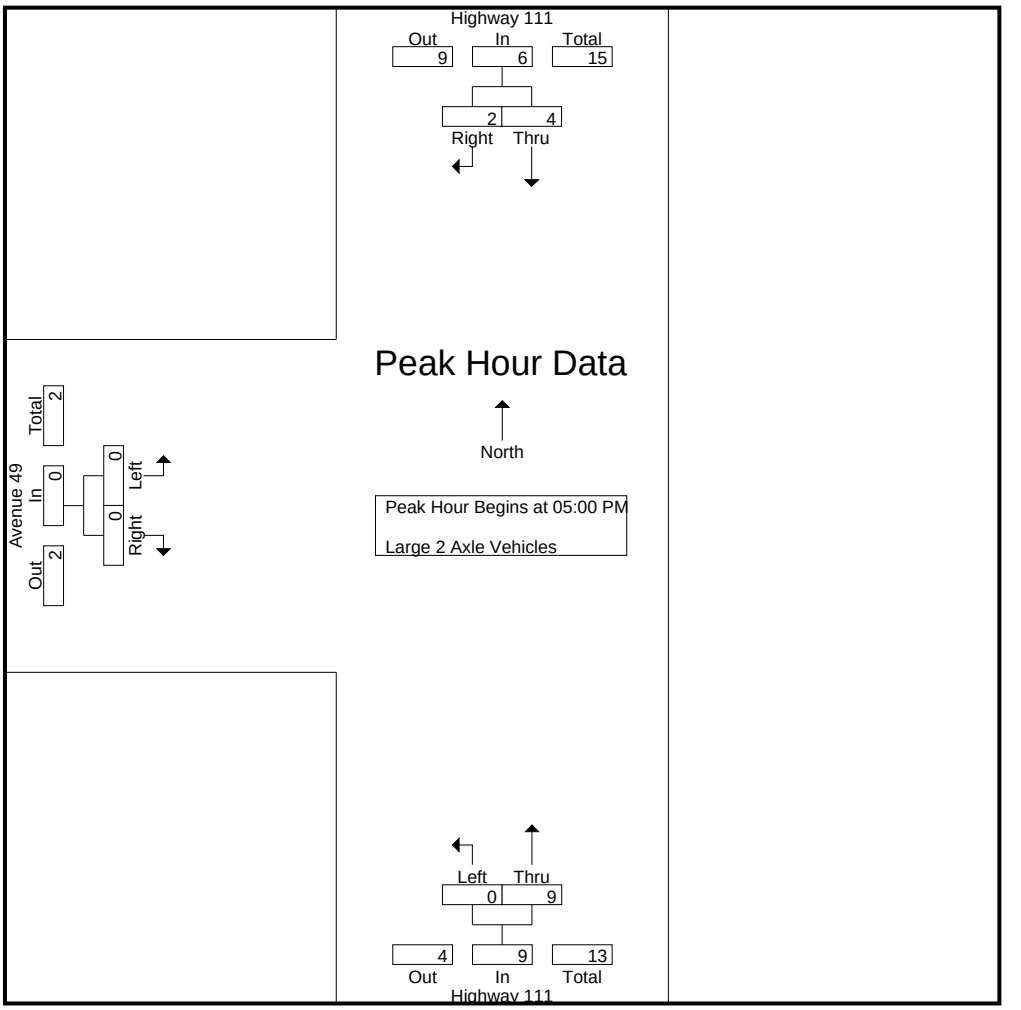

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	**1**	1	0	**3**	**3**	0	0	0
+15 mins.	1	1	2	0	2	2	0	0	0
+30 mins.	**3**	0	**3**	0	2	2	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	4	2	6	0	9	9	0	0	0
% App. Total	66.7	33.3		0	100		0	0	
PHF	.333	.500	.500	.000	.750	.750	.000	.000	.000

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E/W: Avenue 49
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Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	4	0	4	1	0	1	0	1	1	6
04:45 PM	2	0	2	0	0	0	0	0	0	2
Total	7	0	7	1	0	1	0	1	1	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	2	2	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	2	0	0	0	3
Grand Total	8	0	8	1	2	3	0	1	1	12
Apprch %	100	0		33.3	66.7		0	100		
Total %	66.7	0	66.7	8.3	16.7	25	0	8.3	8.3	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	**1**	0	**2**	**2**	0	0	0	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	0	0	0	3
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.250

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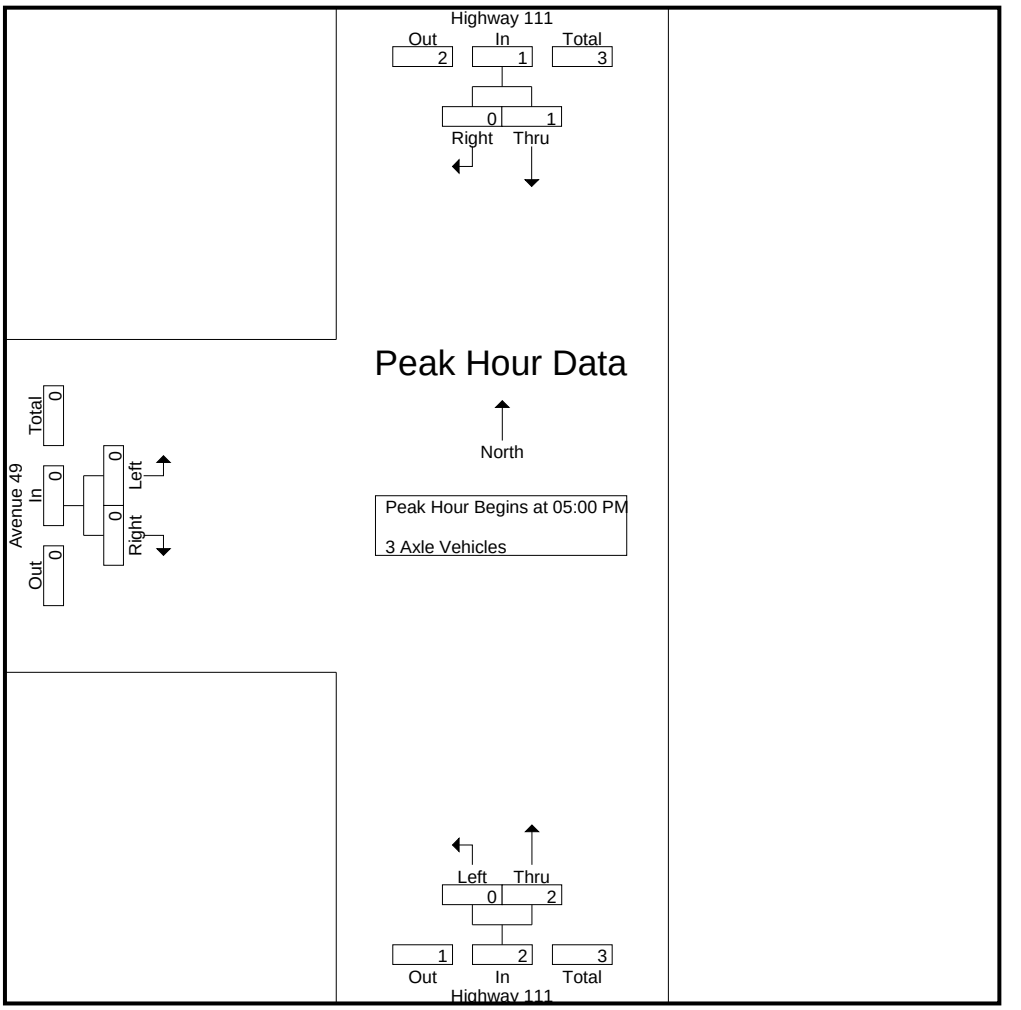

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	**2**	**2**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	3	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	2	2	0	0	0	3
Grand Total	1	0	1	0	5	5	0	0	0	6
Apprch %	100	0		0	100		0	0		
Total %	16.7	0	16.7	0	83.3	83.3	0	0	0	

	Highway 111 Southbound			Highway 111 Northbound			Avenue 49 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	**1**	**1**	0	0	0	1
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	1	0	1	0	2	2	0	0	0	3
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000	.750

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File Name : 26_COA_111_Ave 49 PM
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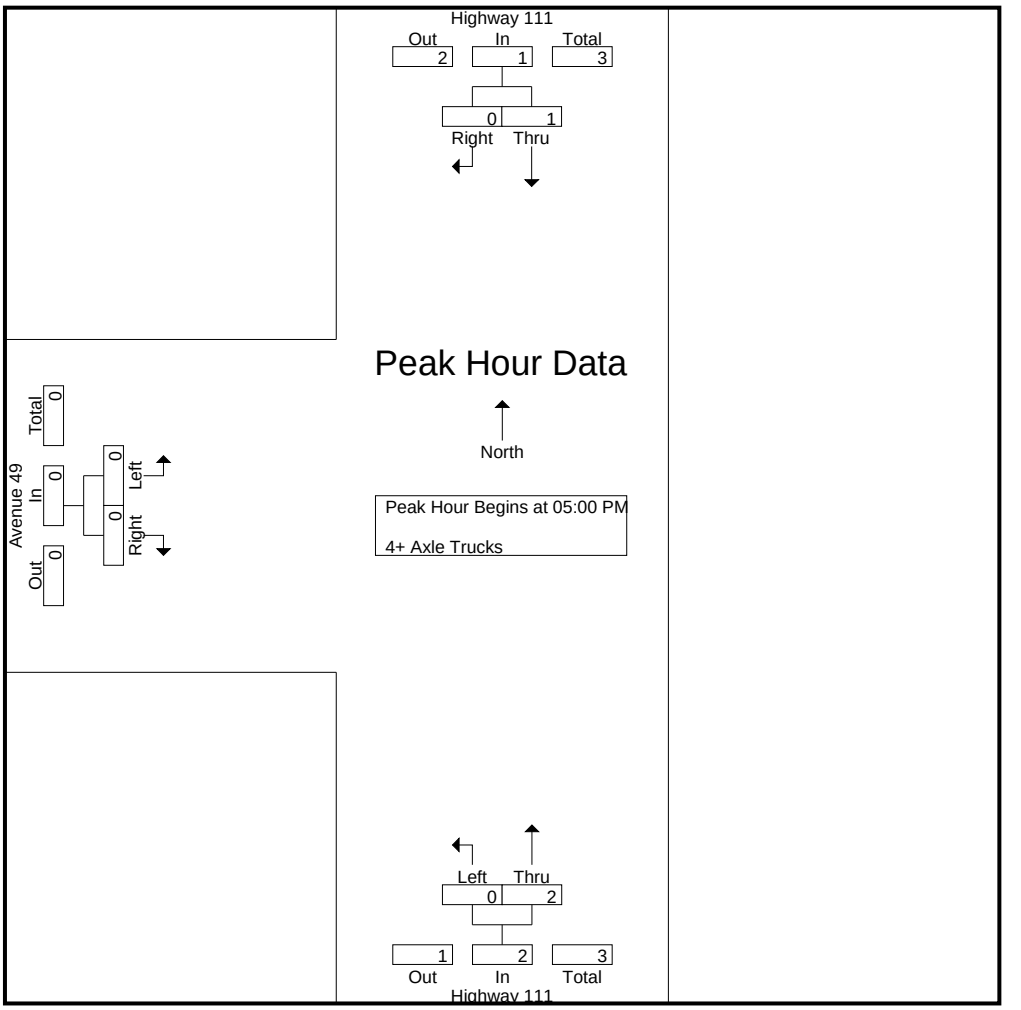

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	**1**	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	1	0	1	0	2	2	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.500	.500	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: Harrison Place
Weather: Clear

File Name : 27_COA_Dil_Har AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	19	5	24	13	31	44	4	13	17	85
07:15 AM	39	3	42	23	28	51	4	9	13	106
07:30 AM	40	5	45	25	47	72	2	4	6	123
07:45 AM	36	5	41	42	46	88	9	7	16	145
Total	134	18	152	103	152	255	19	33	52	459
08:00 AM	33	2	35	34	55	89	5	22	27	151
08:15 AM	49	5	54	22	38	60	5	8	13	127
08:30 AM	36	5	41	23	25	48	9	4	13	102
08:45 AM	39	5	44	20	42	62	4	9	13	119
Total	157	17	174	99	160	259	23	43	66	499
Grand Total	291	35	326	202	312	514	42	76	118	958
Apprch %	89.3	10.7		39.3	60.7		35.6	64.4		
Total %	30.4	3.7	34	21.1	32.6	53.7	4.4	7.9	12.3	
Passenger Vehicles	214	34	248	194	221	415	23	64	87	750
% Passenger Vehicles	73.5	97.1	76.1	96	70.8	80.7	54.8	84.2	73.7	78.3
Large 2 Axle Vehicles	10	0	10	5	22	27	1	1	2	39
% Large 2 Axle Vehicles	3.4	0	3.1	2.5	7.1	5.3	2.4	1.3	1.7	4.1
3 Axle Vehicles	30	0	30	0	38	38	0	0	0	68
% 3 Axle Vehicles	10.3	0	9.2	0	12.2	7.4	0	0	0	7.1
4+ Axle Trucks	37	1	38	3	31	34	18	11	29	101
% 4+ Axle Trucks	12.7	2.9	11.7	1.5	9.9	6.6	42.9	14.5	24.6	10.5

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	40	**5**	45	25	47	72	2	4	6	123
07:45 AM	36	5	41	**42**	46	88	**9**	7	16	145
08:00 AM	33	2	35	34	**55**	**89**	5	**22**	**27**	**151**
08:15 AM	**49**	5	**54**	22	38	60	5	8	13	127
Total Volume	158	17	175	123	186	309	21	41	62	546
% App. Total	90.3	9.7		39.8	60.2		33.9	66.1		
PHF	.806	.850	.810	.732	.845	.868	.583	.466	.574	.904

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City of Coachella
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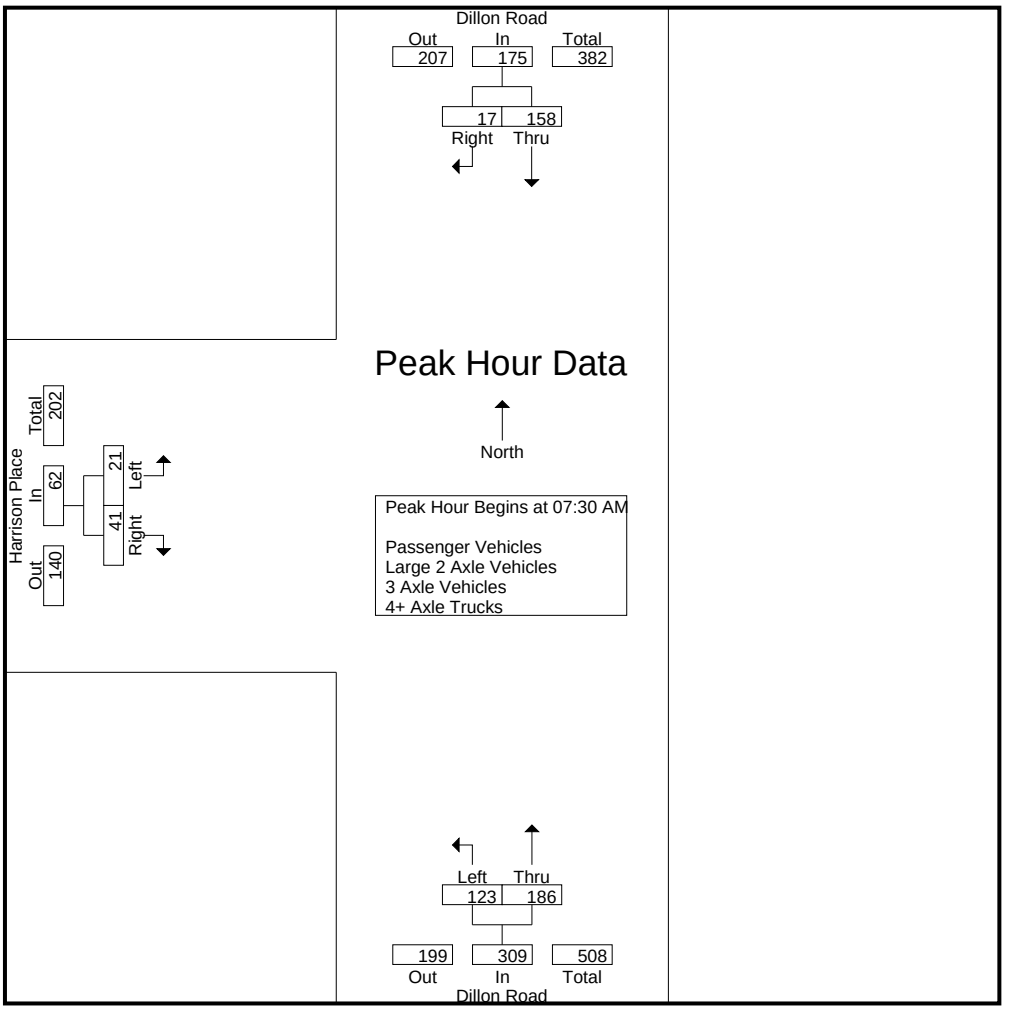

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:45 AM		
+0 mins.	40	**5**	45	25	47	72	**9**	7	16
+15 mins.	36	5	41	**42**	46	88	5	**22**	**27**
+30 mins.	33	2	35	34	**55**	**89**	5	8	13
+45 mins.	**49**	5	**54**	22	38	60	9	4	13
Total Volume	158	17	175	123	186	309	28	41	69
% App. Total	90.3	9.7		39.8	60.2		40.6	59.4	
PHF	.806	.850	.810	.732	.845	.868	.778	.466	.639

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	16	4	20	12	16	28	3	9	12	60
07:15 AM	29	3	32	22	19	41	2	9	11	84
07:30 AM	28	5	33	25	36	61	1	3	4	98
07:45 AM	27	5	32	40	32	72	5	6	11	115
Total	100	17	117	99	103	202	11	27	38	357
08:00 AM	26	2	28	33	44	77	3	20	23	128
08:15 AM	34	5	39	21	28	49	3	8	11	99
08:30 AM	26	5	31	21	20	41	6	4	10	82
08:45 AM	28	5	33	20	26	46	0	5	5	84
Total	114	17	131	95	118	213	12	37	49	393
Grand Total	214	34	248	194	221	415	23	64	87	750
Apprch %	86.3	13.7		46.7	53.3		26.4	73.6		
Total %	28.5	4.5	33.1	25.9	29.5	55.3	3.1	8.5	11.6	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	28	**5**	33	25	36	61	1	3	4	98
07:45 AM	27	5	32	**40**	32	72	**5**	6	11	115
08:00 AM	26	2	28	33	**44**	**77**	3	**20**	**23**	**128**
08:15 AM	**34**	5	**39**	21	28	49	3	8	11	99
Total Volume	115	17	132	119	140	259	12	37	49	440
% App. Total	87.1	12.9		45.9	54.1		24.5	75.5		
PHF	.846	.850	.846	.744	.795	.841	.600	.463	.533	.859

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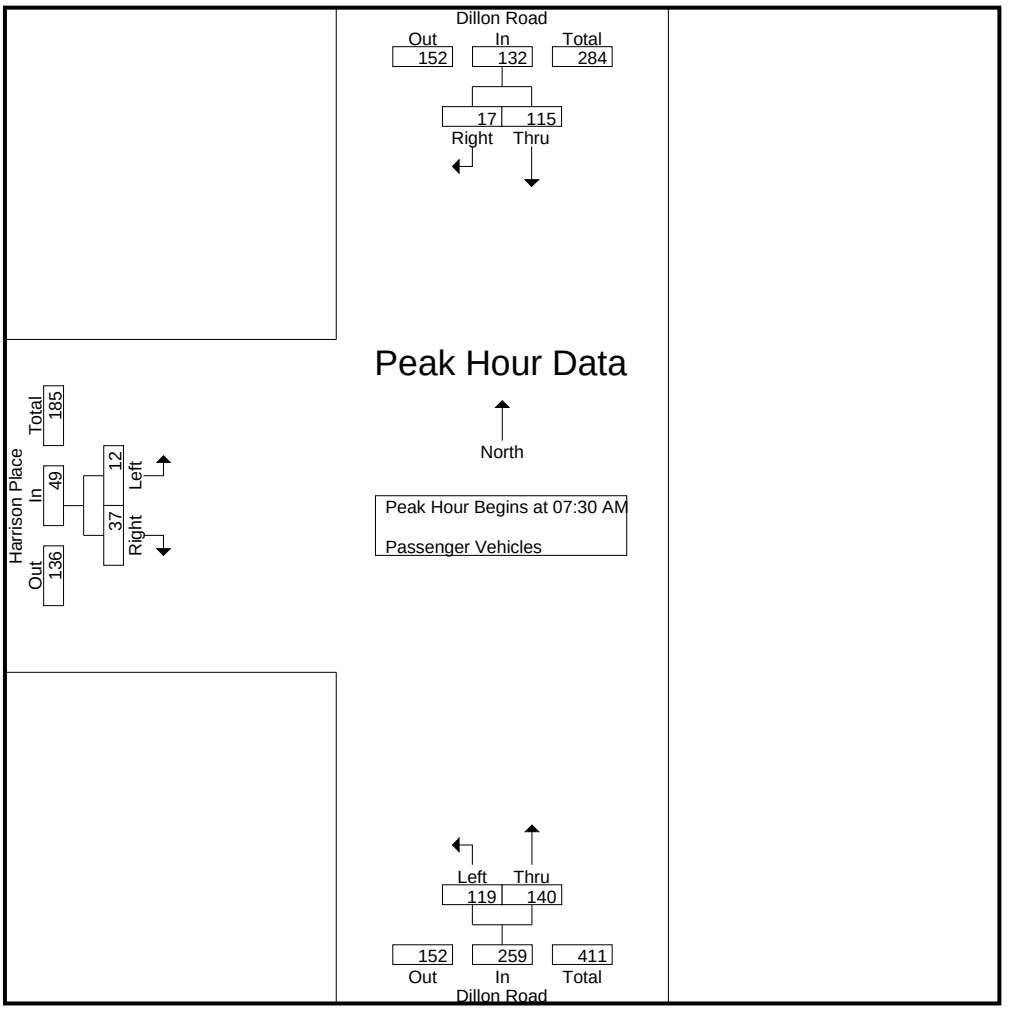

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	28	**5**	33	25	36	61	1	3	4
+15 mins.	27	5	32	**40**	32	72	**5**	6	11
+30 mins.	26	2	28	33	**44**	**77**	3	**20**	**23**
+45 mins.	**34**	5	**39**	21	28	49	3	8	11
Total Volume	115	17	132	119	140	259	12	37	49
% App. Total	87.1	12.9		45.9	54.1		24.5	75.5	
PHF	.846	.850	.846	.744	.795	.841	.600	.463	.533

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City of Coachella
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	6	7	0	0	0	7
07:15 AM	2	0	2	1	2	3	0	0	0	5
07:30 AM	0	0	0	0	2	2	0	1	1	3
07:45 AM	1	0	1	1	2	3	0	0	0	4
Total	3	0	3	3	12	15	0	1	1	19
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	5	0	5	0	3	3	0	0	0	8
08:30 AM	1	0	1	2	1	3	0	0	0	4
08:45 AM	0	0	0	0	4	4	1	0	1	5
Total	7	0	7	2	10	12	1	0	1	20
Grand Total	10	0	10	5	22	27	1	1	2	39
Apprch %	100	0		18.5	81.5		50	50		
Total %	25.6	0	25.6	12.8	56.4	69.2	2.6	2.6	5.1	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	2	2	0	**1**	**1**	3
07:45 AM	1	0	1	**1**	2	**3**	0	0	0	4
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	**5**	0	**5**	0	**3**	3	0	0	0	**8**
Total Volume	7	0	7	1	9	10	0	1	1	18
% App. Total	100	0		10	90		0	100		
PHF	.350	.000	.350	.250	.750	.833	.000	.250	.250	.563

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Weather: Clear

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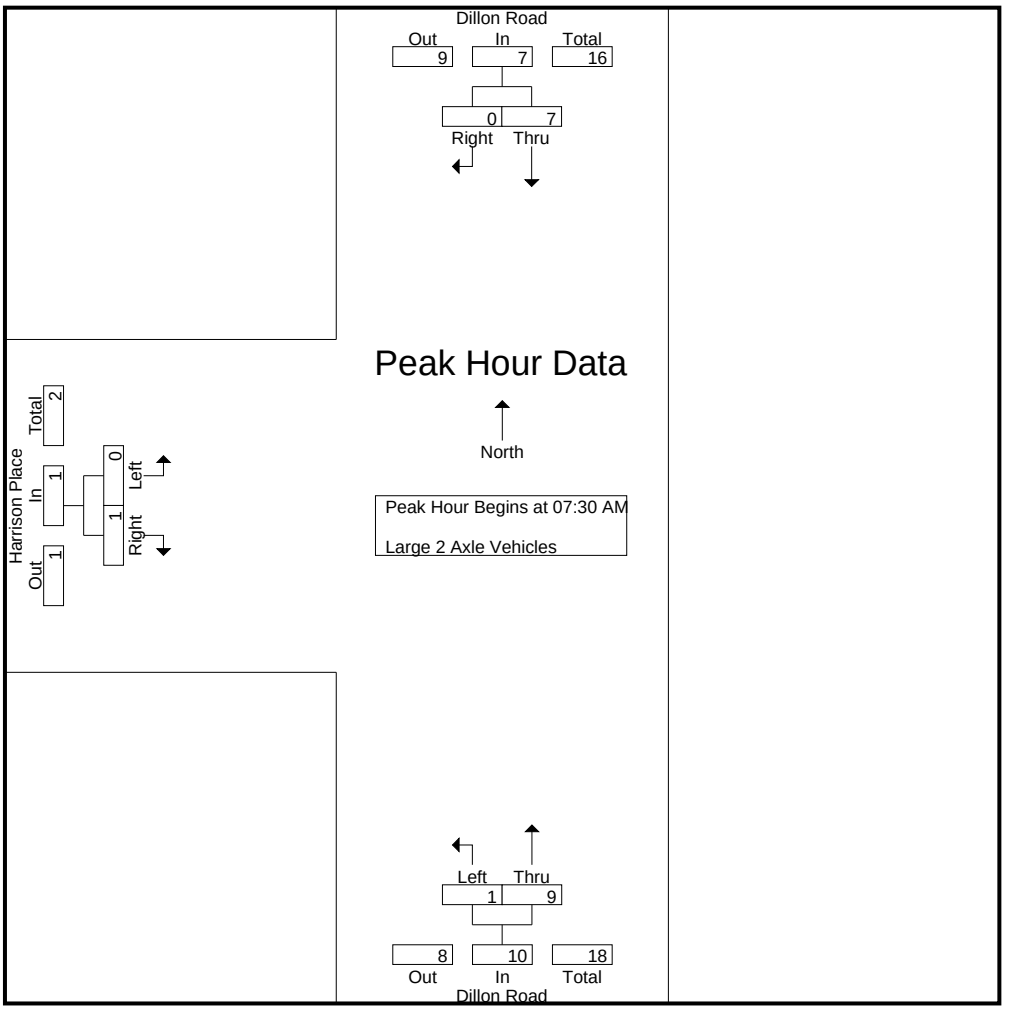

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	2	2	0	**1**	**1**
+15 mins.	1	0	1	**1**	2	**3**	0	0	0
+30 mins.	1	0	1	0	2	2	0	0	0
+45 mins.	**5**	0	**5**	0	**3**	3	0	0	0
Total Volume	7	0	7	1	9	10	0	1	1
% App. Total	100	0		10	90		0	100	
PHF	.350	.000	.350	.250	.750	.833	.000	.250	.250

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	3	3	0	0	0	4
07:15 AM	1	0	1	0	5	5	0	0	0	6
07:30 AM	5	0	5	0	3	3	0	0	0	8
07:45 AM	1	0	1	0	7	7	0	0	0	8
Total	8	0	8	0	18	18	0	0	0	26
08:00 AM	3	0	3	0	3	3	0	0	0	6
08:15 AM	4	0	4	0	4	4	0	0	0	8
08:30 AM	8	0	8	0	4	4	0	0	0	12
08:45 AM	7	0	7	0	9	9	0	0	0	16
Total	22	0	22	0	20	20	0	0	0	42
Grand Total	30	0	30	0	38	38	0	0	0	68
Apprch %	100	0		0	100		0	0		
Total %	44.1	0	44.1	0	55.9	55.9	0	0	0	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**5**	0	**5**	0	3	3	0	0	0	**8**
07:45 AM	1	0	1	0	**7**	**7**	0	0	0	8
08:00 AM	3	0	3	0	3	3	0	0	0	6
08:15 AM	4	0	4	0	4	4	0	0	0	8
Total Volume	13	0	13	0	17	17	0	0	0	30
% App. Total	100	0		0	100		0	0		
PHF	.650	.000	.650	.000	.607	.607	.000	.000	.000	.938

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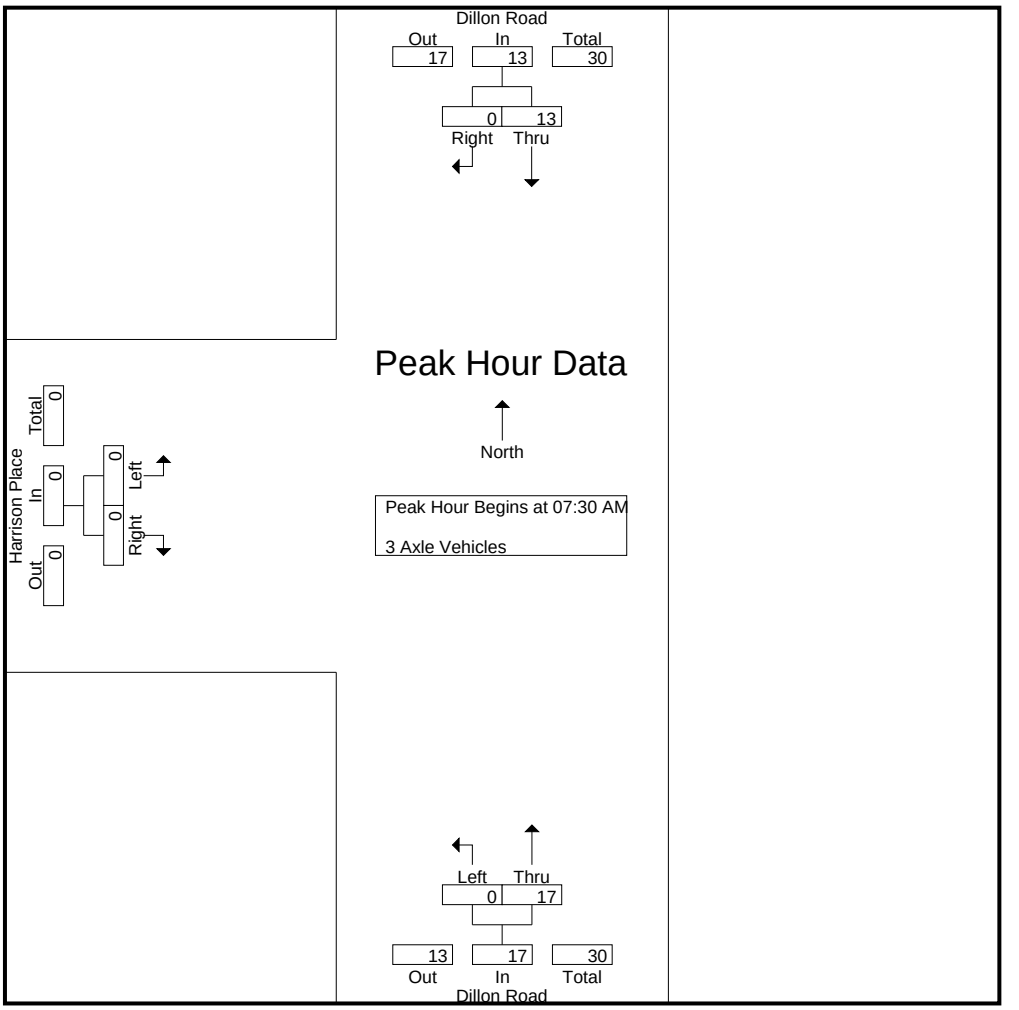

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**5**	0	**5**	0	3	3	0	0	0
+15 mins.	1	0	1	0	**7**	**7**	0	0	0
+30 mins.	3	0	3	0	3	3	0	0	0
+45 mins.	4	0	4	0	4	4	0	0	0
Total Volume	13	0	13	0	17	17	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.650	.000	.650	.000	.607	.607	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	1	3	0	6	6	1	4	5	14
07:15 AM	7	0	7	0	2	2	2	0	2	11
07:30 AM	7	0	7	0	6	6	1	0	1	14
07:45 AM	7	0	7	1	5	6	4	1	5	18
Total	23	1	24	1	19	20	8	5	13	57
08:00 AM	3	0	3	1	6	7	2	2	4	14
08:15 AM	6	0	6	1	3	4	2	0	2	12
08:30 AM	1	0	1	0	0	0	3	0	3	4
08:45 AM	4	0	4	0	3	3	3	4	7	14
Total	14	0	14	2	12	14	10	6	16	44
Grand Total	37	1	38	3	31	34	18	11	29	101
Apprch %	97.4	2.6		8.8	91.2		62.1	37.9		
Total %	36.6	1	37.6	3	30.7	33.7	17.8	10.9	28.7	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**7**	0	**7**	0	**6**	6	1	0	1	14
07:45 AM	7	0	7	**1**	5	6	**4**	1	**5**	**18**
08:00 AM	3	0	3	1	6	**7**	2	**2**	4	14
08:15 AM	6	0	6	1	3	4	2	0	2	12
Total Volume	23	0	23	3	20	23	9	3	12	58
% App. Total	100	0		13	87		75	25		
PHF	.821	.000	.821	.750	.833	.821	.563	.375	.600	.806

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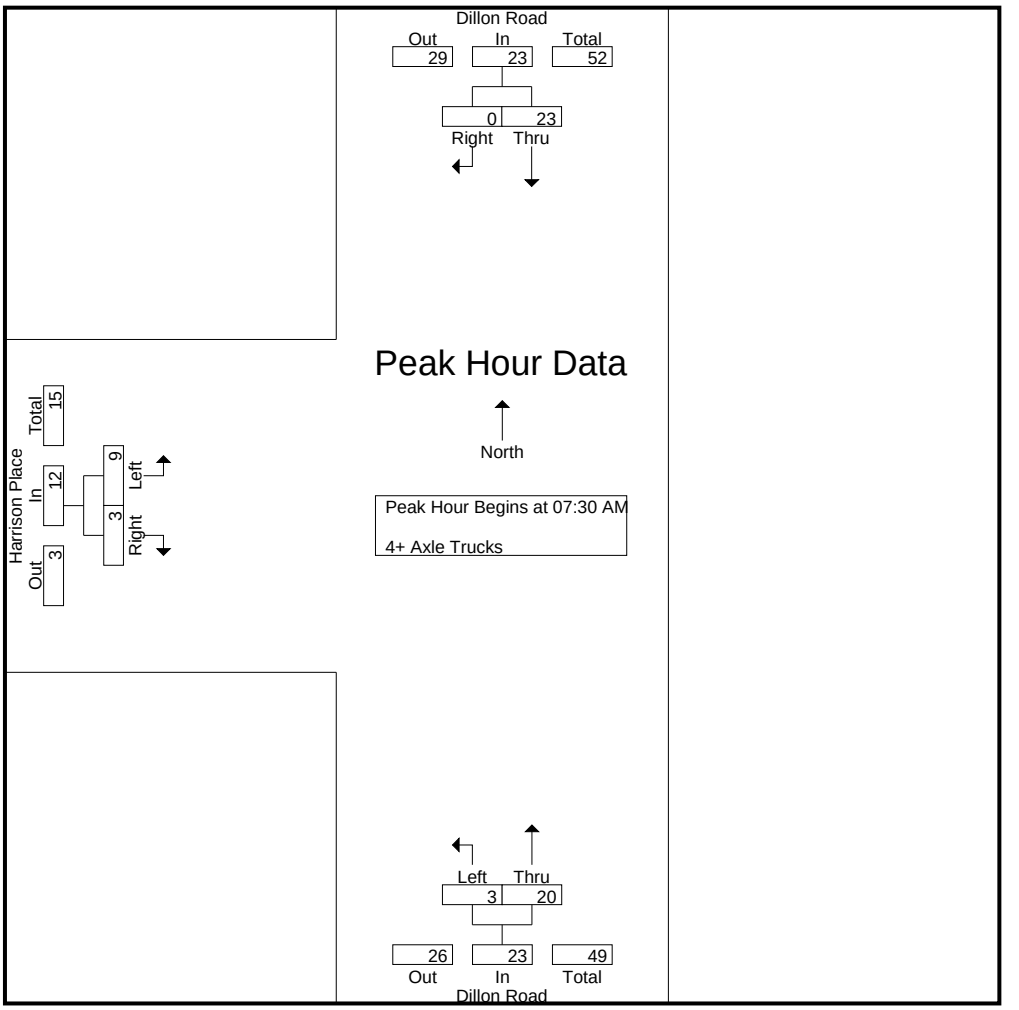

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**7**	0	**7**	0	**6**	6	1	0	1
+15 mins.	7	0	7	**1**	5	6	**4**	1	**5**
+30 mins.	3	0	3	1	6	**7**	2	**2**	4
+45 mins.	6	0	6	1	3	4	2	0	2
Total Volume	23	0	23	3	20	23	9	3	12
% App. Total	100	0		13	87		75	25	
PHF	.821	.000	.821	.750	.833	.821	.563	.375	.600

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	72	6	78	24	38	62	10	52	62	202
04:15 PM	59	8	67	35	29	64	2	28	30	161
04:30 PM	37	7	44	24	19	43	3	29	32	119
04:45 PM	60	5	65	28	42	70	6	21	27	162
Total	228	26	254	111	128	239	21	130	151	644
05:00 PM	54	8	62	24	33	57	5	40	45	164
05:15 PM	40	5	45	30	26	56	5	34	39	140
05:30 PM	28	10	38	40	29	69	3	24	27	134
05:45 PM	32	9	41	39	29	68	6	31	37	146
Total	154	32	186	133	117	250	19	129	148	584
Grand Total	382	58	440	244	245	489	40	259	299	1228
Apprch %	86.8	13.2		49.9	50.1		13.4	86.6		
Total %	31.1	4.7	35.8	19.9	20	39.8	3.3	21.1	24.3	
Passenger Vehicles	344	42	386	239	203	442	32	255	287	1115
% Passenger Vehicles	90.1	72.4	87.7	98	82.9	90.4	80	98.5	96	90.8
Large 2 Axle Vehicles	19	1	20	0	10	10	0	0	0	30
% Large 2 Axle Vehicles	5	1.7	4.5	0	4.1	2	0	0	0	2.4
3 Axle Vehicles	9	0	9	1	9	10	0	0	0	19
% 3 Axle Vehicles	2.4	0	2	0.4	3.7	2	0	0	0	1.5
4+ Axle Trucks	10	15	25	4	23	27	8	4	12	64
% 4+ Axle Trucks	2.6	25.9	5.7	1.6	9.4	5.5	20	1.5	4	5.2

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**72**	6	**78**	24	38	62	**10**	**52**	**62**	**202**
04:15 PM	59	**8**	67	**35**	29	64	2	28	30	161
04:30 PM	37	7	44	24	19	43	3	29	32	119
04:45 PM	60	5	65	28	**42**	**70**	6	21	27	162
Total Volume	228	26	254	111	128	239	21	130	151	644
% App. Total	89.8	10.2		46.4	53.6		13.9	86.1		
PHF	.792	.813	.814	.793	.762	.854	.525	.625	.609	.797

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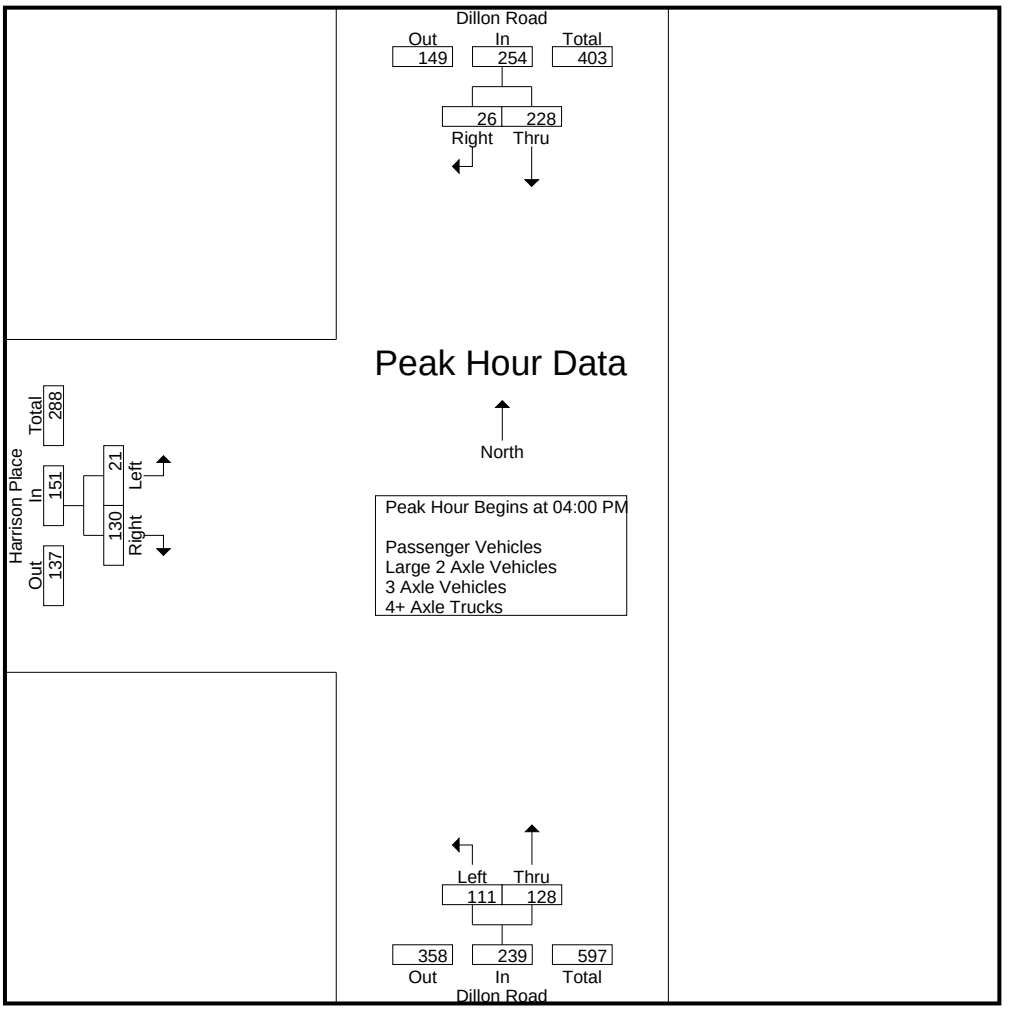

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	**72**	6	**78**	28	**42**	**70**	**10**	**52**	**62**
+15 mins.	59	**8**	67	24	33	57	2	28	30
+30 mins.	37	7	44	30	26	56	3	29	32
+45 mins.	60	5	65	**40**	29	69	6	21	27
Total Volume	228	26	254	122	130	252	21	130	151
% App. Total	89.8	10.2		48.4	51.6		13.9	86.1	
PHF	.792	.813	.814	.763	.774	.900	.525	.625	.609

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	65	5	70	23	31	54	8	51	59	183
04:15 PM	56	5	61	35	27	62	2	28	30	153
04:30 PM	34	5	39	24	13	37	2	29	31	107
04:45 PM	52	4	56	27	30	57	4	20	24	137
Total	207	19	226	109	101	210	16	128	144	580
05:00 PM	50	6	56	24	26	50	5	39	44	150
05:15 PM	35	4	39	29	26	55	3	34	37	131
05:30 PM	24	5	29	39	26	65	2	23	25	119
05:45 PM	28	8	36	38	24	62	6	31	37	135
Total	137	23	160	130	102	232	16	127	143	535
Grand Total	344	42	386	239	203	442	32	255	287	1115
Apprch %	89.1	10.9		54.1	45.9		11.1	88.9		
Total %	30.9	3.8	34.6	21.4	18.2	39.6	2.9	22.9	25.7	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**65**	**5**	**70**	23	**31**	54	**8**	**51**	**59**	**183**
04:15 PM	56	5	61	**35**	27	**62**	2	28	30	153
04:30 PM	34	5	39	24	13	37	2	29	31	107
04:45 PM	52	4	56	27	30	57	4	20	24	137
Total Volume	207	19	226	109	101	210	16	128	144	580
% App. Total	91.6	8.4		51.9	48.1		11.1	88.9		
PHF	.796	.950	.807	.779	.815	.847	.500	.627	.610	.792

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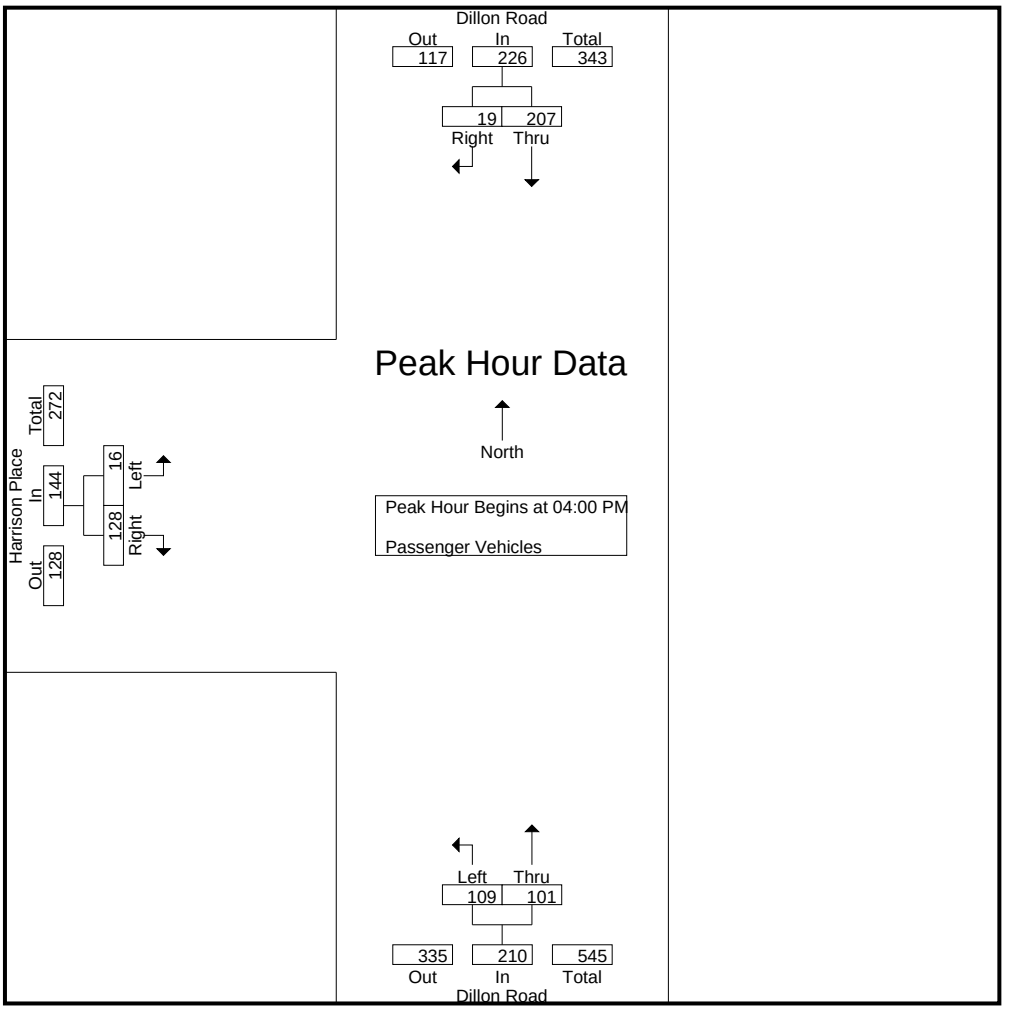

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**65**	**5**	**70**	23	**31**	54	**8**	**51**	**59**
+15 mins.	56	5	61	**35**	27	**62**	2	28	30
+30 mins.	34	5	39	24	13	37	2	29	31
+45 mins.	52	4	56	27	30	57	4	20	24
Total Volume	207	19	226	109	101	210	16	128	144
% App. Total	91.6	8.4		51.9	48.1		11.1	88.9	
PHF	.796	.950	.807	.779	.815	.847	.500	.627	.610

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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	0	5	0	4	4	0	0	0	9
04:15 PM	3	1	4	0	0	0	0	0	0	4
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	6	0	6	0	4	4	0	0	0	10
Total	16	1	17	0	8	8	0	0	0	25
05:00 PM	2	0	2	0	1	1	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	2	2	0	0	0	5
Grand Total	19	1	20	0	10	10	0	0	0	30
Apprch %	95	5		0	100		0	0		
Total %	63.3	3.3	66.7	0	33.3	33.3	0	0	0	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	**4**	**4**	0	0	0	9
04:15 PM	3	**1**	4	0	0	0	0	0	0	4
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	**6**	0	**6**	0	4	4	0	0	0	**10**
Total Volume	16	1	17	0	8	8	0	0	0	25
% App. Total	94.1	5.9		0	100		0	0		
PHF	.667	.250	.708	.000	.500	.500	.000	.000	.000	.625

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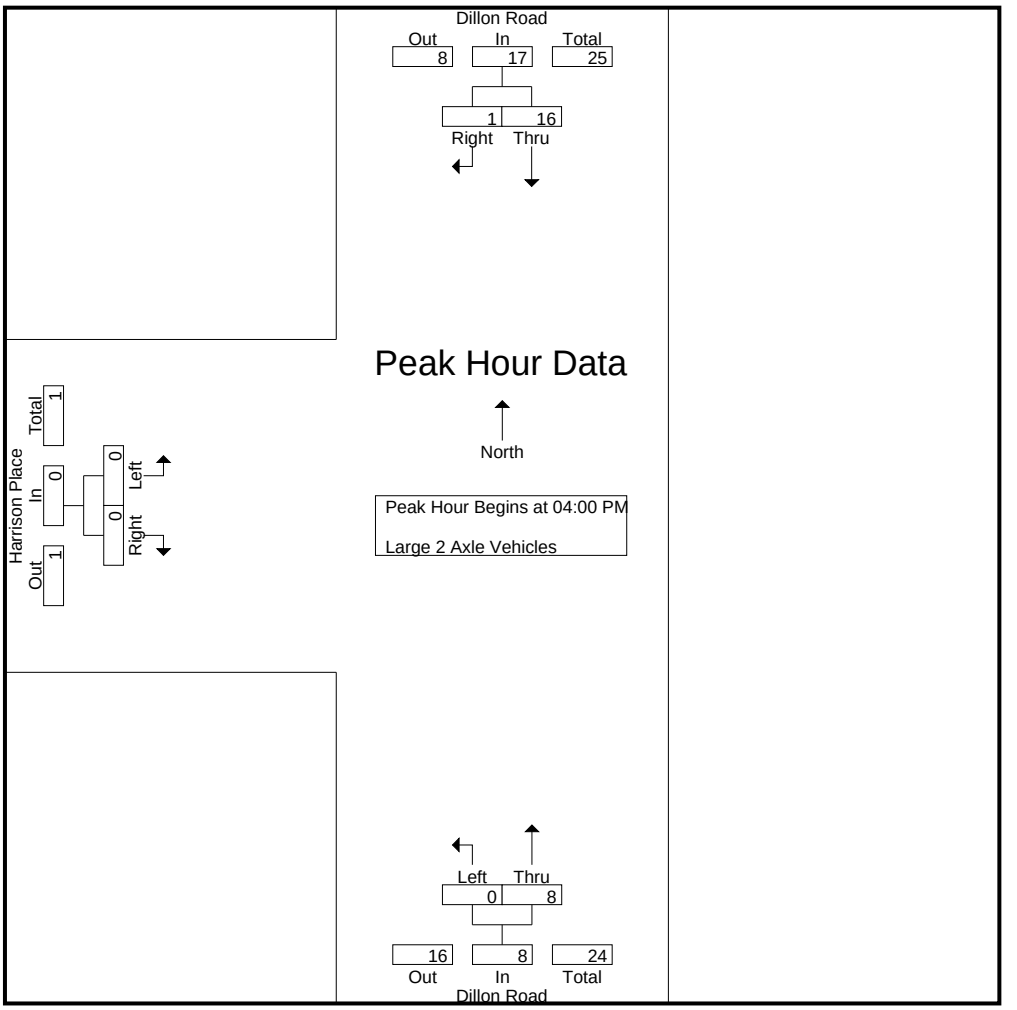

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	0	**4**	**4**	0	0	0
+15 mins.	3	**1**	4	0	0	0	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	**6**	0	**6**	0	4	4	0	0	0
Total Volume	16	1	17	0	8	8	0	0	0
% App. Total	94.1	5.9		0	100		0	0	
PHF	.667	.250	.708	.000	.500	.500	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	2	2	0	0	0	3
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	0	7	7	0	0	0	9
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	5	0	5	1	0	1	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	1	1	0	0	0	2
Total	7	0	7	1	2	3	0	0	0	10
Grand Total	9	0	9	1	9	10	0	0	0	19
Apprch %	100	0		10	90		0	0		
Total %	47.4	0	47.4	5.3	47.4	52.6	0	0	0	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	0	2	2	0	0	0	3
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	**4**	**4**	0	0	0	**4**
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	7	7	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.438	.438	.000	.000	.000	.563

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City of Coachella
N/S: Dillon Road
E/W: Harrison Place
Weather: Clear

File Name : 27_COA_Dil_Har PM
Site Code : 05722739
Start Date : 8/24/2022
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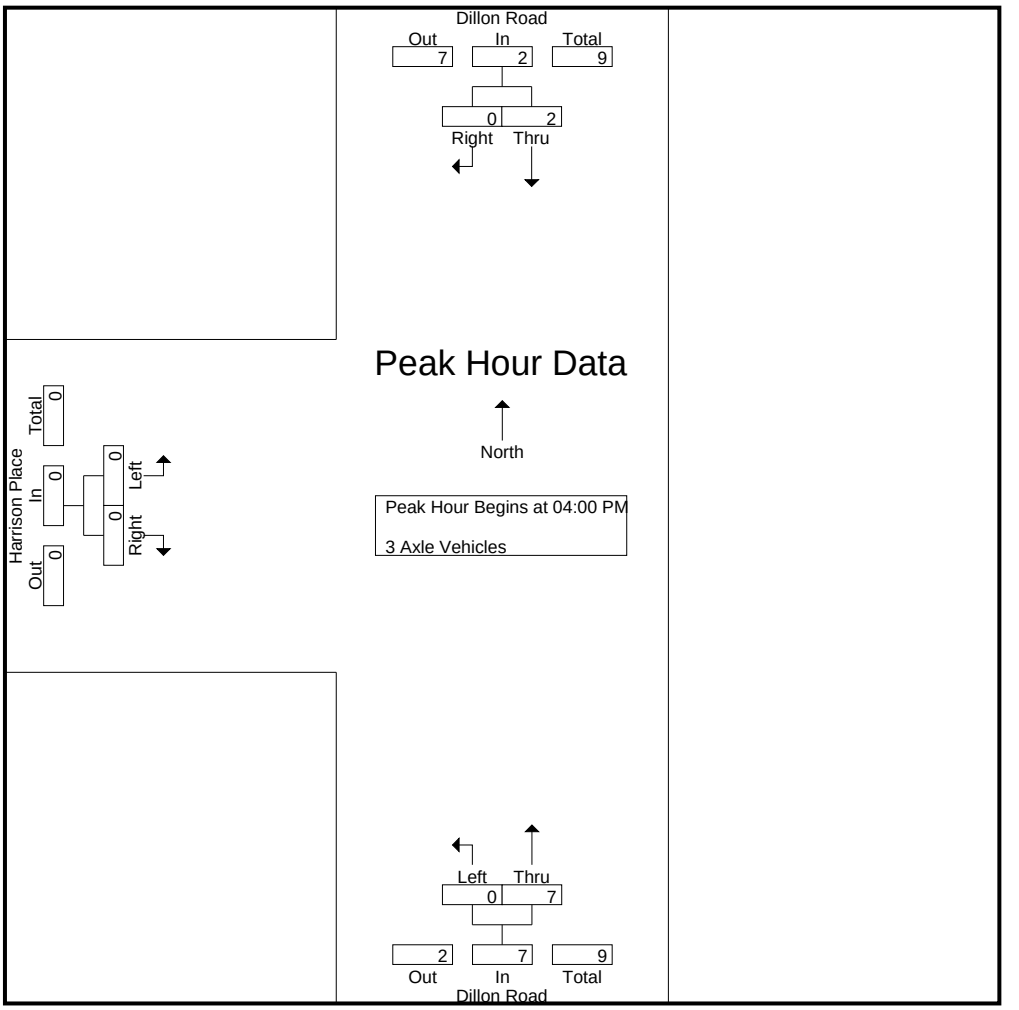

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	0	2	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	**4**	**4**	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	7	7	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.438	.438	.000	.000	.000

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City of Coachella
N/S: Dillon Road
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Weather: Clear

File Name : 27_COA_Dil_Har PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	1	2	1	1	2	2	1	3	7
04:15 PM	0	2	2	0	1	1	0	0	0	3
04:30 PM	1	2	3	0	2	2	1	0	1	6
04:45 PM	1	1	2	1	8	9	2	1	3	14
Total	3	6	9	2	12	14	5	2	7	30
05:00 PM	1	2	3	0	5	5	0	1	1	9
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	3	5	8	1	2	3	1	1	2	13
05:45 PM	3	1	4	1	4	5	0	0	0	9
Total	7	9	16	2	11	13	3	2	5	34
Grand Total	10	15	25	4	23	27	8	4	12	64
Apprch %	40	60		14.8	85.2		66.7	33.3		
Total %	15.6	23.4	39.1	6.2	35.9	42.2	12.5	6.2	18.8	

	Dillon Road Southbound			Dillon Road Northbound			Harrison Place Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	1	2	**1**	1	2	**2**	**1**	**3**	7
04:15 PM	0	**2**	2	0	1	1	0	0	0	3
04:30 PM	1	2	**3**	0	2	2	1	0	1	6
04:45 PM	1	1	2	1	**8**	**9**	2	1	3	**14**
Total Volume	3	6	9	2	12	14	5	2	7	30
% App. Total	33.3	66.7		14.3	85.7		71.4	28.6		
PHF	.750	.750	.750	.500	.375	.389	.625	.500	.583	.536

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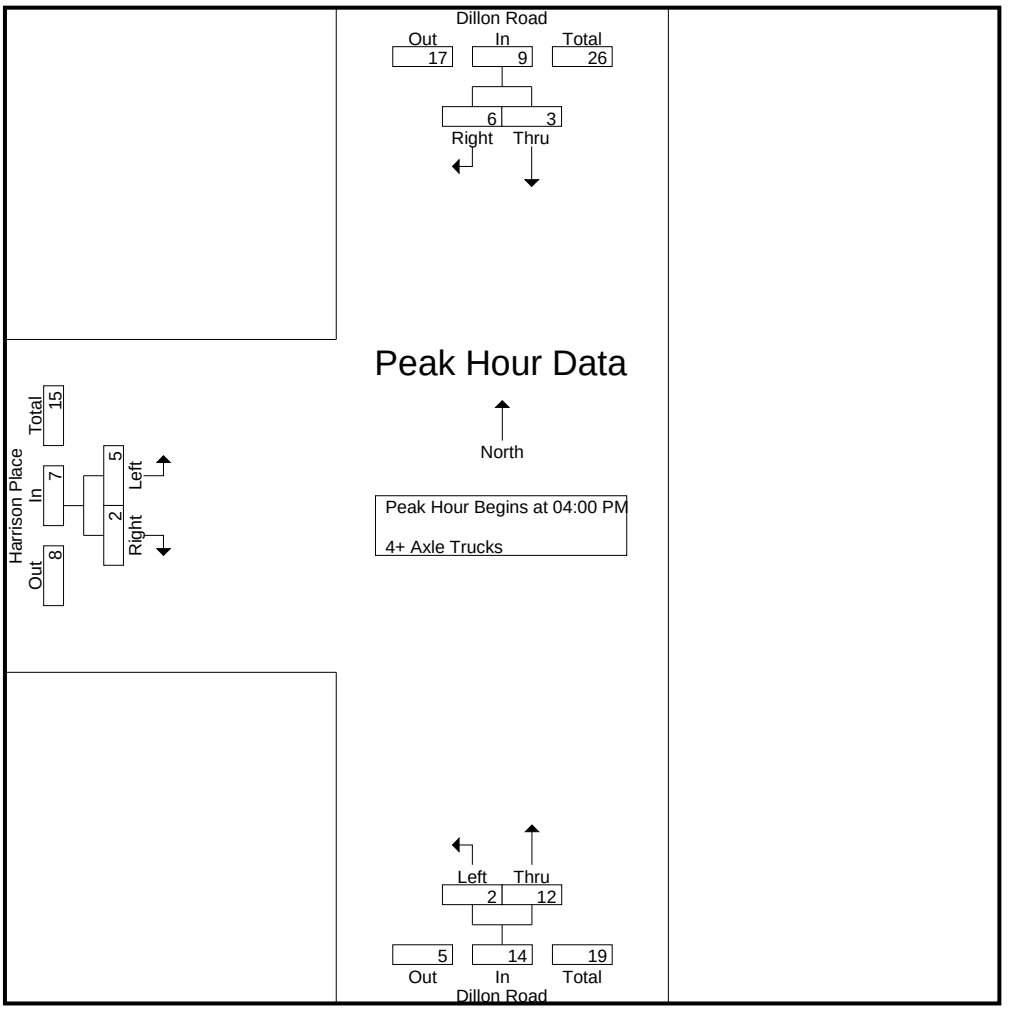

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	1	2	**1**	1	2	**2**	**1**	**3**
+15 mins.	0	**2**	2	0	1	1	0	0	0
+30 mins.	1	2	**3**	0	2	2	1	0	1
+45 mins.	1	1	2	1	**8**	**9**	2	1	3
Total Volume	3	6	9	2	12	14	5	2	7
% App. Total	33.3	66.7		14.3	85.7		71.4	28.6	
PHF	.750	.750	.750	.500	.375	.389	.625	.500	.583

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City of Coachella
N/S: Dillon Road
E/W: SR-86 Northbound Ramps
Weather: Clear

File Name : 28_COA_Dil_86N AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	29	9	38	13	0	17	30	45	29	0	74	0	0	0	0	142
07:15 AM	0	40	7	47	21	0	12	33	46	41	0	87	0	0	0	0	167
07:30 AM	0	42	7	49	31	0	18	49	60	56	0	116	0	0	0	0	214
07:45 AM	0	45	5	50	26	1	22	49	53	66	0	119	0	0	0	0	218
Total	0	156	28	184	91	1	69	161	204	192	0	396	0	0	0	0	741
08:00 AM	0	50	7	57	20	0	25	45	56	63	0	119	0	0	0	0	221
08:15 AM	0	44	15	59	28	0	17	45	31	44	0	75	0	0	0	0	179
08:30 AM	0	37	3	40	13	0	18	31	31	31	0	62	0	0	0	0	133
08:45 AM	0	45	7	52	11	0	18	29	22	44	0	66	0	0	0	0	147
Total	0	176	32	208	72	0	78	150	140	182	0	322	0	0	0	0	680
Grand Total	0	332	60	392	163	1	147	311	344	374	0	718	0	0	0	0	1421
Apprch %	0	84.7	15.3		52.4	0.3	47.3		47.9	52.1	0		0	0	0		
Total %	0	23.4	4.2	27.6	11.5	0.1	10.3	21.9	24.2	26.3	0	50.5	0	0	0	0	
Passenger Vehicles	0	264	42	306	160	1	113	274	332	319	0	651	0	0	0	0	1231
% Passenger Vehicles	0	79.5	70	78.1	98.2	100	76.9	88.1	96.5	85.3	0	90.7	0	0	0	0	86.6
Large 2 Axle Vehicles	0	9	2	11	2	0	5	7	7	14	0	21	0	0	0	0	39
% Large 2 Axle Vehicles	0	2.7	3.3	2.8	1.2	0	3.4	2.3	2	3.7	0	2.9	0	0	0	0	2.7
3 Axle Vehicles	0	28	0	28	1	0	9	10	1	28	0	29	0	0	0	0	67
% 3 Axle Vehicles	0	8.4	0	7.1	0.6	0	6.1	3.2	0.3	7.5	0	4	0	0	0	0	4.7
4+ Axle Trucks	0	31	16	47	0	0	20	20	4	13	0	17	0	0	0	0	84
% 4+ Axle Trucks	0	9.3	26.7	12	0	0	13.6	6.4	1.2	3.5	0	2.4	0	0	0	0	5.9

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	42	7	49	**31**	0	18	**49**	**60**	56	0	116	0	0	0	0	214
07:45 AM	0	45	5	50	26	**1**	22	49	53	**66**	0	**119**	0	0	0	0	218
08:00 AM	0	**50**	7	57	20	0	**25**	45	56	63	0	119	0	0	0	0	**221**
08:15 AM	0	44	**15**	**59**	28	0	17	45	31	44	0	75	0	0	0	0	179
Total Volume	0	181	34	215	105	1	82	188	200	229	0	429	0	0	0	0	832
% App. Total	0	84.2	15.8		55.9	0.5	43.6		46.6	53.4	0		0	0	0		
PHF	.000	.905	.567	.911	.847	.250	.820	.959	.833	.867	.000	.901	.000	.000	.000	.000	.941

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File Name : 28_COA_Dil_86N AM
Site Code : 05722739
Start Date : 8/24/2022
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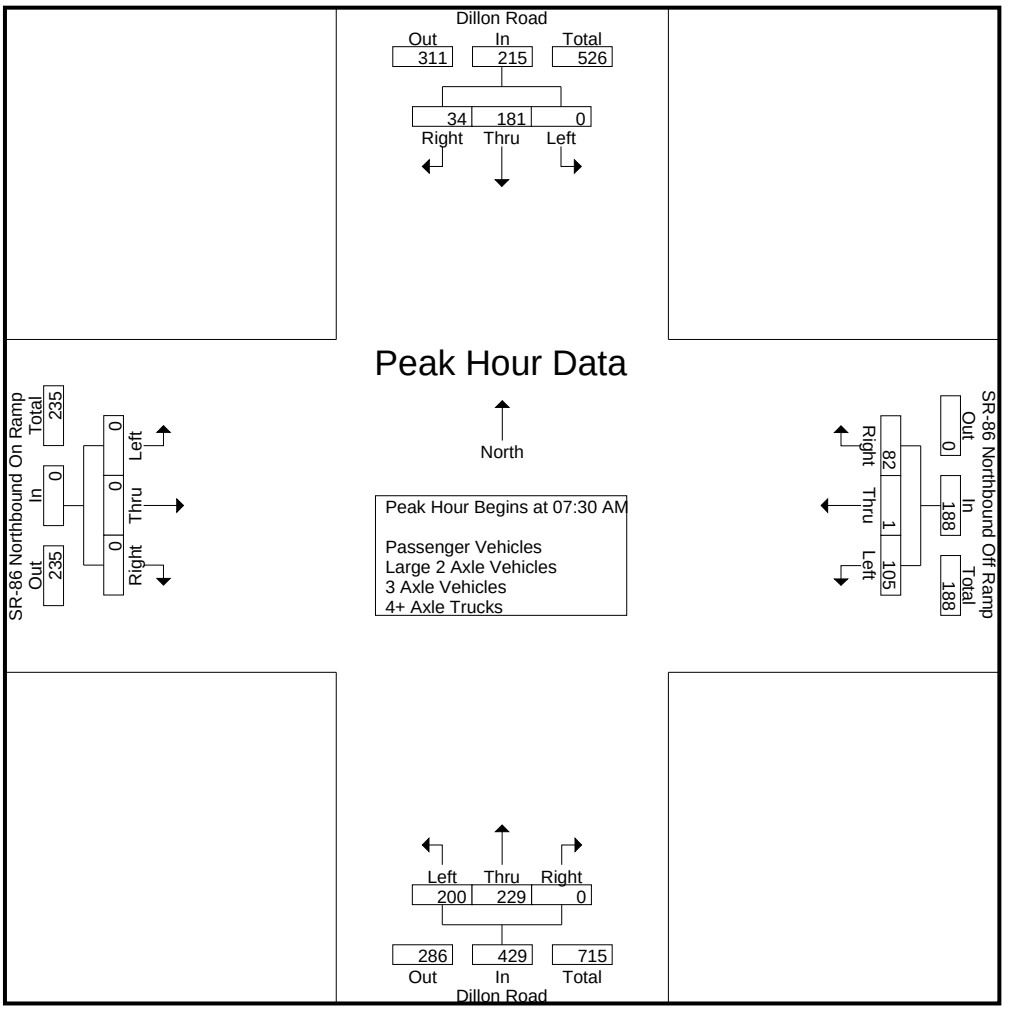

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	42	7	49	**31**	0	18	**49**	46	41	0	87	0	0	0	0
+15 mins.	0	45	5	50	26	**1**	22	49	**60**	56	0	116	0	0	0	0
+30 mins.	0	**50**	7	57	20	0	**25**	45	53	**66**	0	**119**	0	0	0	0
+45 mins.	0	44	**15**	**59**	28	0	17	45	56	63	0	119	0	0	0	0
Total Volume	0	181	34	215	105	1	82	188	215	226	0	441	0	0	0	0
% App. Total	0	84.2	15.8		55.9	0.5	43.6		48.8	51.2	0		0	0	0	
PHF	.000	.905	.567	.911	.847	.250	.820	.959	.896	.856	.000	.926	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
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File Name : 28_COA_Dil_86N AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	25	5	30	13	0	9	22	42	23	0	65	0	0	0	0	117
07:15 AM	0	31	6	37	21	0	10	31	46	35	0	81	0	0	0	0	149
07:30 AM	0	31	6	37	31	0	12	43	57	51	0	108	0	0	0	0	188
07:45 AM	0	38	3	41	25	1	19	45	50	53	0	103	0	0	0	0	189
Total	0	125	20	145	90	1	50	141	195	162	0	357	0	0	0	0	643
08:00 AM	0	44	5	49	20	0	19	39	55	58	0	113	0	0	0	0	201
08:15 AM	0	33	12	45	28	0	15	43	30	36	0	66	0	0	0	0	154
08:30 AM	0	27	2	29	12	0	16	28	30	27	0	57	0	0	0	0	114
08:45 AM	0	35	3	38	10	0	13	23	22	36	0	58	0	0	0	0	119
Total	0	139	22	161	70	0	63	133	137	157	0	294	0	0	0	0	588
Grand Total	0	264	42	306	160	1	113	274	332	319	0	651	0	0	0	0	1231
Apprch %	0	86.3	13.7		58.4	0.4	41.2		51	49	0		0	0	0		
Total %	0	21.4	3.4	24.9	13	0.1	9.2	22.3	27	25.9	0	52.9	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	31	6	37	**31**	0	12	43	**57**	51	0	108	0	0	0	0	188
07:45 AM	0	38	3	41	25	**1**	**19**	**45**	50	53	0	103	0	0	0	0	189
08:00 AM	0	**44**	5	**49**	20	0	19	39	55	**58**	0	**113**	0	0	0	0	**201**
08:15 AM	0	33	**12**	45	28	0	15	43	30	36	0	66	0	0	0	0	154
Total Volume	0	146	26	172	104	1	65	170	192	198	0	390	0	0	0	0	732
% App. Total	0	84.9	15.1		61.2	0.6	38.2		49.2	50.8	0		0	0	0		
PHF	.000	.830	.542	.878	.839	.250	.855	.944	.842	.853	.000	.863	.000	.000	.000	.000	.910

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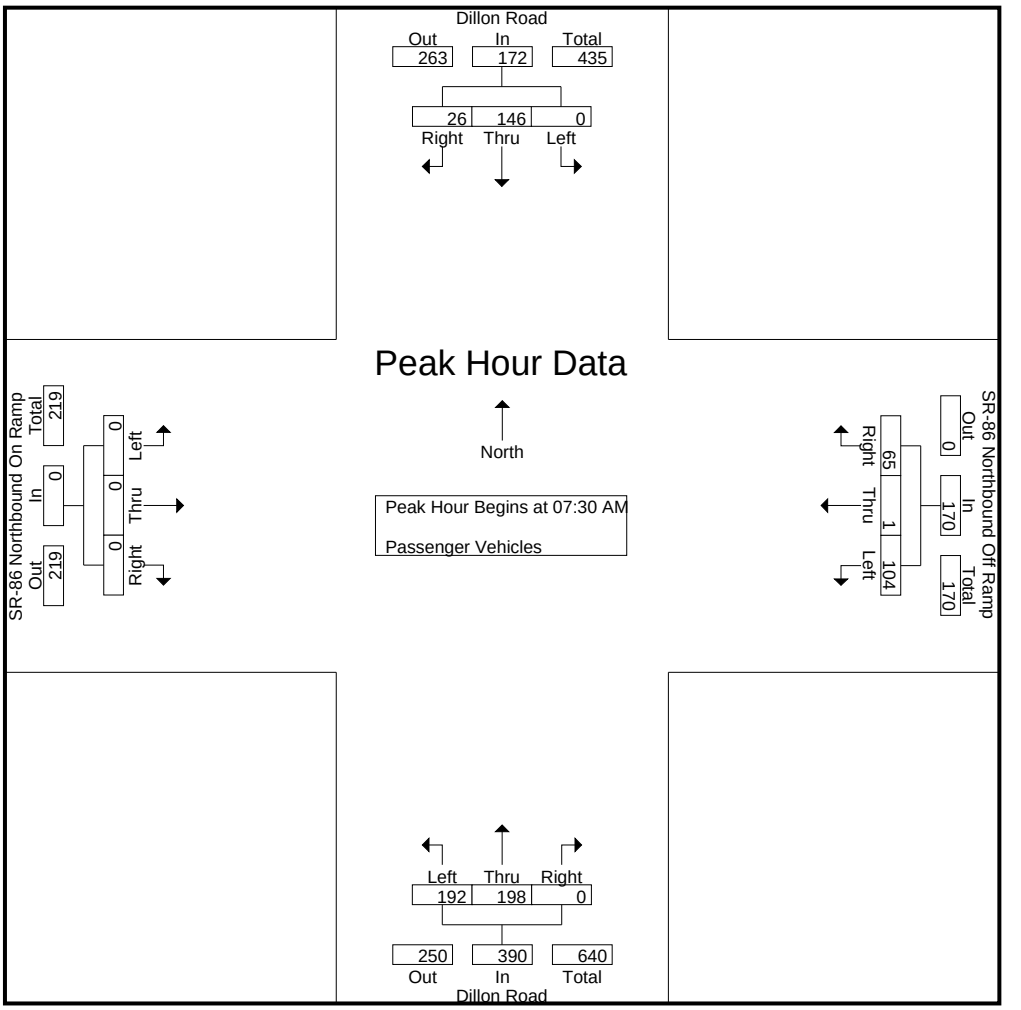

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	31	6	37	**31**	0	12	43	**57**	51	0	108	0	0	0	0
+15 mins.	0	38	3	41	25	**1**	**19**	**45**	50	53	0	103	0	0	0	0
+30 mins.	0	**44**	5	**49**	20	0	19	39	55	**58**	0	**113**	0	0	0	0
+45 mins.	0	33	**12**	45	28	0	15	43	30	36	0	66	0	0	0	0
Total Volume	0	146	26	172	104	1	65	170	192	198	0	390	0	0	0	0
% App. Total	0	84.9	15.1		61.2	0.6	38.2		49.2	50.8	0		0	0	0	
PHF	.000	.830	.542	.878	.839	.250	.855	.944	.842	.853	.000	.863	.000	.000	.000	.000

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City of Coachella
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File Name : 28_COA_Dil_86N AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	2	2	1	3	0	4	0	0	0	0	7
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	2	2	3	1	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	1	0	0	1	2	3	0	5	0	0	0	0	6
Total	0	3	0	3	1	0	4	5	6	8	0	14	0	0	0	0	22
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	3	2	5	0	0	0	0	1	2	0	3	0	0	0	0	8
08:30 AM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	6	2	8	1	0	1	2	1	6	0	7	0	0	0	0	17
Grand Total	0	9	2	11	2	0	5	7	7	14	0	21	0	0	0	0	39
Apprch %	0	81.8	18.2		28.6	0	71.4		33.3	66.7	0		0	0	0		
Total %	0	23.1	5.1	28.2	5.1	0	12.8	17.9	17.9	35.9	0	53.8	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**2**	**2**	**3**	1	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	**1**	0	0	1	2	**3**	0	**5**	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	**3**	**2**	**5**	0	0	0	0	1	2	0	3	0	0	0	0	**8**
Total Volume	0	3	2	5	1	0	3	4	6	6	0	12	0	0	0	0	21
% App. Total	0	60	40		25	0	75		50	50	0		0	0	0		
PHF	.000	.250	.250	.250	.250	.000	.375	.500	.500	.500	.000	.600	.000	.000	.000	.000	.656

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City of Coachella
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File Name : 28_COA_Dil_86N AM
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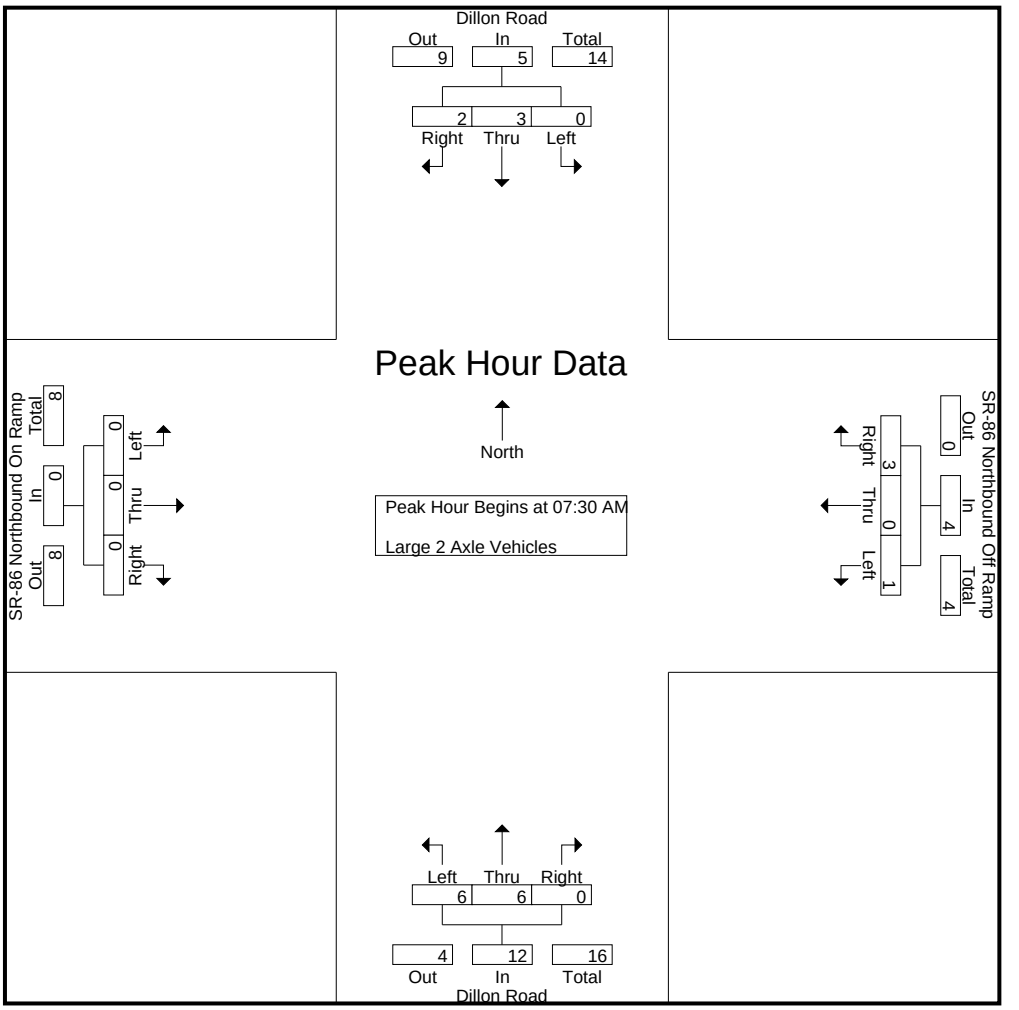

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	**2**	**2**	**3**	1	0	4	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	0	1	2	**3**	0	**5**	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	**3**	**2**	**5**	0	0	0	0	1	2	0	3	0	0	0	0
Total Volume	0	3	2	5	1	0	3	4	6	6	0	12	0	0	0	0
% App. Total	0	60	40		25	0	75		50	50	0		0	0	0	
PHF	.000	.250	.250	.250	.250	.000	.375	.500	.500	.500	.000	.600	.000	.000	.000	.000

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City of Coachella
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E/W: SR-86 Northbound Ramps
Weather: Clear

File Name : 28_COA_Dil_86N AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	1	1	1	2	0	3	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
07:30 AM	0	5	0	5	0	0	2	2	0	3	0	3	0	0	0	0	10
07:45 AM	0	2	0	2	0	0	3	3	0	9	0	9	0	0	0	0	14
Total	0	9	0	9	0	0	6	6	1	18	0	19	0	0	0	0	34
08:00 AM	0	3	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
08:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:30 AM	0	8	0	8	0	0	2	2	0	2	0	2	0	0	0	0	12
08:45 AM	0	5	0	5	1	0	0	1	0	5	0	5	0	0	0	0	11
Total	0	19	0	19	1	0	3	4	0	10	0	10	0	0	0	0	33
Grand Total	0	28	0	28	1	0	9	10	1	28	0	29	0	0	0	0	67
Apprch %	0	100	0		10	0	90		3.4	96.6	0		0	0	0		
Total %	0	41.8	0	41.8	1.5	0	13.4	14.9	1.5	41.8	0	43.3	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	0	**5**	0	0	2	2	0	3	0	3	0	0	0	0	10
07:45 AM	0	2	0	2	0	0	**3**	**3**	0	**9**	0	**9**	0	0	0	0	**14**
08:00 AM	0	3	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
08:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	13	0	13	0	0	6	6	0	15	0	15	0	0	0	0	34
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.650	.000	.650	.000	.000	.500	.500	.000	.417	.000	.417	.000	.000	.000	.000	.607

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City of Coachella
N/S: Dillon Road
E/W: SR-86 Northbound Ramps
Weather: Clear

File Name : 28_COA_Dil_86N AM
Site Code : 05722739
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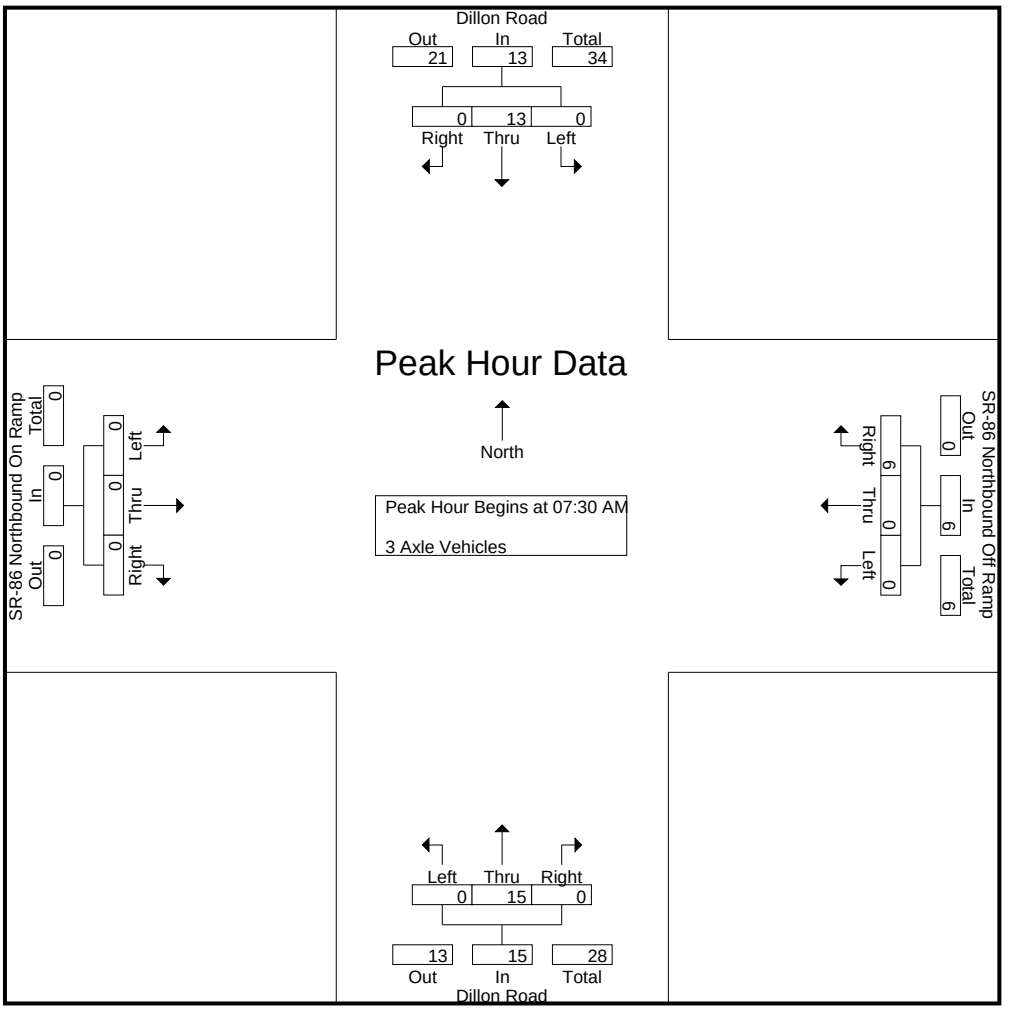

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	0	**5**	0	0	2	2	0	3	0	3	0	0	0	0
+15 mins.	0	2	0	2	0	0	**3**	**3**	0	**9**	0	**9**	0	0	0	0
+30 mins.	0	3	0	3	0	0	1	1	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	13	0	13	0	0	6	6	0	15	0	15	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.650	.000	.650	.000	.000	.500	.500	.000	.417	.000	.417	.000	.000	.000	.000

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File Name : 28_COA_Dil_86N AM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	4	6	0	0	5	5	1	1	0	2	0	0	0	0	13
07:15 AM	0	6	1	7	0	0	2	2	0	1	0	1	0	0	0	0	10
07:30 AM	0	6	1	7	0	0	2	2	0	1	0	1	0	0	0	0	10
07:45 AM	0	5	2	7	0	0	0	0	1	1	0	2	0	0	0	0	9
Total	0	19	8	27	0	0	9	9	2	4	0	6	0	0	0	0	42
08:00 AM	0	3	2	5	0	0	4	4	1	3	0	4	0	0	0	0	13
08:15 AM	0	5	1	6	0	0	2	2	0	5	0	5	0	0	0	0	13
08:30 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:45 AM	0	4	4	8	0	0	5	5	0	1	0	1	0	0	0	0	14
Total	0	12	8	20	0	0	11	11	2	9	0	11	0	0	0	0	42
Grand Total	0	31	16	47	0	0	20	20	4	13	0	17	0	0	0	0	84
Apprch %	0	66	34		0	0	100		23.5	76.5	0		0	0	0		
Total %	0	36.9	19	56	0	0	23.8	23.8	4.8	15.5	0	20.2	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**6**	1	**7**	0	0	2	2	0	1	0	1	0	0	0	0	10
07:45 AM	0	5	**2**	7	0	0	0	0	**1**	1	0	2	0	0	0	0	9
08:00 AM	0	3	2	5	0	0	**4**	**4**	1	3	0	4	0	0	0	0	**13**
08:15 AM	0	5	1	6	0	0	2	2	0	**5**	0	**5**	0	0	0	0	13
Total Volume	0	19	6	25	0	0	8	8	2	10	0	12	0	0	0	0	45
% App. Total	0	76	24		0	0	100		16.7	83.3	0		0	0	0		
PHF	.000	.792	.750	.893	.000	.000	.500	.500	.500	.500	.000	.600	.000	.000	.000	.000	.865

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File Name : 28_COA_Dil_86N AM
Site Code : 05722739
Start Date : 8/24/2022
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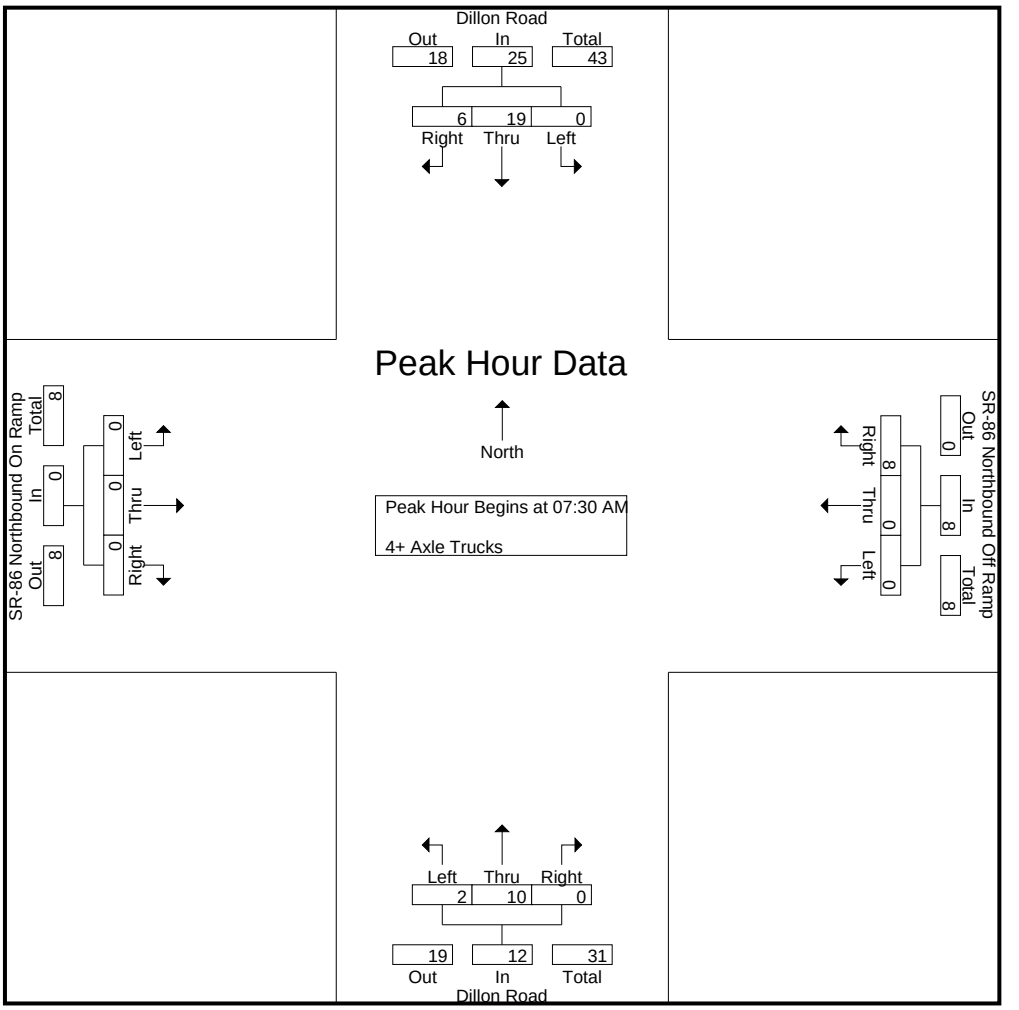

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**6**	1	**7**	0	0	2	2	0	1	0	1	0	0	0	0
+15 mins.	0	5	**2**	7	0	0	0	0	**1**	1	0	2	0	0	0	0
+30 mins.	0	3	2	5	0	0	**4**	**4**	1	3	0	4	0	0	0	0
+45 mins.	0	5	1	6	0	0	2	2	0	**5**	0	**5**	0	0	0	0
Total Volume	0	19	6	25	0	0	8	8	2	10	0	12	0	0	0	0
% App. Total	0	76	24		0	0	100		16.7	83.3	0		0	0	0	
PHF	.000	.792	.750	.893	.000	.000	.500	.500	.500	.500	.000	.600	.000	.000	.000	.000

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City of Coachella
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Weather: Clear

File Name : 28_COA_Dil_86N PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	96	27	123	12	1	21	34	22	45	0	67	0	0	0	0	224
04:15 PM	0	78	18	96	16	0	16	32	29	45	0	74	0	0	0	0	202
04:30 PM	0	45	25	70	16	0	16	32	39	27	0	66	0	0	0	0	168
04:45 PM	0	69	19	88	24	1	28	53	25	42	0	67	0	0	0	0	208
Total	0	288	89	377	68	2	81	151	115	159	0	274	0	0	0	0	802
05:00 PM	0	78	22	100	13	0	16	29	23	39	0	62	0	0	0	0	191
05:15 PM	1	54	18	73	10	0	6	16	27	49	0	76	0	0	0	0	165
05:30 PM	0	41	16	57	12	0	19	31	18	50	0	68	0	0	0	0	156
05:45 PM	0	53	15	68	11	0	14	25	25	56	0	81	0	0	0	0	174
Total	1	226	71	298	46	0	55	101	93	194	0	287	0	0	0	0	686
Grand Total	1	514	160	675	114	2	136	252	208	353	0	561	0	0	0	0	1488
Apprch %	0.1	76.1	23.7		45.2	0.8	54		37.1	62.9	0		0	0	0		
Total %	0.1	34.5	10.8	45.4	7.7	0.1	9.1	16.9	14	23.7	0	37.7	0	0	0	0	
Passenger Vehicles	1	476	155	632	109	1	105	215	204	338	0	542	0	0	0	0	1389
% Passenger Vehicles	100	92.6	96.9	93.6	95.6	50	77.2	85.3	98.1	95.8	0	96.6	0	0	0	0	93.3
Large 2 Axle Vehicles	0	9	0	9	3	0	0	3	1	4	0	5	0	0	0	0	17
% Large 2 Axle Vehicles	0	1.8	0	1.3	2.6	0	0	1.2	0.5	1.1	0	0.9	0	0	0	0	1.1
3 Axle Vehicles	0	20	0	20	1	0	11	12	0	5	0	5	0	0	0	0	37
% 3 Axle Vehicles	0	3.9	0	3	0.9	0	8.1	4.8	0	1.4	0	0.9	0	0	0	0	2.5
4+ Axle Trucks	0	9	5	14	1	1	20	22	3	6	0	9	0	0	0	0	45
% 4+ Axle Trucks	0	1.8	3.1	2.1	0.9	50	14.7	8.7	1.4	1.7	0	1.6	0	0	0	0	3

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**96**	**27**	**123**	12	**1**	21	34	22	**45**	0	67	0	0	0	0	**224**
04:15 PM	0	78	18	96	16	0	16	32	29	45	0	**74**	0	0	0	0	202
04:30 PM	0	45	25	70	16	0	16	32	**39**	27	0	66	0	0	0	0	168
04:45 PM	0	69	19	88	**24**	1	**28**	**53**	25	42	0	67	0	0	0	0	208
Total Volume	0	288	89	377	68	2	81	151	115	159	0	274	0	0	0	0	802
% App. Total	0	76.4	23.6		45	1.3	53.6		42	58	0		0	0	0		
PHF	.000	.750	.824	.766	.708	.500	.723	.712	.737	.883	.000	.926	.000	.000	.000	.000	.895

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Weather: Clear

File Name : 28_COA_Dil_86N PM
Site Code : 05722739
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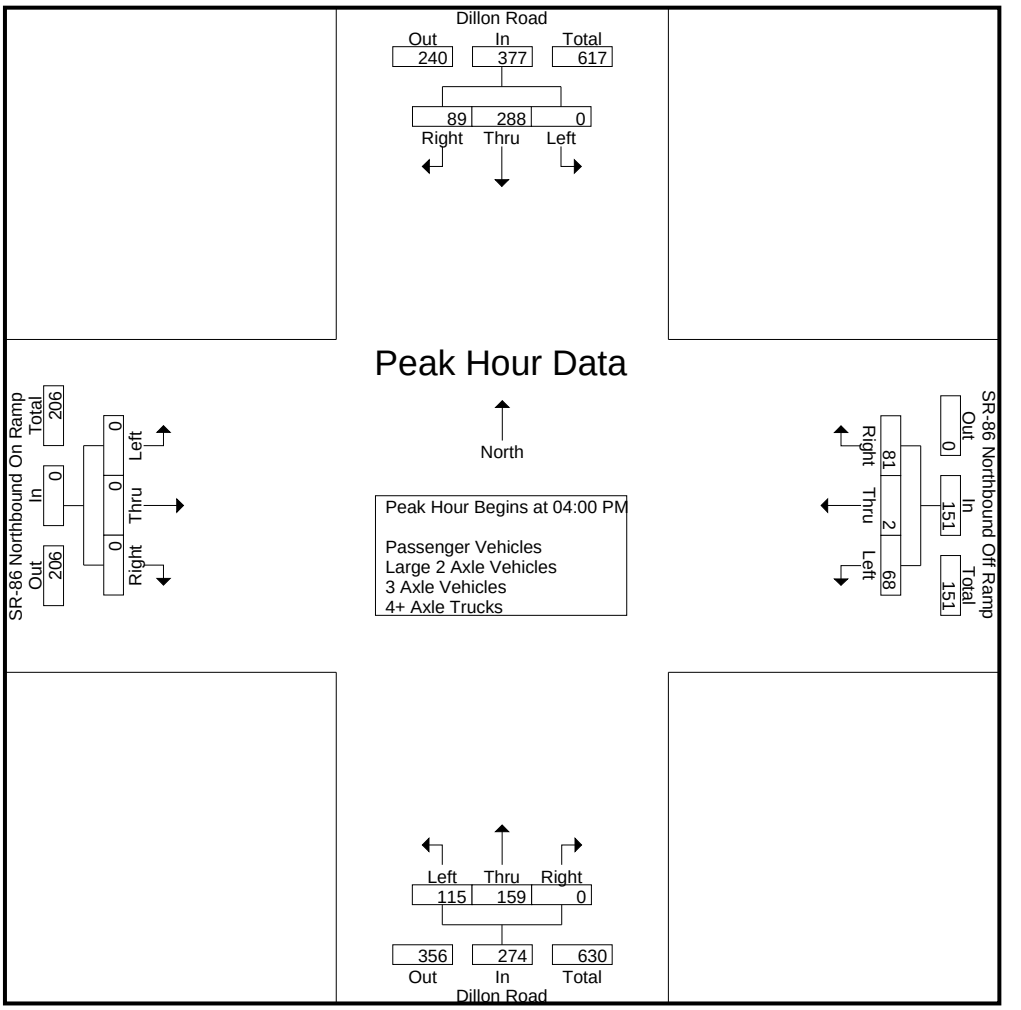

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	**96**	**27**	**123**	12	**1**	21	34	23	39	0	62	0	0	0	0
+15 mins.	0	78	18	96	16	0	16	32	**27**	49	0	76	0	0	0	0
+30 mins.	0	45	25	70	16	0	16	32	18	50	0	68	0	0	0	0
+45 mins.	0	69	19	88	**24**	1	**28**	**53**	25	**56**	0	**81**	0	0	0	0
Total Volume	0	288	89	377	68	2	81	151	93	194	0	287	0	0	0	0
% App. Total	0	76.4	23.6		45	1.3	53.6		32.4	67.6	0		0	0	0	
PHF	.000	.750	.824	.766	.708	.500	.723	.712	.861	.866	.000	.886	.000	.000	.000	.000

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File Name : 28_COA_Dil_86N PM
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	91	26	117	12	1	16	29	21	43	0	64	0	0	0	0	210
04:15 PM	0	73	18	91	15	0	14	29	29	45	0	74	0	0	0	0	194
04:30 PM	0	44	24	68	15	0	12	27	38	25	0	63	0	0	0	0	158
04:45 PM	0	61	18	79	22	0	17	39	25	40	0	65	0	0	0	0	183
Total	0	269	86	355	64	1	59	124	113	153	0	266	0	0	0	0	745
05:00 PM	0	73	21	94	13	0	12	25	21	36	0	57	0	0	0	0	176
05:15 PM	1	49	18	68	10	0	6	16	27	48	0	75	0	0	0	0	159
05:30 PM	0	37	15	52	11	0	18	29	18	47	0	65	0	0	0	0	146
05:45 PM	0	48	15	63	11	0	10	21	25	54	0	79	0	0	0	0	163
Total	1	207	69	277	45	0	46	91	91	185	0	276	0	0	0	0	644
Grand Total	1	476	155	632	109	1	105	215	204	338	0	542	0	0	0	0	1389
Apprch %	0.2	75.3	24.5		50.7	0.5	48.8		37.6	62.4	0		0	0	0		
Total %	0.1	34.3	11.2	45.5	7.8	0.1	7.6	15.5	14.7	24.3	0	39	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**91**	**26**	**117**	12	**1**	16	29	21	43	0	64	0	0	0	0	**210**
04:15 PM	0	73	18	91	15	0	14	29	29	**45**	0	**74**	0	0	0	0	194
04:30 PM	0	44	24	68	15	0	12	27	**38**	25	0	63	0	0	0	0	158
04:45 PM	0	61	18	79	**22**	0	**17**	**39**	25	40	0	65	0	0	0	0	183
Total Volume	0	269	86	355	64	1	59	124	113	153	0	266	0	0	0	0	745
% App. Total	0	75.8	24.2		51.6	0.8	47.6		42.5	57.5	0		0	0	0		
PHF	.000	.739	.827	.759	.727	.250	.868	.795	.743	.850	.000	.899	.000	.000	.000	.000	.887

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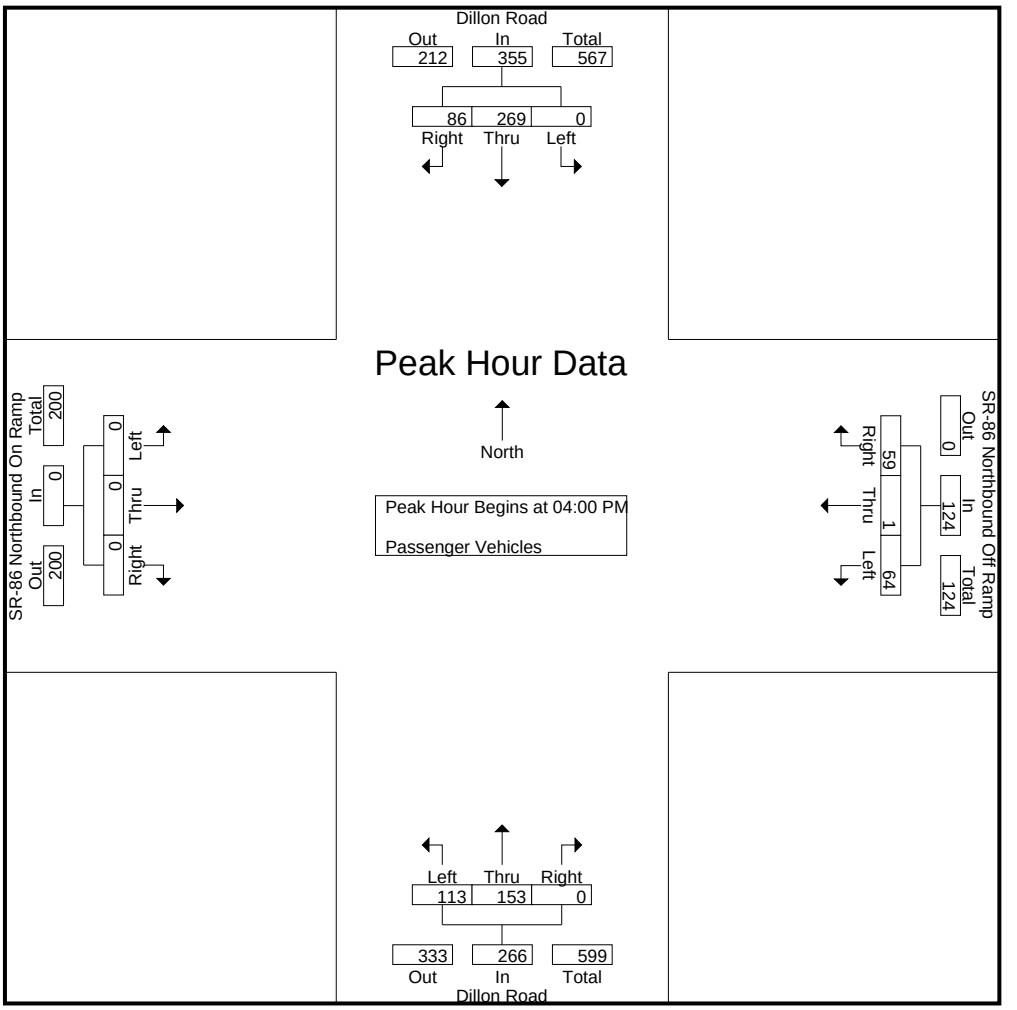

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**91**	**26**	**117**	12	**1**	16	29	21	43	0	64	0	0	0	0
+15 mins.	0	73	18	91	15	0	14	29	29	**45**	0	**74**	0	0	0	0
+30 mins.	0	44	24	68	15	0	12	27	**38**	25	0	63	0	0	0	0
+45 mins.	0	61	18	79	**22**	0	**17**	**39**	25	40	0	65	0	0	0	0
Total Volume	0	269	86	355	64	1	59	124	113	153	0	266	0	0	0	0
% App. Total	0	75.8	24.2		51.6	0.8	47.6		42.5	57.5	0		0	0	0	
PHF	.000	.739	.827	.759	.727	.250	.868	.795	.743	.850	.000	.899	.000	.000	.000	.000

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File Name : 28_COA_Dil_86N PM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	2	0	0	2	0	1	0	1	0	0	0	0	5
Total	0	7	0	7	2	0	0	2	0	2	0	2	0	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	1	0	0	1	1	2	0	3	0	0	0	0	6
Grand Total	0	9	0	9	3	0	0	3	1	4	0	5	0	0	0	0	17
Apprch %	0	100	0		100	0	0		20	80	0		0	0	0		
Total %	0	52.9	0	52.9	17.6	0	0	17.6	5.9	23.5	0	29.4	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:15 PM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	**2**	0	0	**2**	0	1	0	1	0	0	0	0	**5**
Total Volume	0	7	0	7	2	0	0	2	0	2	0	2	0	0	0	0	11
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.438	.000	.438	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.550

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City of Coachella
N/S: Dillon Road
E/W: SR-86 Northbound Ramps
Weather: Clear

File Name : 28_COA_Dil_86N PM
Site Code : 05722739
Start Date : 8/24/2022
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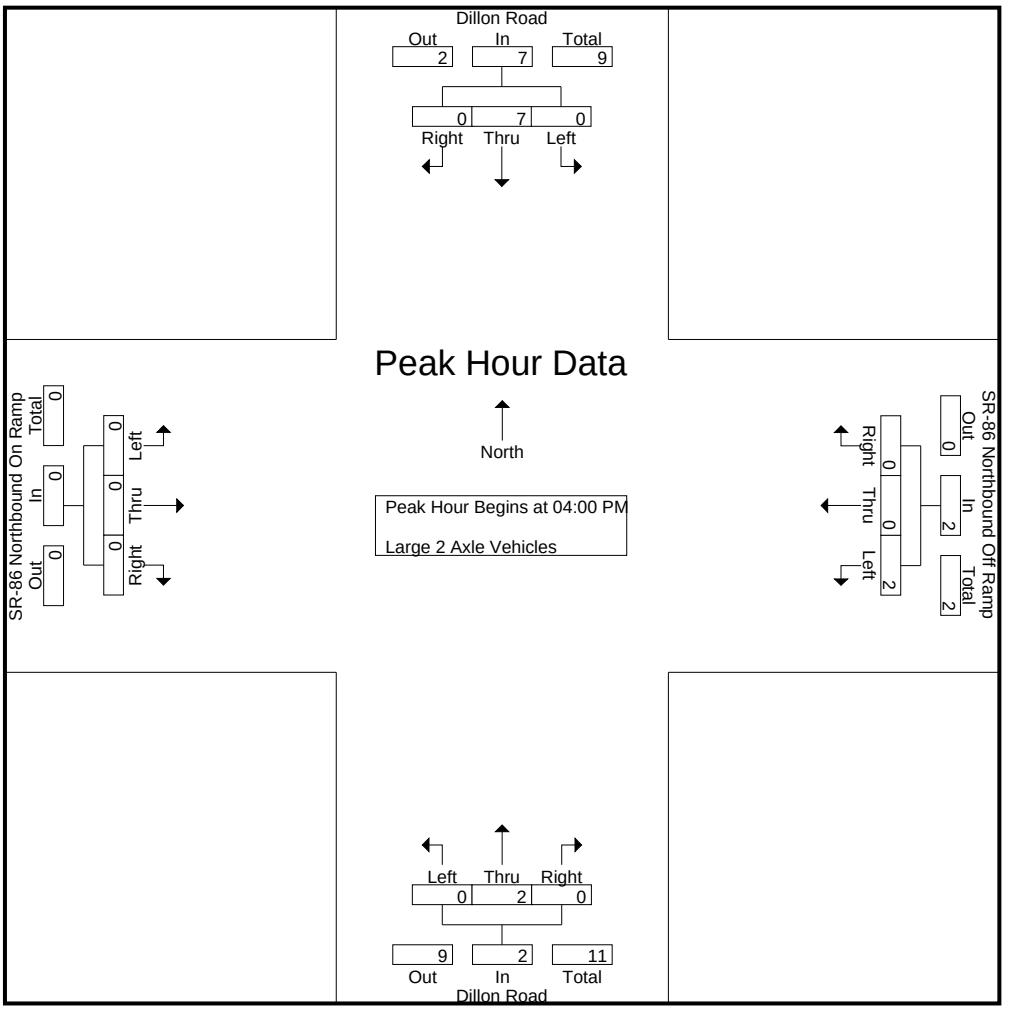

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	**2**	0	0	**2**	0	1	0	1	0	0	0	0
Total Volume	0	7	0	7	2	0	0	2	0	2	0	2	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.438	.000	.438	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	4	4	0	1	0	1	0	0	0	0	8
04:15 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0	5
04:45 PM	0	4	0	4	0	0	3	3	0	0	0	0	0	0	0	0	7
Total	0	9	0	9	1	0	11	12	0	2	0	2	0	0	0	0	23
05:00 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:15 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	11	0	11	0	0	0	0	0	3	0	3	0	0	0	0	14
Grand Total	0	20	0	20	1	0	11	12	0	5	0	5	0	0	0	0	37
Apprch %	0	100	0		8.3	0	91.7		0	100	0		0	0	0		
Total %	0	54.1	0	54.1	2.7	0	29.7	32.4	0	13.5	0	13.5	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	0	0	**4**	**4**	0	**1**	0	**1**	0	0	0	0	**8**
04:15 PM	0	1	0	1	**1**	0	1	2	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0	5
04:45 PM	0	**4**	0	**4**	0	0	3	3	0	0	0	0	0	0	0	0	7
Total Volume	0	9	0	9	1	0	11	12	0	2	0	2	0	0	0	0	23
% App. Total	0	100	0		8.3	0	91.7		0	100	0		0	0	0		
PHF	.000	.563	.000	.563	.250	.000	.688	.750	.000	.500	.000	.500	.000	.000	.000	.000	.719

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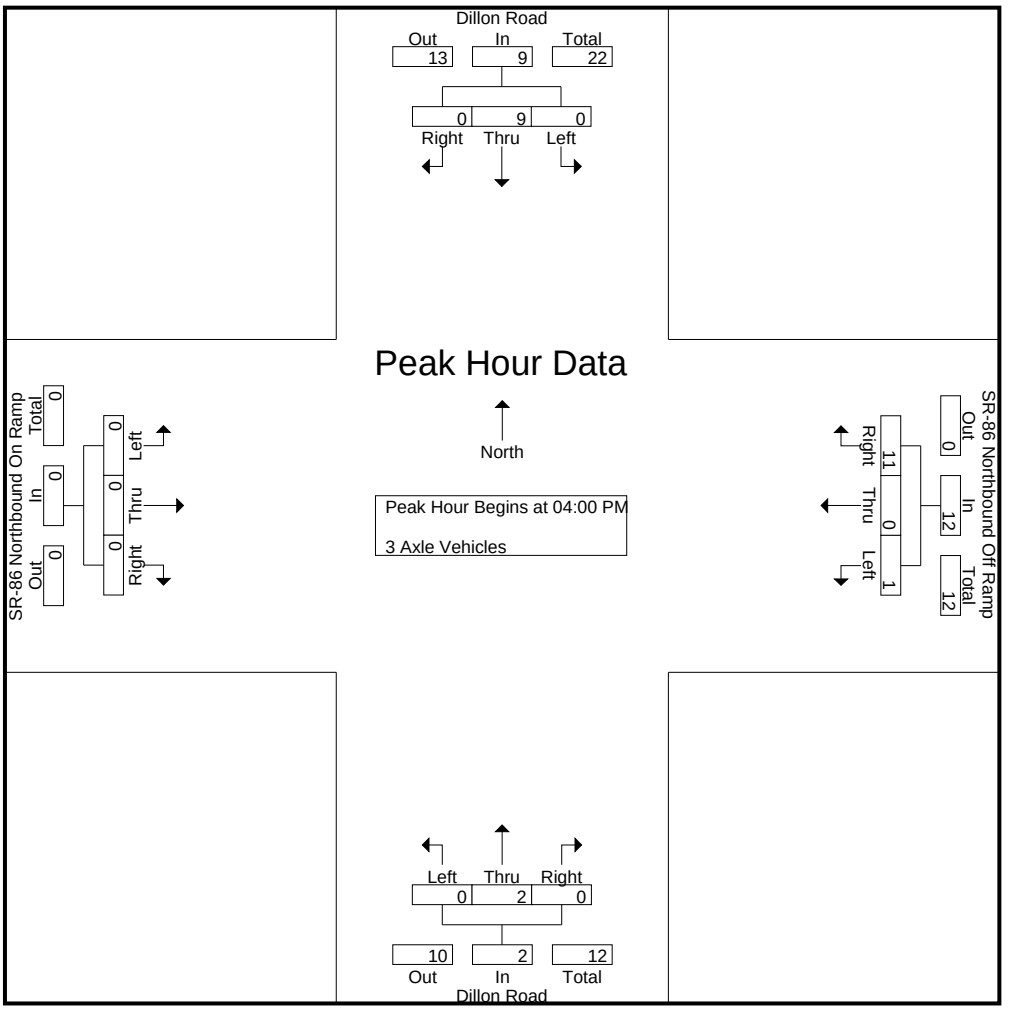

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	0	3	0	0	**4**	**4**	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	1	0	1	**1**	0	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0
+45 mins.	0	**4**	0	**4**	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	1	0	11	12	0	2	0	2	0	0	0	0
% App. Total	0	100	0		8.3	0	91.7		0	100	0		0	0	0	
PHF	.000	.563	.000	.563	.250	.000	.688	.750	.000	.500	.000	.500	.000	.000	.000	.000

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File Name : 28_COA_Dil_86N PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	1	1	1	0	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	1	0	1	2	1	1	0	2	0	0	0	0	5
04:45 PM	0	2	1	3	0	1	8	9	0	1	0	1	0	0	0	0	13
Total	0	3	3	6	1	1	11	13	2	2	0	4	0	0	0	0	23
05:00 PM	0	1	1	2	0	0	4	4	1	1	0	2	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	1	4	0	0	1	1	0	2	0	2	0	0	0	0	7
05:45 PM	0	2	0	2	0	0	4	4	0	1	0	1	0	0	0	0	7
Total	0	6	2	8	0	0	9	9	1	4	0	5	0	0	0	0	22
Grand Total	0	9	5	14	1	1	20	22	3	6	0	9	0	0	0	0	45
Apprch %	0	64.3	35.7		4.5	4.5	90.9		33.3	66.7	0		0	0	0		
Total %	0	20	11.1	31.1	2.2	2.2	44.4	48.9	6.7	13.3	0	20	0	0	0	0	

	Dillon Road Southbound				SR-86 Northbound Off Ramp Westbound				Dillon Road Northbound				SR-86 Northbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**1**	2	0	0	1	1	**1**	0	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	**1**	0	1	2	1	**1**	0	**2**	0	0	0	0	5
04:45 PM	0	**2**	1	**3**	0	**1**	**8**	**9**	0	1	0	1	0	0	0	0	**13**
Total Volume	0	3	3	6	1	1	11	13	2	2	0	4	0	0	0	0	23
% App. Total	0	50	50		7.7	7.7	84.6		50	50	0		0	0	0		
PHF	.000	.375	.750	.500	.250	.250	.344	.361	.500	.500	.000	.500	.000	.000	.000	.000	.442

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File Name : 28_COA_Dil_86N PM
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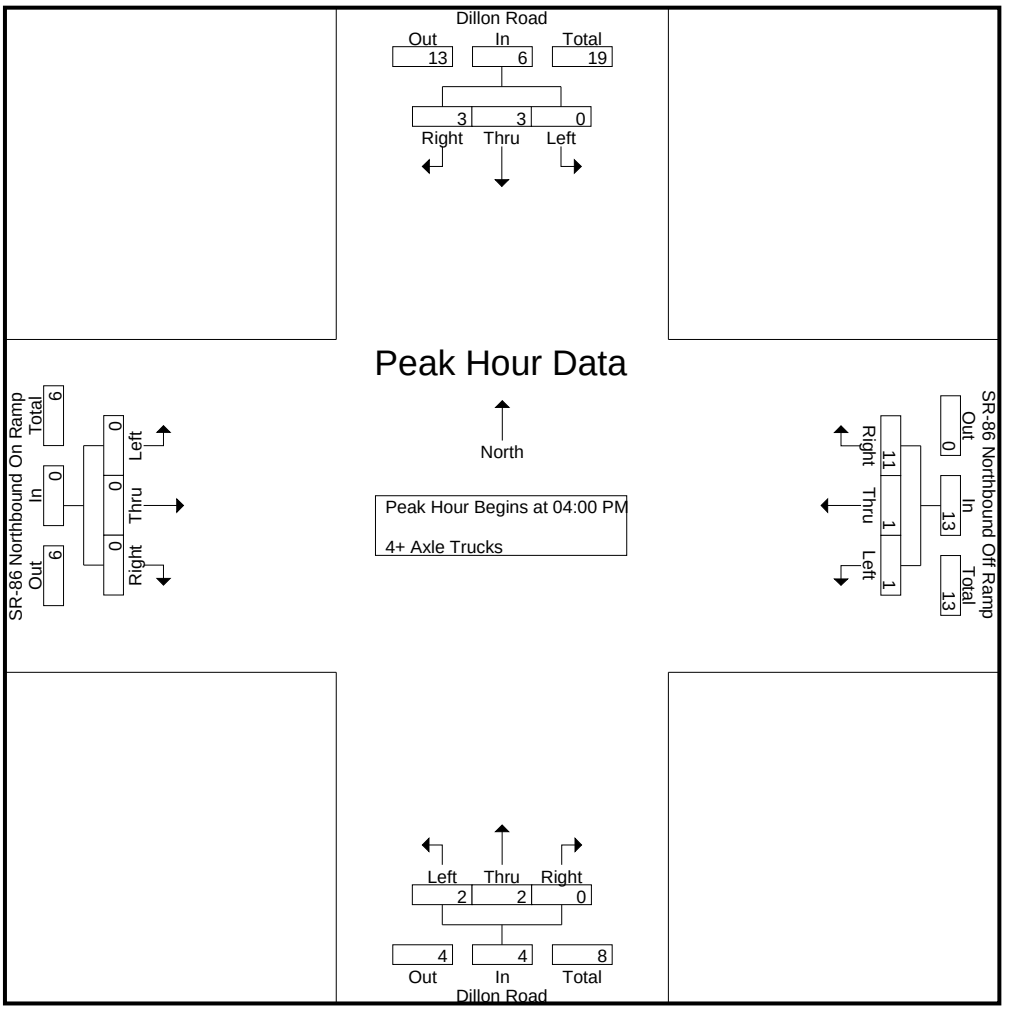

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	**1**	2	0	0	1	1	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	**1**	0	1	2	1	**1**	0	**2**	0	0	0	0
+45 mins.	0	**2**	1	**3**	0	**1**	**8**	**9**	0	1	0	1	0	0	0	0
Total Volume	0	3	3	6	1	1	11	13	2	2	0	4	0	0	0	0
% App. Total	0	50	50		7.7	7.7	84.6		50	50	0		0	0	0	
PHF	.000	.375	.750	.500	.250	.250	.344	.361	.500	.500	.000	.500	.000	.000	.000	.000

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	32	0	42	0	0	0	0	0	63	13	76	11	0	7	18	136
07:15 AM	19	44	0	63	0	0	0	0	0	72	16	88	11	0	16	27	178
07:30 AM	15	58	0	73	0	0	0	0	0	103	18	121	15	0	22	37	231
07:45 AM	14	51	0	65	0	0	0	0	0	104	12	116	18	0	22	40	221
Total	58	185	0	243	0	0	0	0	0	342	59	401	55	0	67	122	766
08:00 AM	19	53	0	72	0	0	0	0	0	104	14	118	14	0	20	34	224
08:15 AM	22	53	0	75	0	0	0	0	0	60	10	70	11	0	14	25	170
08:30 AM	11	40	0	51	0	0	0	0	0	57	9	66	6	0	18	24	141
08:45 AM	17	39	0	56	0	0	0	0	0	59	9	68	8	0	29	37	161
Total	69	185	0	254	0	0	0	0	0	280	42	322	39	0	81	120	696
Grand Total	127	370	0	497	0	0	0	0	0	622	101	723	94	0	148	242	1462
Apprch %	25.6	74.4	0		0	0	0		0	86	14		38.8	0	61.2		
Total %	8.7	25.3	0	34	0	0	0	0	0	42.5	6.9	49.5	6.4	0	10.1	16.6	
Passenger Vehicles	87	339	0	426	0	0	0	0	0	571	96	667	79	0	142	221	1314
% Passenger Vehicles	68.5	91.6	0	85.7	0	0	0	0	0	91.8	95	92.3	84	0	95.9	91.3	89.9
Large 2 Axle Vehicles	4	6	0	10	0	0	0	0	0	15	2	17	6	0	3	9	36
% Large 2 Axle Vehicles	3.1	1.6	0	2	0	0	0	0	0	2.4	2	2.4	6.4	0	2	3.7	2.5
3 Axle Vehicles	8	19	0	27	0	0	0	0	0	26	2	28	5	0	0	5	60
% 3 Axle Vehicles	6.3	5.1	0	5.4	0	0	0	0	0	4.2	2	3.9	5.3	0	0	2.1	4.1
4+ Axle Trucks	28	6	0	34	0	0	0	0	0	10	1	11	4	0	3	7	52
% 4+ Axle Trucks	22	1.6	0	6.8	0	0	0	0	0	1.6	1	1.5	4.3	0	2	2.9	3.6

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**19**	44	0	63	0	0	0	0	0	72	16	88	11	0	16	27	178
07:30 AM	15	**58**	0	**73**	0	0	0	0	0	103	**18**	**121**	15	0	**22**	37	**231**
07:45 AM	14	51	0	65	0	0	0	0	0	**104**	12	116	**18**	0	22	**40**	221
08:00 AM	19	53	0	72	0	0	0	0	0	104	14	118	14	0	20	34	224
Total Volume	67	206	0	273	0	0	0	0	0	383	60	443	58	0	80	138	854
% App. Total	24.5	75.5	0		0	0	0		0	86.5	13.5		42	0	58		
PHF	.882	.888	.000	.935	.000	.000	.000	.000	.000	.921	.833	.915	.806	.000	.909	.863	.924

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County of Riverside
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E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S AM
Site Code : 05722739
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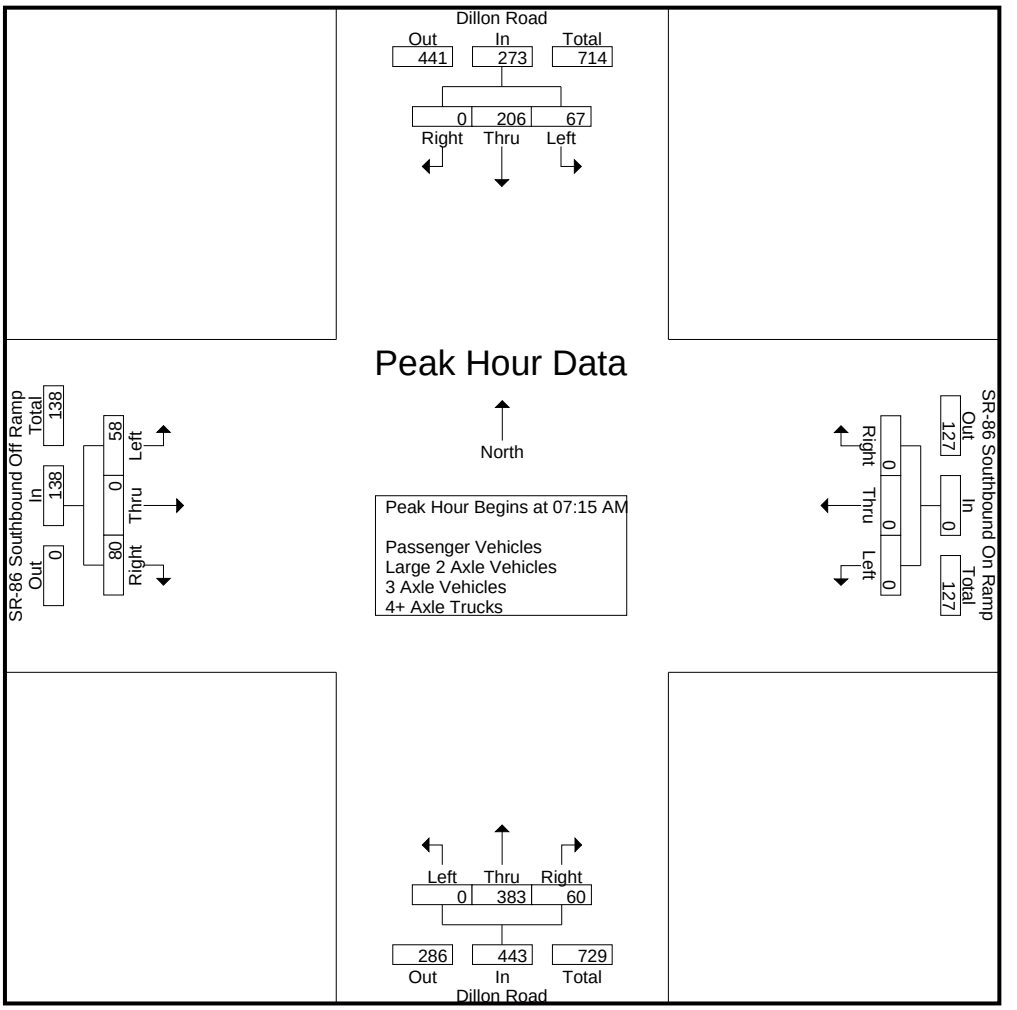

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	15	**58**	0	73	0	0	0	0	0	72	16	88	11	0	16	27
+15 mins.	14	51	0	65	0	0	0	0	0	103	**18**	**121**	15	0	**22**	37
+30 mins.	19	53	0	72	0	0	0	0	0	**104**	12	116	**18**	0	22	**40**
+45 mins.	**22**	53	0	**75**	0	0	0	0	0	104	14	118	14	0	20	34
Total Volume	70	215	0	285	0	0	0	0	0	383	60	443	58	0	80	138
% App. Total	24.6	75.4	0		0	0	0		0	86.5	13.5		42	0	58	
PHF	.795	.927	.000	.950	.000	.000	.000	.000	.000	.921	.833	.915	.806	.000	.909	.863

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File Name : 29_CRV_Dil_86S AM
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	31	0	37	0	0	0	0	0	57	13	70	9	0	7	16	123
07:15 AM	14	40	0	54	0	0	0	0	0	66	16	82	10	0	13	23	159
07:30 AM	8	54	0	62	0	0	0	0	0	96	17	113	14	0	22	36	211
07:45 AM	11	46	0	57	0	0	0	0	0	91	12	103	14	0	20	34	194
Total	39	171	0	210	0	0	0	0	0	310	58	368	47	0	62	109	687
08:00 AM	15	51	0	66	0	0	0	0	0	100	14	114	12	0	19	31	211
08:15 AM	15	50	0	65	0	0	0	0	0	56	10	66	8	0	14	22	153
08:30 AM	7	33	0	40	0	0	0	0	0	52	5	57	5	0	18	23	120
08:45 AM	11	34	0	45	0	0	0	0	0	53	9	62	7	0	29	36	143
Total	48	168	0	216	0	0	0	0	0	261	38	299	32	0	80	112	627
Grand Total	87	339	0	426	0	0	0	0	0	571	96	667	79	0	142	221	1314
Apprch %	20.4	79.6	0		0	0	0		0	85.6	14.4		35.7	0	64.3		
Total %	6.6	25.8	0	32.4	0	0	0	0	0	43.5	7.3	50.8	6	0	10.8	16.8	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	14	40	0	54	0	0	0	0	0	66	16	82	10	0	13	23	159
07:30 AM	8	**54**	0	62	0	0	0	0	0	96	**17**	113	**14**	0	**22**	**36**	**211**
07:45 AM	11	46	0	57	0	0	0	0	0	91	12	103	14	0	20	34	194
08:00 AM	**15**	51	0	**66**	0	0	0	0	0	**100**	14	**114**	12	0	19	31	211
Total Volume	48	191	0	239	0	0	0	0	0	353	59	412	50	0	74	124	775
% App. Total	20.1	79.9	0		0	0	0		0	85.7	14.3		40.3	0	59.7		
PHF	.800	.884	.000	.905	.000	.000	.000	.000	.000	.883	.868	.904	.893	.000	.841	.861	.918

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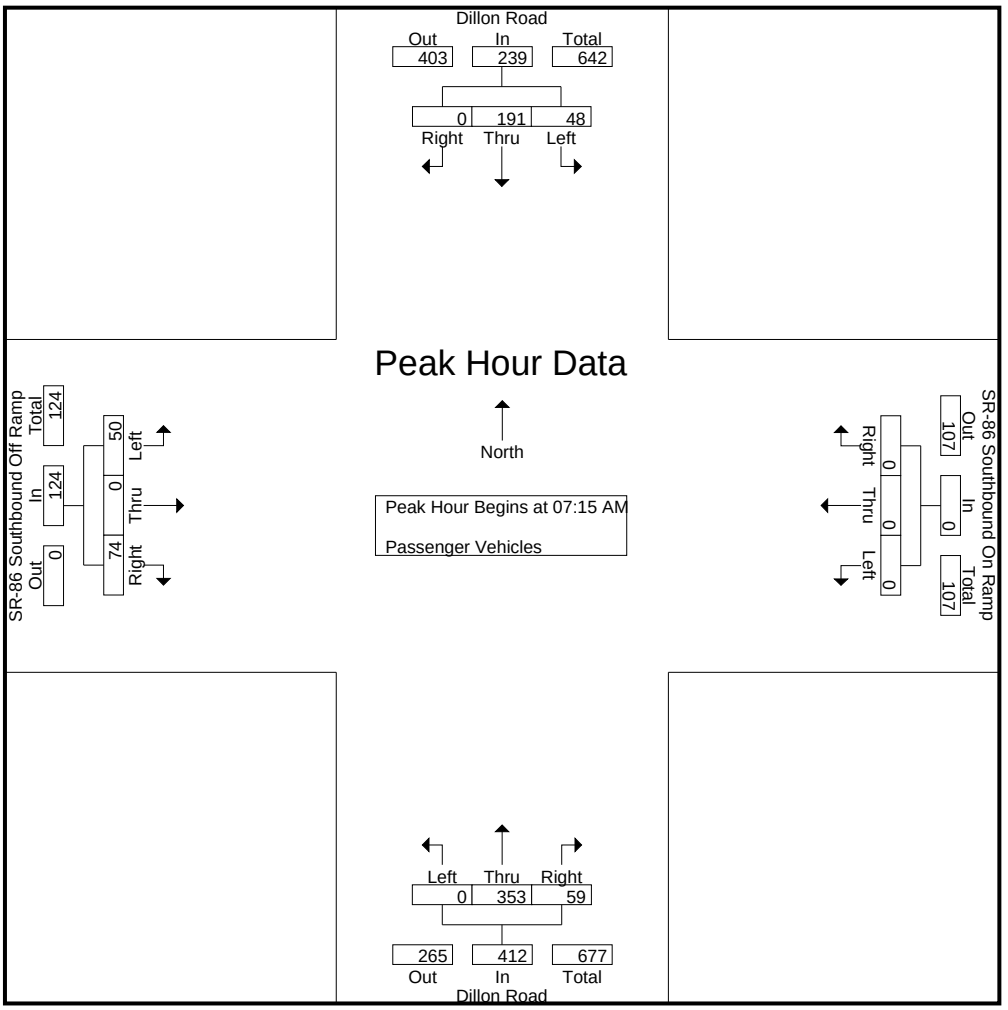
County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	14	40	0	54	0	0	0	0	0	66	16	82	10	0	13	23
+15 mins.	8	**54**	0	62	0	0	0	0	0	96	**17**	113	**14**	0	**22**	**36**
+30 mins.	11	46	0	57	0	0	0	0	0	91	12	103	14	0	20	34
+45 mins.	**15**	51	0	**66**	0	0	0	0	0	**100**	14	**114**	12	0	19	31
Total Volume	48	191	0	239	0	0	0	0	0	353	59	412	50	0	74	124
% App. Total	20.1	79.9	0		0	0	0		0	85.7	14.3		40.3	0	59.7	
PHF	.800	.884	.000	.905	.000	.000	.000	.000	.000	.883	.868	.904	.893	.000	.841	.861

Counts Unlimited, Inc.
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County of Riverside
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File Name : 29_CRV_Dil_86S AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	2	0	2	4	9
Total	1	3	0	4	0	0	0	0	0	10	0	10	5	0	3	8	22
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:30 AM	1	1	0	2	0	0	0	0	0	1	2	3	1	0	0	1	6
08:45 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	3	3	0	6	0	0	0	0	0	5	2	7	1	0	0	1	14
Grand Total	4	6	0	10	0	0	0	0	0	15	2	17	6	0	3	9	36
Apprch %	40	60	0		0	0	0		0	88.2	11.8		66.7	0	33.3		
Total %	11.1	16.7	0	27.8	0	0	0	0	0	41.7	5.6	47.2	16.7	0	8.3	25	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	1	0	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	**2**	0	**2**	**4**	**9**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	9	0	9	3	0	3	6	18
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.563	.000	.563	.375	.000	.375	.375	.500

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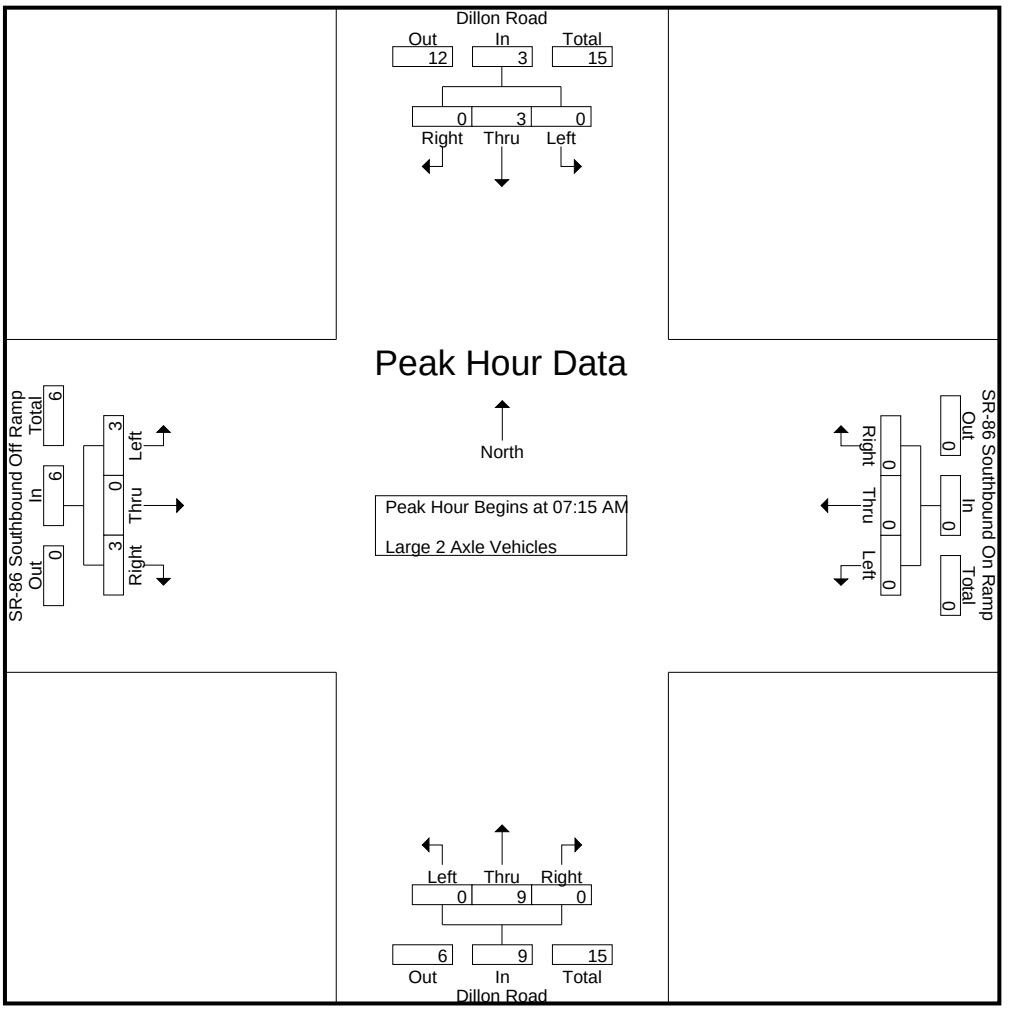

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	1	0	1	2
+15 mins.	0	0	0	0	0	0	0	0	0	**4**	0	**4**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	4	0	4	**2**	0	**2**	**4**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	9	0	9	3	0	3	6
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.563	.000	.563	.375	.000	.375	.375

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County of Riverside
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File Name : 29_CRV_Dil_86S AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
07:30 AM	1	4	0	5	0	0	0	0	0	2	1	3	1	0	0	1	9
07:45 AM	0	1	0	1	0	0	0	0	0	8	0	8	0	0	0	0	9
Total	1	6	0	7	0	0	0	0	0	19	1	20	1	0	0	1	28
08:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
08:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
08:30 AM	3	6	0	9	0	0	0	0	0	3	1	4	0	0	0	0	13
08:45 AM	2	4	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total	7	13	0	20	0	0	0	0	0	7	1	8	4	0	0	4	32
Grand Total	8	19	0	27	0	0	0	0	0	26	2	28	5	0	0	5	60
Apprch %	29.6	70.4	0		0	0	0		0	92.9	7.1		100	0	0		
Total %	13.3	31.7	0	45	0	0	0	0	0	43.3	3.3	46.7	8.3	0	0	8.3	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
07:30 AM	**1**	**4**	0	**5**	0	0	0	0	0	2	**1**	3	1	0	0	1	**9**
07:45 AM	0	1	0	1	0	0	0	0	0	**8**	0	**8**	0	0	0	0	9
08:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	**2**	0	0	**2**	5
Total Volume	2	7	0	9	0	0	0	0	0	15	1	16	3	0	0	3	28
% App. Total	22.2	77.8	0		0	0	0		0	93.8	6.2		100	0	0		
PHF	.500	.438	.000	.450	.000	.000	.000	.000	.000	.469	.250	.500	.375	.000	.000	.375	.778

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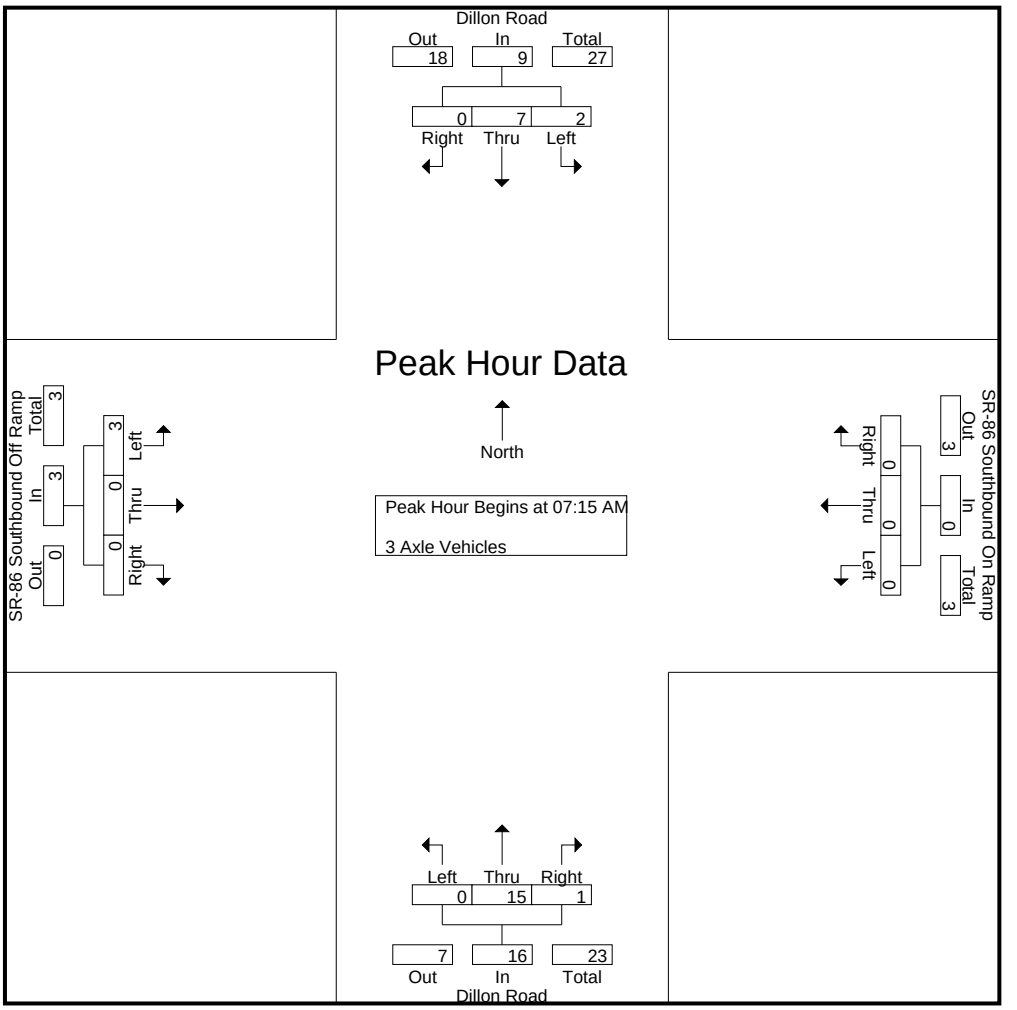

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	2	**1**	3	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	**8**	0	**8**	0	0	0	0
+45 mins.	1	2	0	3	0	0	0	0	0	0	0	0	**2**	0	0	**2**
Total Volume	2	7	0	9	0	0	0	0	0	15	1	16	3	0	0	3
% App. Total	22.2	77.8	0		0	0	0		0	93.8	6.2		100	0	0	
PHF	.500	.438	.000	.450	.000	.000	.000	.000	.000	.469	.250	.500	.375	.000	.000	.375

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File Name : 29_CRV_Dil_86S AM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:15 AM	5	2	0	7	0	0	0	0	0	0	0	0	0	0	2	2	9
07:30 AM	6	0	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
07:45 AM	3	3	0	6	0	0	0	0	0	1	0	1	2	0	0	2	9
Total	17	5	0	22	0	0	0	0	0	3	0	3	2	0	2	4	29
08:00 AM	3	0	0	3	0	0	0	0	0	4	0	4	0	0	1	1	8
08:15 AM	5	0	0	5	0	0	0	0	0	2	0	2	1	0	0	1	8
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:45 AM	3	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
Total	11	1	0	12	0	0	0	0	0	7	1	8	2	0	1	3	23
Grand Total	28	6	0	34	0	0	0	0	0	10	1	11	4	0	3	7	52
Apprch %	82.4	17.6	0		0	0	0		0	90.9	9.1		57.1	0	42.9		
Total %	53.8	11.5	0	65.4	0	0	0	0	0	19.2	1.9	21.2	7.7	0	5.8	13.5	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	2	0	**7**	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**9**
07:30 AM	**6**	0	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
07:45 AM	3	**3**	0	6	0	0	0	0	0	1	0	1	**2**	0	0	2	9
08:00 AM	3	0	0	3	0	0	0	0	0	**4**	0	**4**	0	0	1	1	8
Total Volume	17	5	0	22	0	0	0	0	0	6	0	6	2	0	3	5	33
% App. Total	77.3	22.7	0		0	0	0		0	100	0		40	0	60		
PHF	.708	.417	.000	.786	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.375	.625	.917

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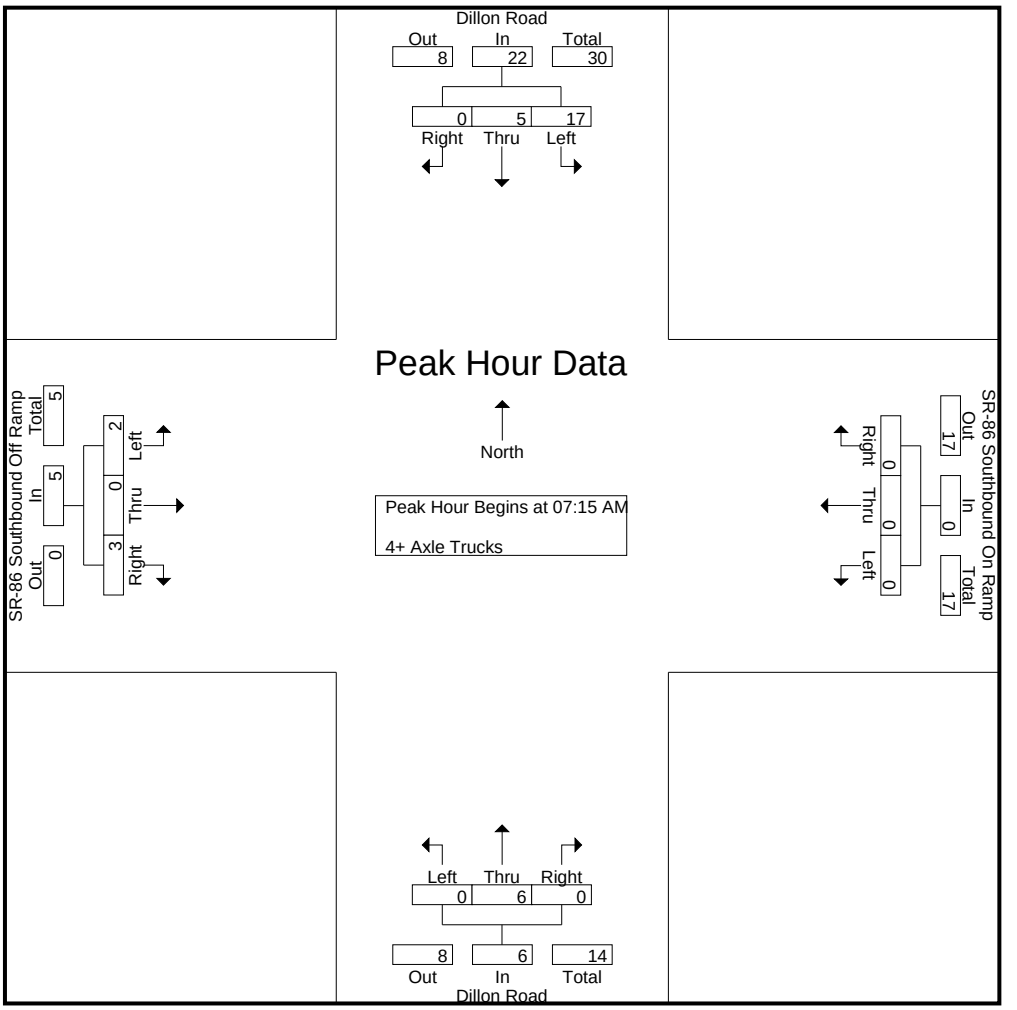

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	2	0	**7**	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	**6**	0	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	3	**3**	0	6	0	0	0	0	0	1	0	1	**2**	0	0	2
+45 mins.	3	0	0	3	0	0	0	0	0	**4**	0	**4**	0	0	1	1
Total Volume	17	5	0	22	0	0	0	0	0	6	0	6	2	0	3	5
% App. Total	77.3	22.7	0		0	0	0		0	100	0		40	0	60	
PHF	.708	.417	.000	.786	.000	.000	.000	.000	.000	.375	.000	.375	.250	.000	.375	.625

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County of Riverside
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File Name : 29_CRV_Dil_86S PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	74	0	104	0	0	0	0	0	53	22	75	13	0	51	64	243
04:15 PM	33	64	0	97	0	0	0	0	0	57	28	85	17	0	48	65	247
04:30 PM	21	42	0	63	0	0	0	0	0	53	24	77	12	0	39	51	191
04:45 PM	22	69	0	91	0	0	0	0	0	54	31	85	13	0	34	47	223
Total	106	249	0	355	0	0	0	0	0	217	105	322	55	0	172	227	904
05:00 PM	31	63	0	94	0	0	0	0	0	45	27	72	20	0	48	68	234
05:15 PM	18	45	0	63	0	0	0	0	0	55	28	83	19	0	41	60	206
05:30 PM	16	38	0	54	0	0	0	0	0	54	26	80	16	0	43	59	193
05:45 PM	22	42	0	64	0	0	0	0	0	62	17	79	18	0	28	46	189
Total	87	188	0	275	0	0	0	0	0	216	98	314	73	0	160	233	822
Grand Total	193	437	0	630	0	0	0	0	0	433	203	636	128	0	332	460	1726
Apprch %	30.6	69.4	0		0	0	0		0	68.1	31.9		27.8	0	72.2		
Total %	11.2	25.3	0	36.5	0	0	0	0	0	25.1	11.8	36.8	7.4	0	19.2	26.7	
Passenger Vehicles	165	424	0	589	0	0	0	0	0	423	201	624	119	0	329	448	1661
% Passenger Vehicles	85.5	97	0	93.5	0	0	0	0	0	97.7	99	98.1	93	0	99.1	97.4	96.2
Large 2 Axle Vehicles	3	8	0	11	0	0	0	0	0	4	2	6	1	0	0	1	18
% Large 2 Axle Vehicles	1.6	1.8	0	1.7	0	0	0	0	0	0.9	1	0.9	0.8	0	0	0.2	1
3 Axle Vehicles	17	3	0	20	0	0	0	0	0	2	0	2	2	0	2	4	26
% 3 Axle Vehicles	8.8	0.7	0	3.2	0	0	0	0	0	0.5	0	0.3	1.6	0	0.6	0.9	1.5
4+ Axle Trucks	8	2	0	10	0	0	0	0	0	4	0	4	6	0	1	7	21
% 4+ Axle Trucks	4.1	0.5	0	1.6	0	0	0	0	0	0.9	0	0.6	4.7	0	0.3	1.5	1.2

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	30	**74**	0	**104**	0	0	0	0	0	53	22	75	13	0	**51**	64	243
04:15 PM	**33**	64	0	97	0	0	0	0	0	**57**	28	**85**	**17**	0	48	**65**	**247**
04:30 PM	21	42	0	63	0	0	0	0	0	53	24	77	12	0	39	51	191
04:45 PM	22	69	0	91	0	0	0	0	0	54	**31**	85	13	0	34	47	223
Total Volume	106	249	0	355	0	0	0	0	0	217	105	322	55	0	172	227	904
% App. Total	29.9	70.1	0		0	0	0		0	67.4	32.6		24.2	0	75.8		
PHF	.803	.841	.000	.853	.000	.000	.000	.000	.000	.952	.847	.947	.809	.000	.843	.873	.915

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Weather: Clear

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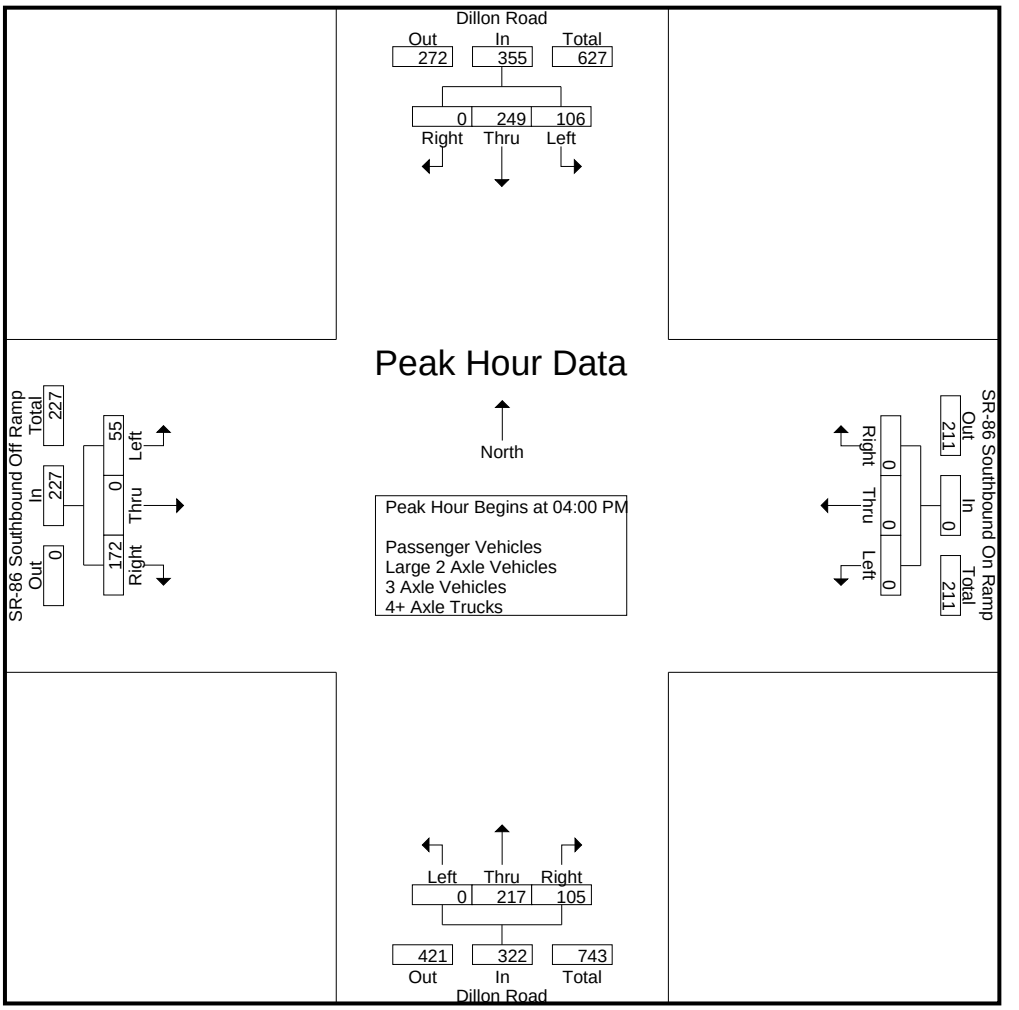

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:45 PM			
+0 mins.	30	**74**	0	**104**	0	0	0	0	0	53	22	75	13	0	34	47
+15 mins.	**33**	64	0	97	0	0	0	0	0	**57**	28	**85**	**20**	0	**48**	**68**
+30 mins.	21	42	0	63	0	0	0	0	0	53	24	77	19	0	41	60
+45 mins.	22	69	0	91	0	0	0	0	0	54	**31**	85	16	0	43	59
Total Volume	106	249	0	355	0	0	0	0	0	217	105	322	68	0	166	234
% App. Total	29.9	70.1	0		0	0	0		0	67.4	32.6		29.1	0	70.9	
PHF	.803	.841	.000	.853	.000	.000	.000	.000	.000	.952	.847	.947	.850	.000	.865	.860

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	72	0	101	0	0	0	0	0	50	22	72	13	0	50	63	236
04:15 PM	29	61	0	90	0	0	0	0	0	57	27	84	17	0	48	65	239
04:30 PM	21	40	0	61	0	0	0	0	0	51	24	75	11	0	39	50	186
04:45 PM	16	65	0	81	0	0	0	0	0	54	30	84	11	0	34	45	210
Total	95	238	0	333	0	0	0	0	0	212	103	315	52	0	171	223	871
05:00 PM	27	62	0	89	0	0	0	0	0	42	27	69	18	0	47	65	223
05:15 PM	13	45	0	58	0	0	0	0	0	55	28	83	18	0	40	58	199
05:30 PM	12	37	0	49	0	0	0	0	0	53	26	79	14	0	43	57	185
05:45 PM	18	42	0	60	0	0	0	0	0	61	17	78	17	0	28	45	183
Total	70	186	0	256	0	0	0	0	0	211	98	309	67	0	158	225	790
Grand Total	165	424	0	589	0	0	0	0	0	423	201	624	119	0	329	448	1661
Apprch %	28	72	0		0	0	0		0	67.8	32.2		26.6	0	73.4		
Total %	9.9	25.5	0	35.5	0	0	0	0	0	25.5	12.1	37.6	7.2	0	19.8	27	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**29**	**72**	0	**101**	0	0	0	0	0	50	22	72	13	0	**50**	63	236
04:15 PM	29	61	0	90	0	0	0	0	0	**57**	27	**84**	**17**	0	48	**65**	**239**
04:30 PM	21	40	0	61	0	0	0	0	0	51	24	75	11	0	39	50	186
04:45 PM	16	65	0	81	0	0	0	0	0	54	**30**	84	11	0	34	45	210
Total Volume	95	238	0	333	0	0	0	0	0	212	103	315	52	0	171	223	871
% App. Total	28.5	71.5	0		0	0	0		0	67.3	32.7		23.3	0	76.7		
PHF	.819	.826	.000	.824	.000	.000	.000	.000	.000	.930	.858	.938	.765	.000	.855	.858	.911

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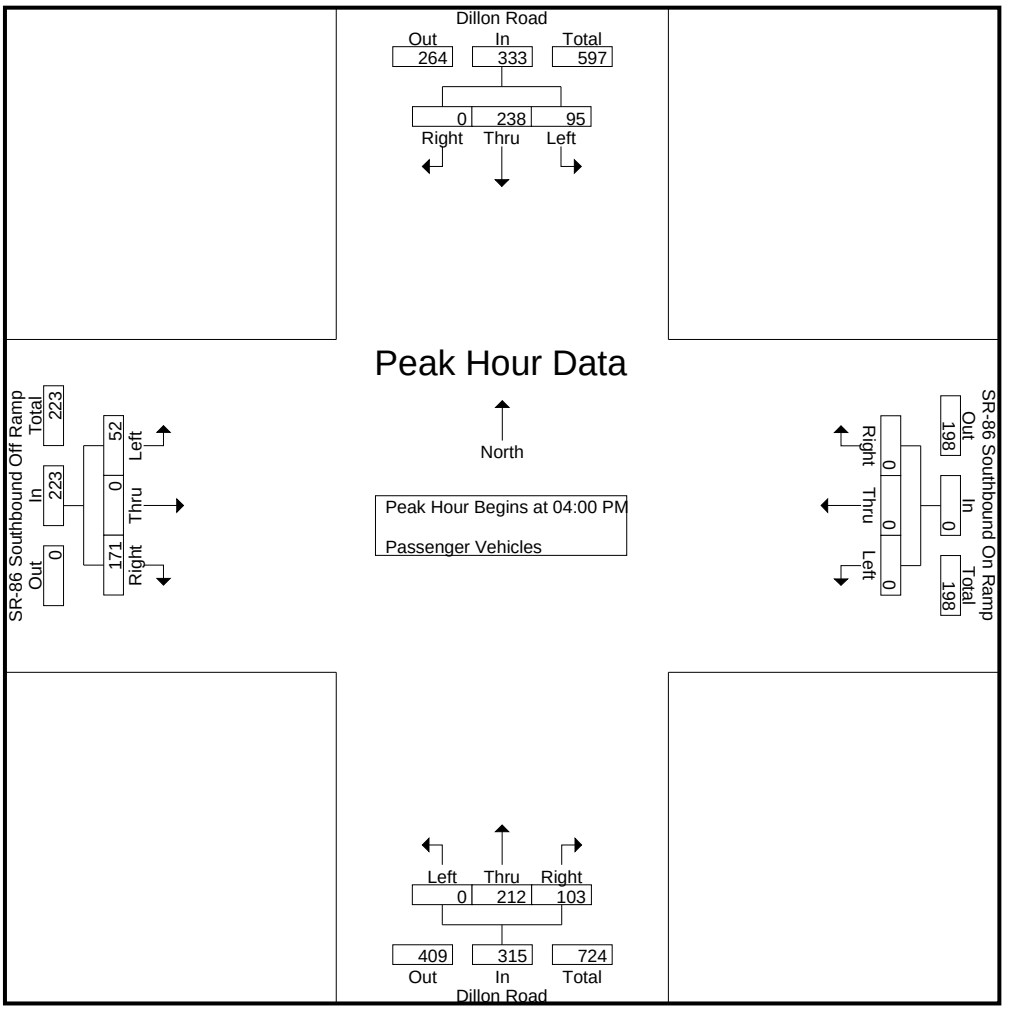
County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**29**	**72**	0	**101**	0	0	0	0	0	50	22	72	13	0	**50**	63
+15 mins.	29	61	0	90	0	0	0	0	0	**57**	27	**84**	**17**	0	48	**65**
+30 mins.	21	40	0	61	0	0	0	0	0	51	24	75	11	0	39	50
+45 mins.	16	65	0	81	0	0	0	0	0	54	**30**	84	11	0	34	45
Total Volume	95	238	0	333	0	0	0	0	0	212	103	315	52	0	171	223
% App. Total	28.5	71.5	0		0	0	0		0	67.3	32.7		23.3	0	76.7	
PHF	.819	.826	.000	.824	.000	.000	.000	.000	.000	.930	.858	.938	.765	.000	.855	.858

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	1	3	0	4	0	0	0	0	0	0	1	1	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	3	0	4	0	0	0	0	0	0	1	1	1	0	0	1	6
Total	2	7	0	9	0	0	0	0	0	1	2	3	1	0	0	1	13
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Grand Total	3	8	0	11	0	0	0	0	0	4	2	6	1	0	0	1	18
Apprch %	27.3	72.7	0		0	0	0		0	66.7	33.3		100	0	0		
Total %	16.7	44.4	0	61.1	0	0	0	0	0	22.2	11.1	33.3	5.6	0	0	5.6	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:15 PM	**1**	**3**	0	**4**	0	0	0	0	0	0	**1**	1	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	3	0	4	0	0	0	0	0	0	1	1	**1**	0	0	**1**	**6**
Total Volume	2	7	0	9	0	0	0	0	0	1	2	3	1	0	0	1	13
% App. Total	22.2	77.8	0		0	0	0		0	33.3	66.7		100	0	0		
PHF	.500	.583	.000	.563	.000	.000	.000	.000	.000	.250	.500	.750	.250	.000	.000	.250	.542

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
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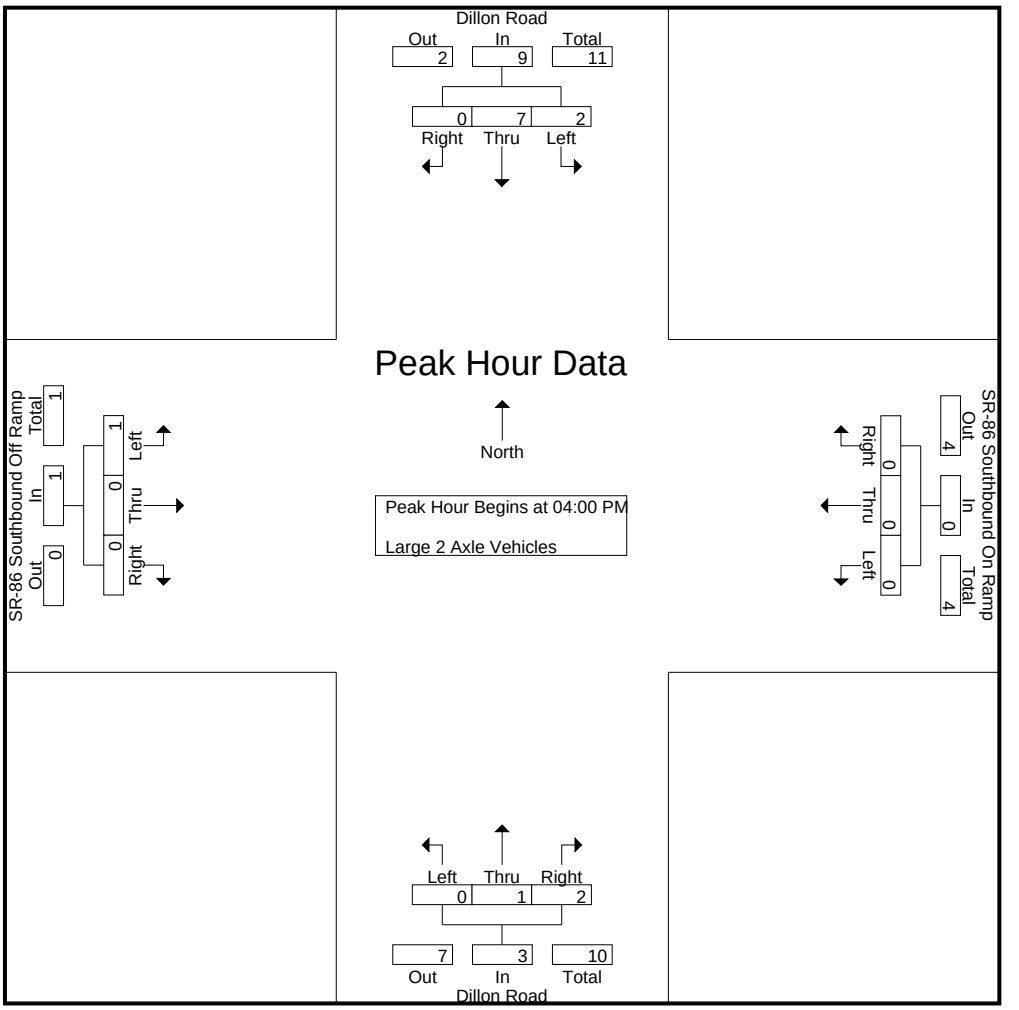

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	**1**	**3**	0	**4**	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	3	0	4	0	0	0	0	0	0	1	1	**1**	0	0	**1**
Total Volume	2	7	0	9	0	0	0	0	0	1	2	3	1	0	0	1
% App. Total	22.2	77.8	0		0	0	0		0	33.3	66.7		100	0	0	
PHF	.500	.583	.000	.563	.000	.000	.000	.000	.000	.250	.500	.750	.250	.000	.000	.250

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	7	2	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
05:00 PM	3	1	0	4	0	0	0	0	0	0	0	0	1	0	1	2	6
05:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	1	0	1	2	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	10	1	0	11	0	0	0	0	0	0	0	0	2	0	2	4	15
Grand Total	17	3	0	20	0	0	0	0	0	2	0	2	2	0	2	4	26
Apprch %	85	15	0		0	0	0		0	100	0		50	0	50		
Total %	65.4	11.5	0	76.9	0	0	0	0	0	7.7	0	7.7	7.7	0	7.7	15.4	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	**1**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	7	2	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
% App. Total	77.8	22.2	0		0	0	0		0	100	0		0	0	0		
PHF	.438	.500	.000	.563	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.688

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
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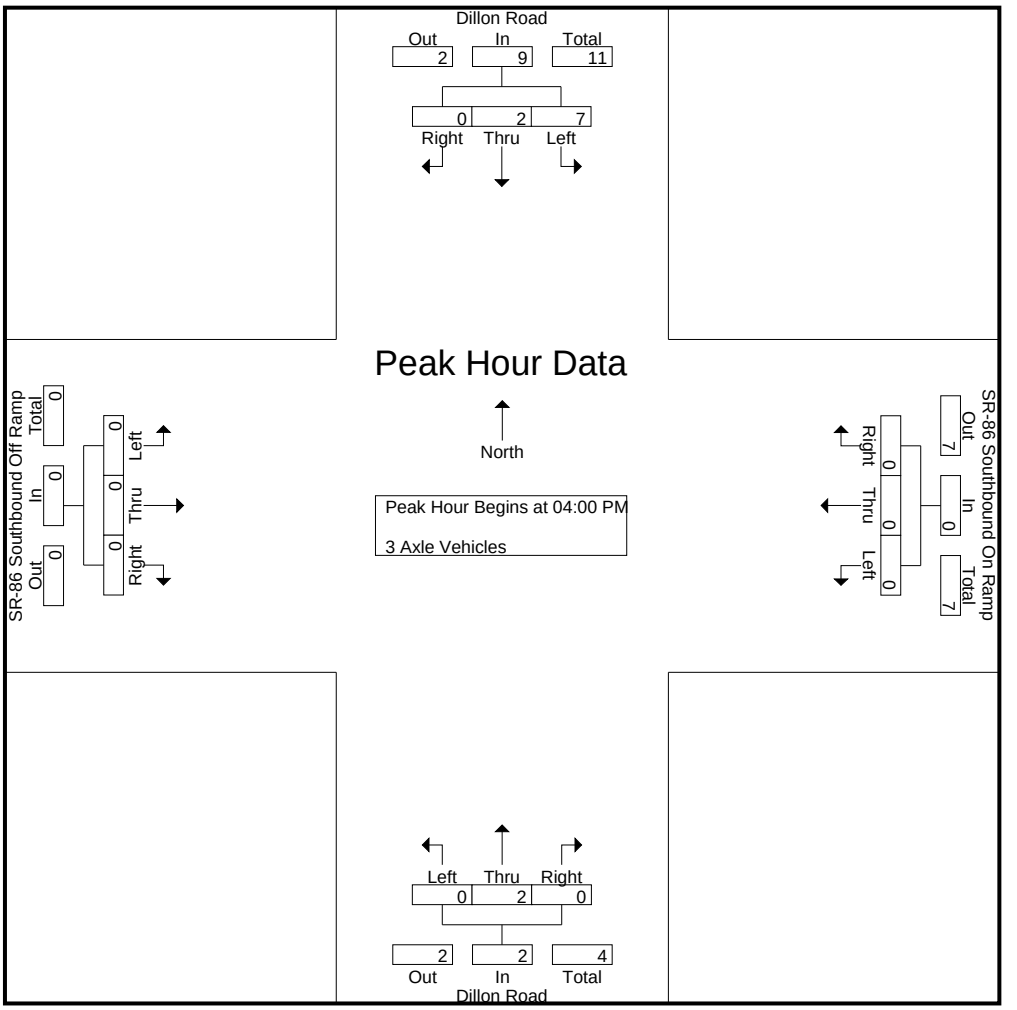

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	**1**	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	**4**	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	7	2	0	9	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	77.8	22.2	0		0	0	0		0	100	0		0	0	0	
PHF	.438	.500	.000	.563	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
04:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	2	2	0	4	0	0	0	0	0	2	0	2	2	0	1	3	9
05:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
05:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
Total	6	0	0	6	0	0	0	0	0	2	0	2	4	0	0	4	12
Grand Total	8	2	0	10	0	0	0	0	0	4	0	4	6	0	1	7	21
Apprch %	80	20	0		0	0	0		0	100	0		85.7	0	14.3		
Total %	38.1	9.5	0	47.6	0	0	0	0	0	19	0	19	28.6	0	4.8	33.3	

	Dillon Road Southbound				SR-86 Southbound On Ramp Westbound				Dillon Road Northbound				SR-86 Southbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	2
04:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	**1**	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	**3**
04:45 PM	1	1	0	**2**	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	2	2	0	4	0	0	0	0	0	2	0	2	2	0	1	3	9
% App. Total	50	50	0		0	0	0		0	100	0		66.7	0	33.3		
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.750	.750

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County of Riverside
N/S: Dillon Road
E/W: SR-86 Southbound Ramps
Weather: Clear

File Name : 29_CRV_Dil_86S PM
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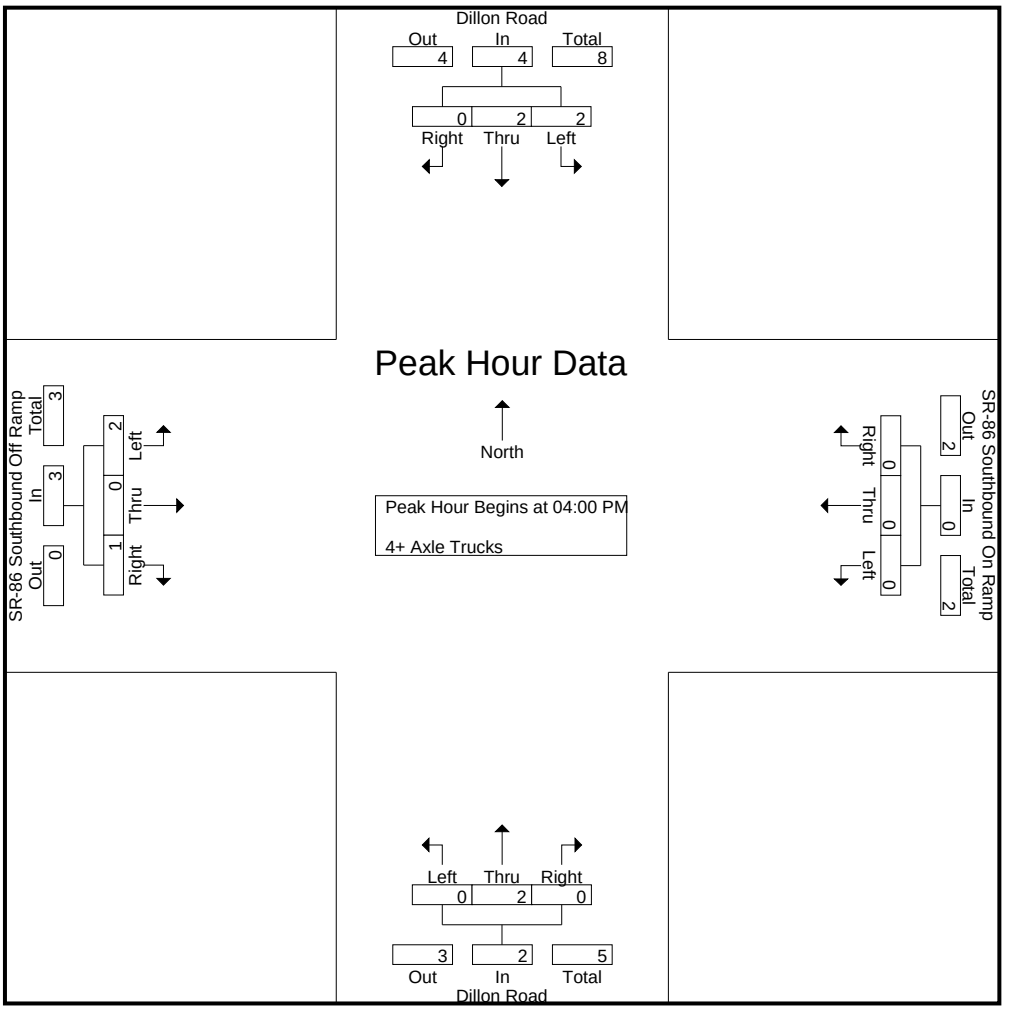

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1
+45 mins.	1	1	0	**2**	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	2	2	0	4	0	0	0	0	0	2	0	2	2	0	1	3
% App. Total	50	50	0		0	0	0		0	100	0		66.7	0	33.3	
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.250	.750

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	45	63	1	109	0	0	69	69	4	132	0	136	4	1	4	9	323
07:15 AM	57	81	2	140	0	0	87	87	3	135	0	138	1	1	3	5	370
07:30 AM	66	100	0	166	0	4	117	121	1	152	1	154	3	1	9	13	454
07:45 AM	109	131	0	240	3	2	100	105	6	182	0	188	2	4	7	13	546
Total	277	375	3	655	3	6	373	382	14	601	1	616	10	7	23	40	1693
08:00 AM	90	114	3	207	1	1	89	91	3	145	2	150	3	0	4	7	455
08:15 AM	92	124	1	217	0	2	72	74	8	171	1	180	0	3	11	14	485
08:30 AM	95	106	3	204	3	2	68	73	12	155	1	168	12	2	5	19	464
08:45 AM	93	111	2	206	0	2	71	73	8	166	1	175	4	0	3	7	461
Total	370	455	9	834	4	7	300	311	31	637	5	673	19	5	23	47	1865
Grand Total	647	830	12	1489	7	13	673	693	45	1238	6	1289	29	12	46	87	3558
Apprch %	43.5	55.7	0.8		1	1.9	97.1		3.5	96	0.5		33.3	13.8	52.9		
Total %	18.2	23.3	0.3	41.8	0.2	0.4	18.9	19.5	1.3	34.8	0.2	36.2	0.8	0.3	1.3	2.4	
Passenger Vehicles	607	778	11	1396	7	13	660	680	45	1206	6	1257	29	10	45	84	3417
% Passenger Vehicles	93.8	93.7	91.7	93.8	100	100	98.1	98.1	100	97.4	100	97.5	100	83.3	97.8	96.6	96
Large 2 Axle Vehicles	15	26	0	41	0	0	7	7	0	17	0	17	0	1	0	1	66
% Large 2 Axle Vehicles	2.3	3.1	0	2.8	0	0	1	1	0	1.4	0	1.3	0	8.3	0	1.1	1.9
3 Axle Vehicles	20	19	1	40	0	0	2	2	0	14	0	14	0	1	1	2	58
% 3 Axle Vehicles	3.1	2.3	8.3	2.7	0	0	0.3	0.3	0	1.1	0	1.1	0	8.3	2.2	2.3	1.6
4+ Axle Trucks	5	7	0	12	0	0	4	4	0	1	0	1	0	0	0	0	17
% 4+ Axle Trucks	0.8	0.8	0	0.8	0	0	0.6	0.6	0	0.1	0	0.1	0	0	0	0	0.5

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**109**	**131**	0	**240**	**3**	**2**	**100**	**105**	6	**182**	0	**188**	2	**4**	7	13	**546**
08:00 AM	90	114	**3**	207	1	1	89	91	3	145	**2**	150	3	0	4	7	455
08:15 AM	92	124	1	217	0	2	72	74	8	171	1	180	0	3	**11**	14	485
08:30 AM	95	106	3	204	3	2	68	73	**12**	155	1	168	**12**	2	5	**19**	464
Total Volume	386	475	7	868	7	7	329	343	29	653	4	686	17	9	27	53	1950
% App. Total	44.5	54.7	0.8		2	2	95.9		4.2	95.2	0.6		32.1	17	50.9		
PHF	.885	.906	.583	.904	.583	.875	.823	.817	.604	.897	.500	.912	.354	.563	.614	.697	.893

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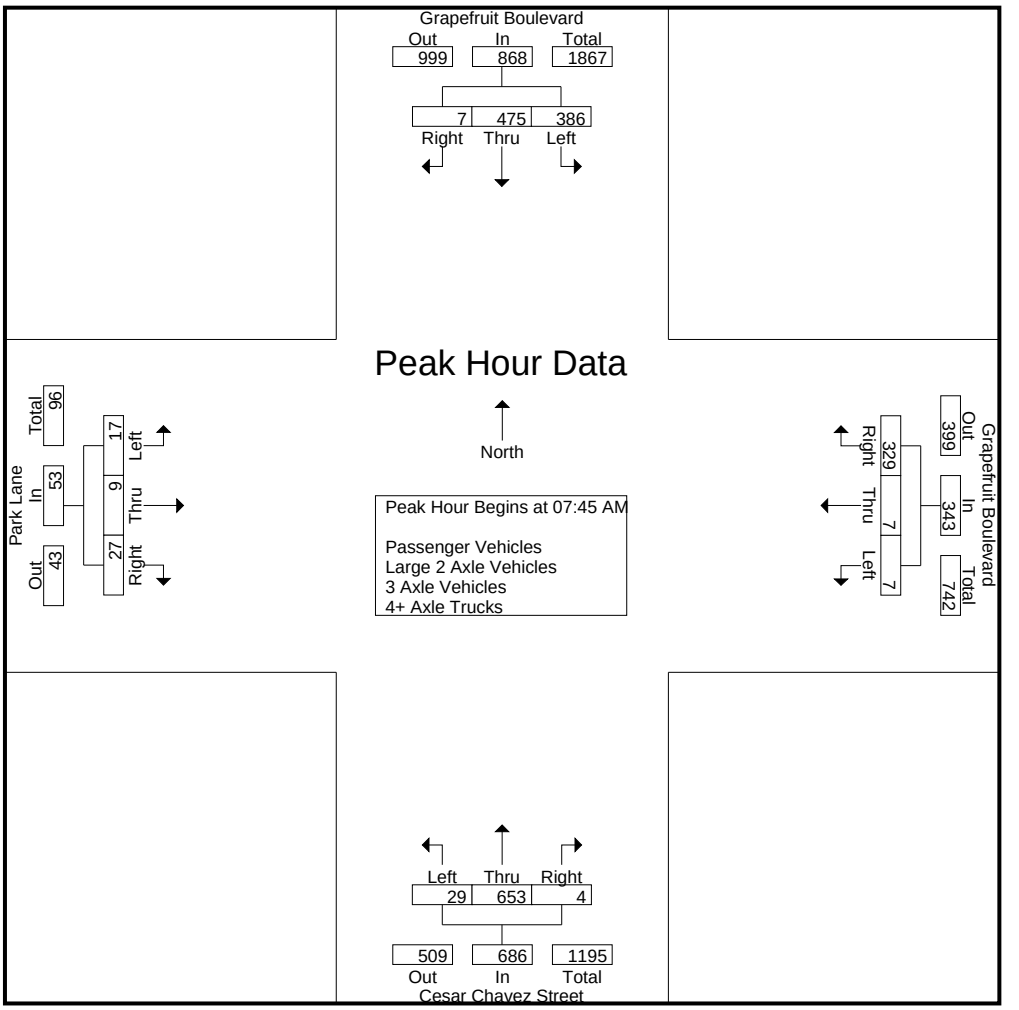
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	**109**	**131**	0	**240**	0	0	87	87	6	**182**	0	**188**	2	**4**	7	13
+15 mins.	90	114	**3**	207	0	**4**	**117**	**121**	3	145	**2**	150	3	0	4	7
+30 mins.	92	124	1	217	**3**	2	100	105	8	171	1	180	0	3	**11**	14
+45 mins.	95	106	3	204	1	1	89	91	**12**	155	1	168	**12**	2	5	**19**
Total Volume	386	475	7	868	4	7	393	404	29	653	4	686	17	9	27	53
% App. Total	44.5	54.7	0.8		1	1.7	97.3		4.2	95.2	0.6		32.1	17	50.9	
PHF	.885	.906	.583	.904	.333	.438	.840	.835	.604	.897	.500	.912	.354	.563	.614	.697

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	41	59	1	101	0	0	65	65	4	129	0	133	4	1	4	9	308
07:15 AM	57	76	2	135	0	0	86	86	3	129	0	132	1	1	3	5	358
07:30 AM	62	96	0	158	0	4	117	121	1	150	1	152	3	1	9	13	444
07:45 AM	103	124	0	227	3	2	99	104	6	177	0	183	2	3	7	12	526
Total	263	355	3	621	3	6	367	376	14	585	1	600	10	6	23	39	1636
08:00 AM	88	108	2	198	1	1	85	87	3	143	2	148	3	0	4	7	440
08:15 AM	85	119	1	205	0	2	72	74	8	168	1	177	0	2	10	12	468
08:30 AM	85	95	3	183	3	2	66	71	12	149	1	162	12	2	5	19	435
08:45 AM	86	101	2	189	0	2	70	72	8	161	1	170	4	0	3	7	438
Total	344	423	8	775	4	7	293	304	31	621	5	657	19	4	22	45	1781
Grand Total	607	778	11	1396	7	13	660	680	45	1206	6	1257	29	10	45	84	3417
Apprch %	43.5	55.7	0.8		1	1.9	97.1		3.6	95.9	0.5		34.5	11.9	53.6		
Total %	17.8	22.8	0.3	40.9	0.2	0.4	19.3	19.9	1.3	35.3	0.2	36.8	0.8	0.3	1.3	2.5	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**103**	**124**	0	**227**	**3**	**2**	**99**	**104**	6	**177**	0	**183**	2	**3**	7	12	**526**
08:00 AM	88	108	2	198	1	1	85	87	3	143	**2**	148	3	0	4	7	440
08:15 AM	85	119	1	205	0	2	72	74	8	168	1	177	0	2	**10**	12	468
08:30 AM	85	95	**3**	183	3	2	66	71	**12**	149	1	162	**12**	2	5	**19**	435
Total Volume	361	446	6	813	7	7	322	336	29	637	4	670	17	7	26	50	1869
% App. Total	44.4	54.9	0.7		2.1	2.1	95.8		4.3	95.1	0.6		34	14	52		
PHF	.876	.899	.500	.895	.583	.875	.813	.808	.604	.900	.500	.915	.354	.583	.650	.658	.888

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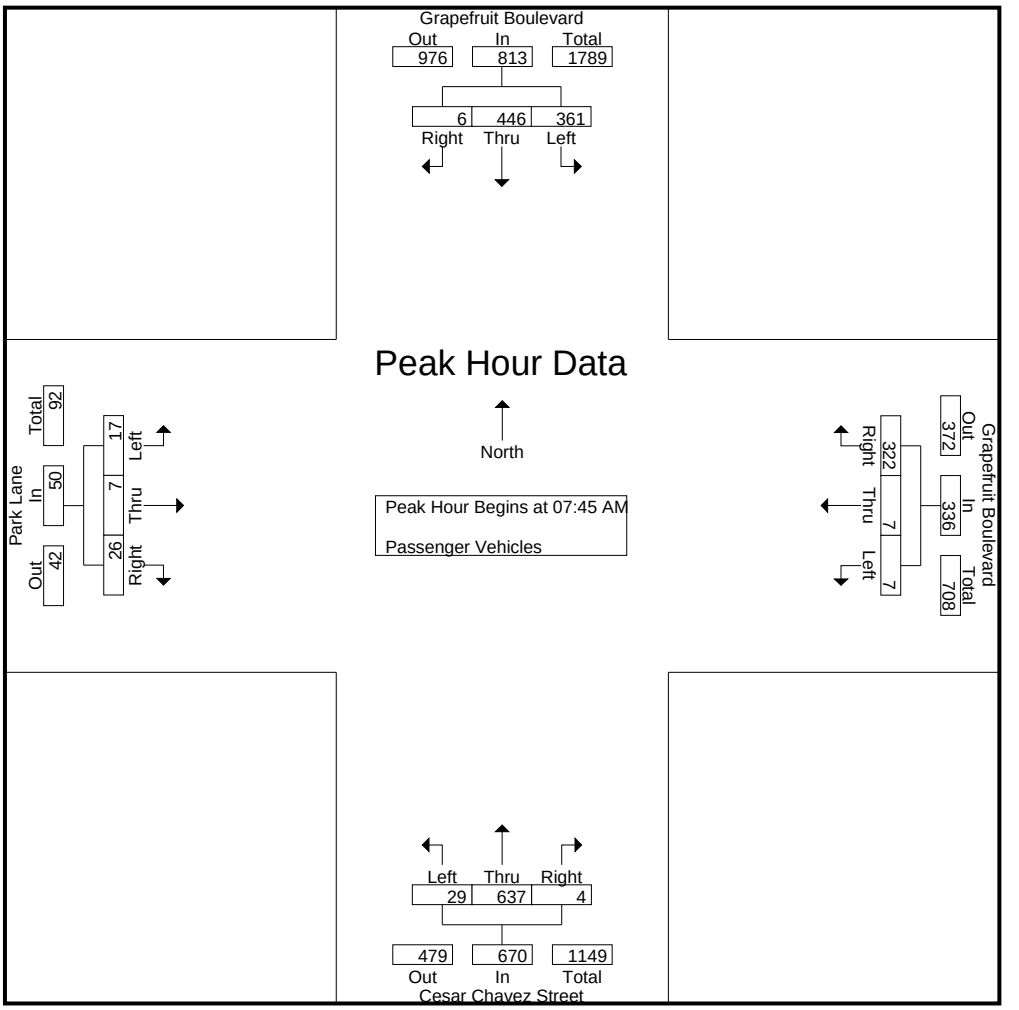
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**103**	**124**	0	**227**	**3**	**2**	**99**	**104**	6	**177**	0	**183**	2	**3**	7	12
+15 mins.	88	108	2	198	1	1	85	87	3	143	**2**	148	3	0	4	7
+30 mins.	85	119	1	205	0	2	72	74	8	168	1	177	0	2	**10**	12
+45 mins.	85	95	**3**	183	3	2	66	71	**12**	149	1	162	**12**	2	5	**19**
Total Volume	361	446	6	813	7	7	322	336	29	637	4	670	17	7	26	50
% App. Total	44.4	54.9	0.7		2.1	2.1	95.8		4.3	95.1	0.6		34	14	52	
PHF	.876	.899	.500	.895	.583	.875	.813	.808	.604	.900	.500	.915	.354	.583	.650	.658

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	0	4	0	0	2	2	0	2	0	2	0	0	0	0	8
07:15 AM	0	3	0	3	0	0	1	1	0	3	0	3	0	0	0	0	7
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	2	0	3	0	0	1	1	0	4	0	4	0	0	0	0	8
Total	4	8	0	12	0	0	4	4	0	9	0	9	0	0	0	0	25
08:00 AM	0	5	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
08:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
08:30 AM	3	6	0	9	0	0	1	1	0	2	0	2	0	0	0	0	12
08:45 AM	6	7	0	13	0	0	1	1	0	3	0	3	0	0	0	0	17
Total	11	18	0	29	0	0	3	3	0	8	0	8	0	1	0	1	41
Grand Total	15	26	0	41	0	0	7	7	0	17	0	17	0	1	0	1	66
Apprch %	36.6	63.4	0		0	0	100		0	100	0		0	100	0		
Total %	22.7	39.4	0	62.1	0	0	10.6	10.6	0	25.8	0	25.8	0	1.5	0	1.5	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	2	0	3	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	8
08:00 AM	0	5	0	5	0	0	1	1	0	2	0	2	0	0	0	0	8
08:15 AM	2	0	0	2	0	0	0	0	0	1	0	1	0	**1**	0	**1**	4
08:30 AM	**3**	**6**	0	**9**	0	0	1	1	0	2	0	2	0	0	0	0	**12**
Total Volume	6	13	0	19	0	0	3	3	0	9	0	9	0	1	0	1	32
% App. Total	31.6	68.4	0		0	0	100		0	100	0		0	100	0		
PHF	.500	.542	.000	.528	.000	.000	.750	.750	.000	.563	.000	.563	.000	.250	.000	.250	.667

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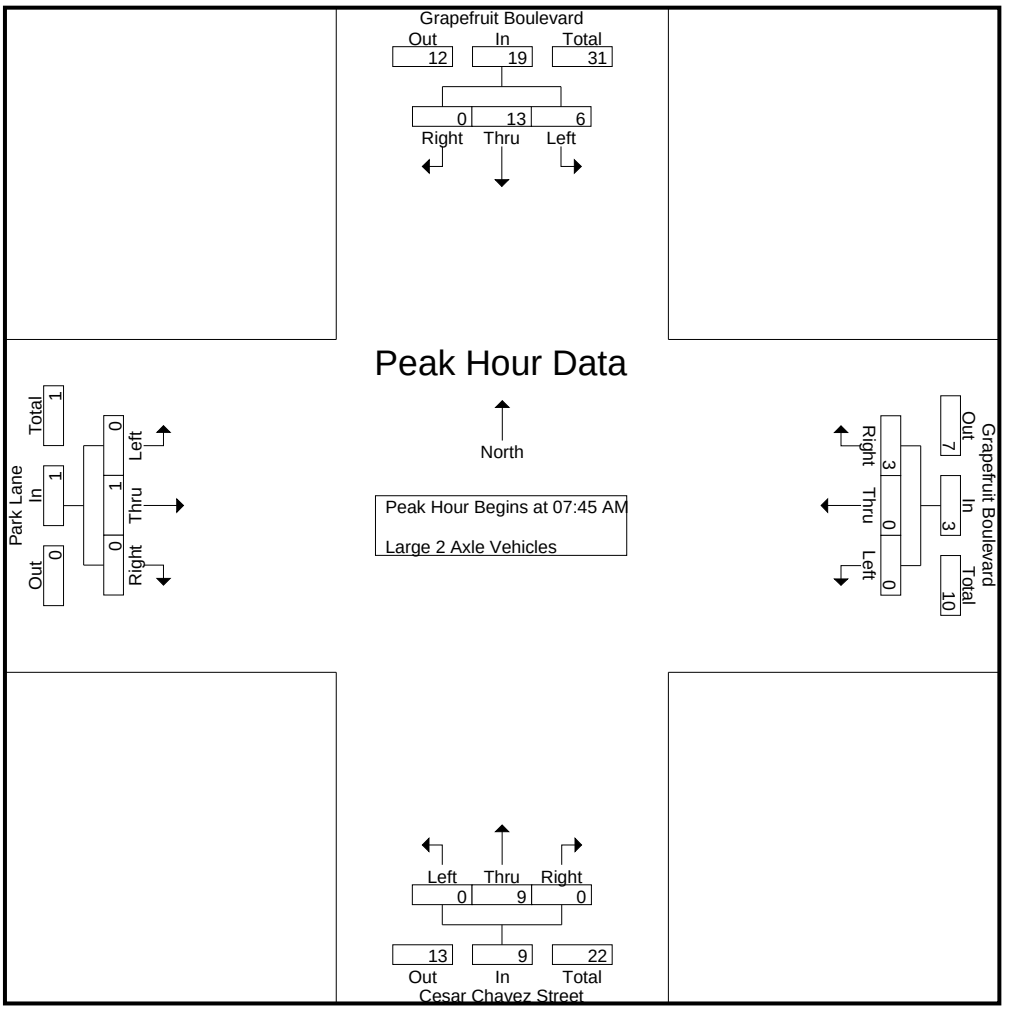
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	2	0	3	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	5	0	5	0	0	1	1	0	2	0	2	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+45 mins.	**3**	**6**	0	**9**	0	0	1	1	0	2	0	2	0	0	0	0
Total Volume	6	13	0	19	0	0	3	3	0	9	0	9	0	1	0	1
% App. Total	31.6	68.4	0		0	0	100		0	100	0		0	100	0	
PHF	.500	.542	.000	.528	.000	.000	.750	.750	.000	.563	.000	.563	.000	.250	.000	.250

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
07:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:30 AM	3	2	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
07:45 AM	4	4	0	8	0	0	0	0	0	1	0	1	0	1	0	1	10
Total	7	8	0	15	0	0	2	2	0	7	0	7	0	1	0	1	25
08:00 AM	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	4	5	0	9	0	0	0	0	0	2	0	2	0	0	1	1	12
08:30 AM	7	4	0	11	0	0	0	0	0	3	0	3	0	0	0	0	14
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	13	11	1	25	0	0	0	0	0	7	0	7	0	0	1	1	33
Grand Total	20	19	1	40	0	0	2	2	0	14	0	14	0	1	1	2	58
Apprch %	50	47.5	2.5		0	0	100		0	100	0		0	50	50		
Total %	34.5	32.8	1.7	69	0	0	3.4	3.4	0	24.1	0	24.1	0	1.7	1.7	3.4	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	4	0	8	0	0	0	0	0	1	0	1	0	**1**	0	**1**	10
08:00 AM	2	1	**1**	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	4	**5**	0	9	0	0	0	0	0	2	0	2	0	0	**1**	1	12
08:30 AM	**7**	4	0	**11**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**14**
Total Volume	17	14	1	32	0	0	0	0	0	6	0	6	0	1	1	2	40
% App. Total	53.1	43.8	3.1		0	0	0		0	100	0		0	50	50		
PHF	.607	.700	.250	.727	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.250	.500	.714

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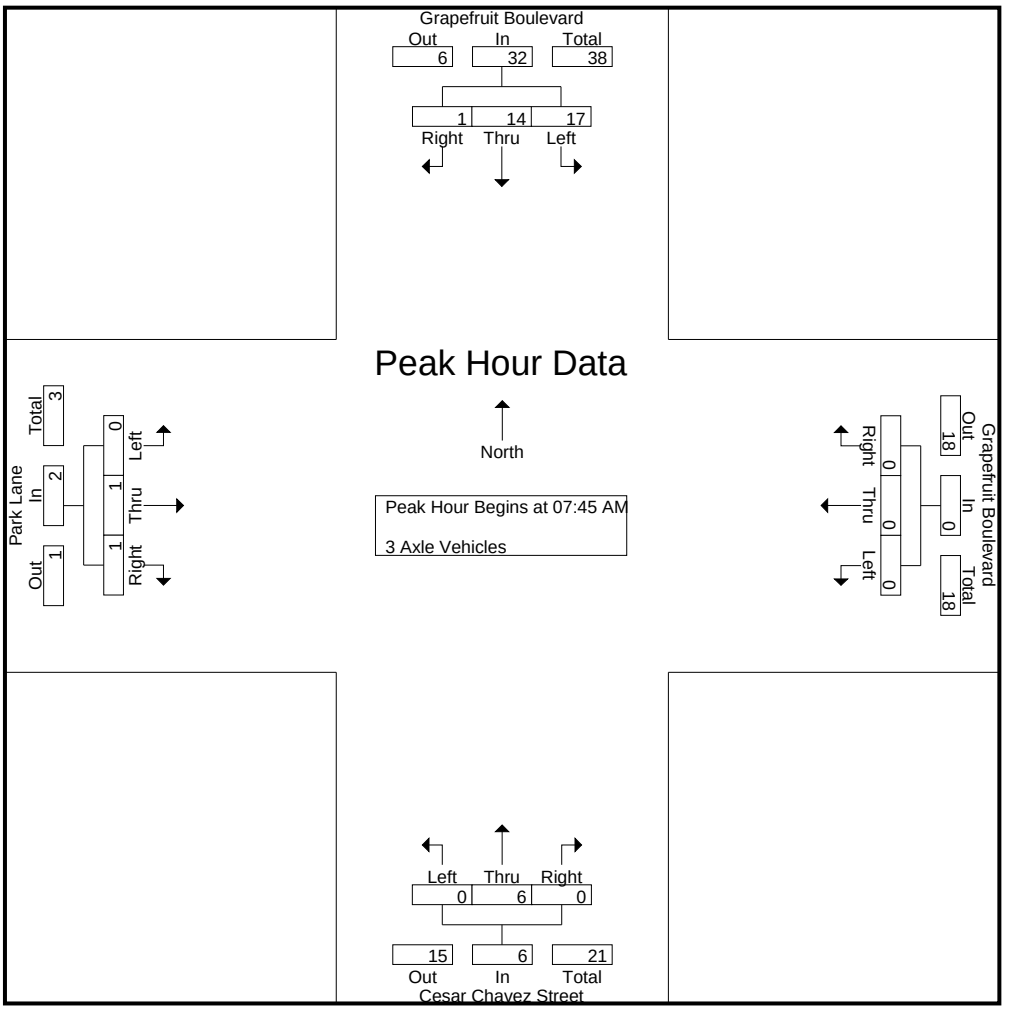
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	4	4	0	8	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+15 mins.	2	1	**1**	4	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	4	**5**	0	9	0	0	0	0	0	2	0	2	0	0	**1**	1
+45 mins.	**7**	4	0	**11**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	17	14	1	32	0	0	0	0	0	6	0	6	0	1	1	2
% App. Total	53.1	43.8	3.1		0	0	0		0	100	0		0	50	50	
PHF	.607	.700	.250	.727	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.250	.500

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	3	0	5	0	0	4	4	0	1	0	1	0	0	0	0	10
Grand Total	5	7	0	12	0	0	4	4	0	1	0	1	0	0	0	0	17
Apprch %	41.7	58.3	0		0	0	100		0	100	0		0	0	0		
Total %	29.4	41.2	0	70.6	0	0	23.5	23.5	0	5.9	0	5.9	0	0	0	0	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**3**
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	1	1	0	**1**	0	**1**	0	0	0	0	3
Total Volume	2	2	0	4	0	0	4	4	0	1	0	1	0	0	0	0	9
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0		
PHF	.500	.500	.000	.500	.000	.000	.333	.333	.000	.250	.000	.250	.000	.000	.000	.000	.750

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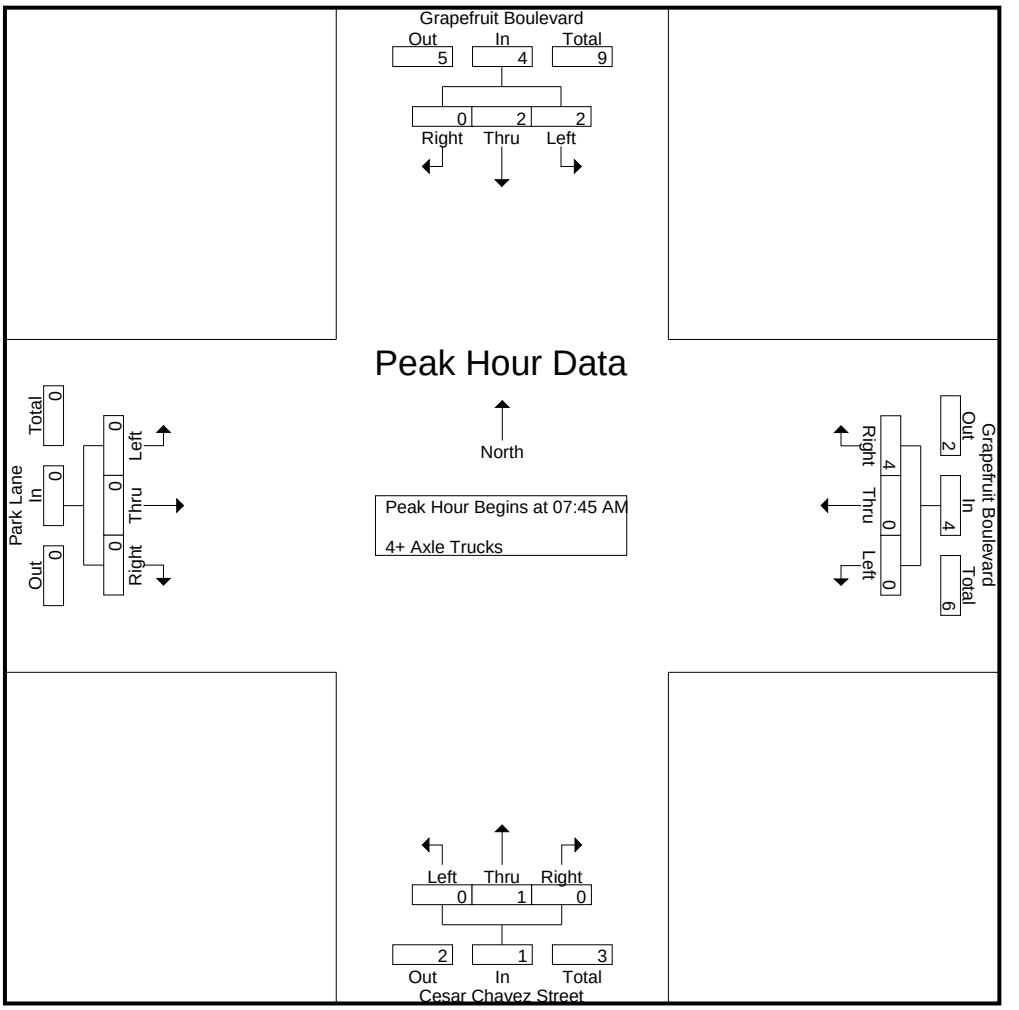
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	**1**	0	**1**	0	0	0	0
Total Volume	2	2	0	4	0	0	4	4	0	1	0	1	0	0	0	0
% App. Total	50	50	0		0	0	100		0	100	0		0	0	0	
PHF	.500	.500	.000	.500	.000	.000	.333	.333	.000	.250	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	134	215	13	362	1	4	93	98	22	152	2	176	3	5	13	21	657
04:15 PM	130	210	4	344	3	2	76	81	13	175	1	189	5	3	13	21	635
04:30 PM	101	204	1	306	2	2	82	86	19	154	0	173	6	2	8	16	581
04:45 PM	97	202	3	302	0	3	66	69	16	140	1	157	4	3	12	19	547
Total	462	831	21	1314	6	11	317	334	70	621	4	695	18	13	46	77	2420
05:00 PM	94	218	4	316	2	0	98	100	9	141	0	150	4	0	13	17	583
05:15 PM	109	220	6	335	2	1	77	80	10	151	0	161	3	3	10	16	592
05:30 PM	110	183	7	300	0	1	74	75	11	165	0	176	3	7	7	17	568
05:45 PM	120	188	4	312	1	3	63	67	22	167	0	189	5	0	7	12	580
Total	433	809	21	1263	5	5	312	322	52	624	0	676	15	10	37	62	2323
Grand Total	895	1640	42	2577	11	16	629	656	122	1245	4	1371	33	23	83	139	4743
Apprch %	34.7	63.6	1.6		1.7	2.4	95.9		8.9	90.8	0.3		23.7	16.5	59.7		
Total %	18.9	34.6	0.9	54.3	0.2	0.3	13.3	13.8	2.6	26.2	0.1	28.9	0.7	0.5	1.7	2.9	
Passenger Vehicles	879	1630	41	2550	11	16	624	651	122	1228	4	1354	33	23	82	138	4693
% Passenger Vehicles	98.2	99.4	97.6	99	100	100	99.2	99.2	100	98.6	100	98.8	100	100	98.8	99.3	98.9
Large 2 Axle Vehicles	8	10	1	19	0	0	3	3	0	14	0	14	0	0	1	1	37
% Large 2 Axle Vehicles	0.9	0.6	2.4	0.7	0	0	0.5	0.5	0	1.1	0	1	0	0	1.2	0.7	0.8
3 Axle Vehicles	8	0	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
% 3 Axle Vehicles	0.9	0	0	0.3	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0.3	0.3	0	0.1	0	0.1	0	0	0	0	0.1

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**134**	**215**	**13**	**362**	1	**4**	**93**	**98**	**22**	152	**2**	176	3	**5**	**13**	**21**	**657**
04:15 PM	130	210	4	344	**3**	2	76	81	13	**175**	1	**189**	5	3	13	21	635
04:30 PM	101	204	1	306	2	2	82	86	19	154	0	173	**6**	2	8	16	581
04:45 PM	97	202	3	302	0	3	66	69	16	140	1	157	4	3	12	19	547
Total Volume	462	831	21	1314	6	11	317	334	70	621	4	695	18	13	46	77	2420
% App. Total	35.2	63.2	1.6		1.8	3.3	94.9		10.1	89.4	0.6		23.4	16.9	59.7		
PHF	.862	.966	.404	.907	.500	.688	.852	.852	.795	.887	.500	.919	.750	.650	.885	.917	.921

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City of Coachella
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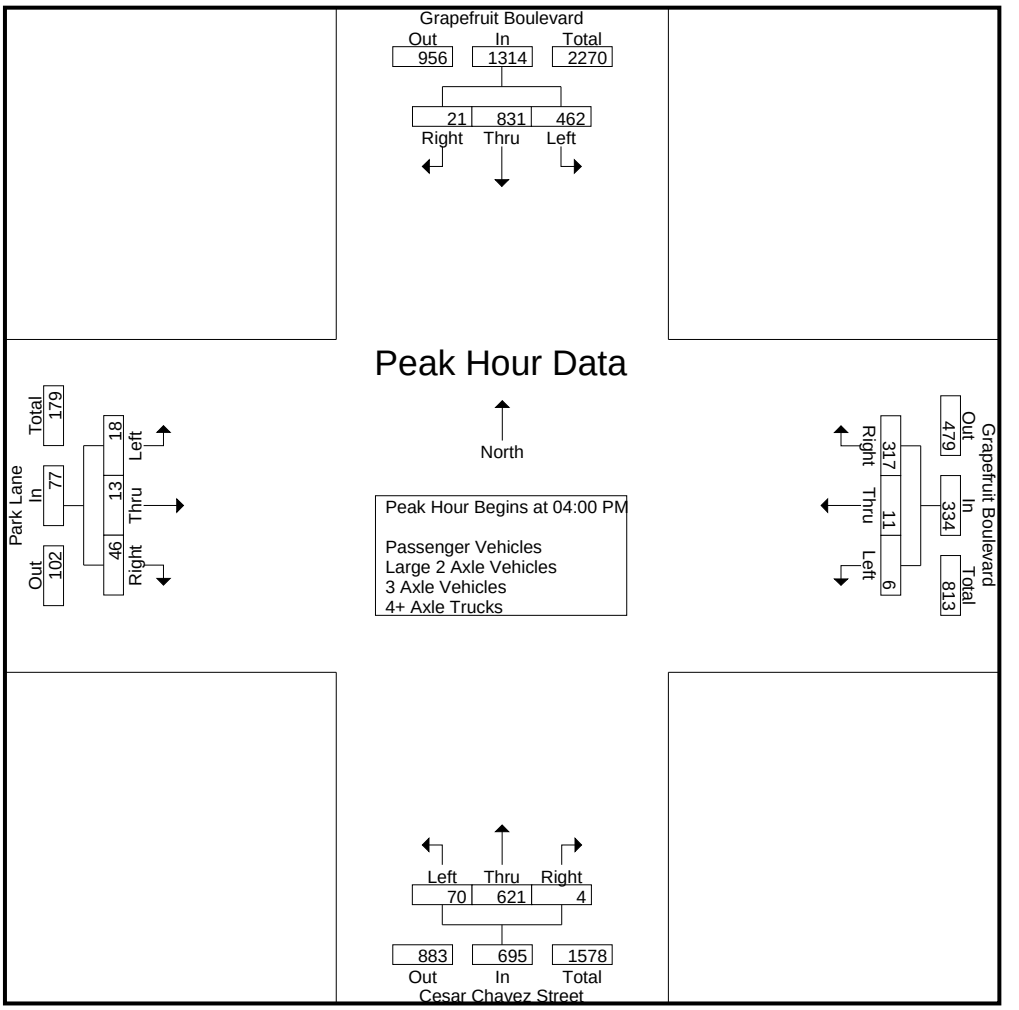
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	**134**	**215**	**13**	**362**	**3**	2	76	81	**22**	152	**2**	176	3	**5**	**13**	**21**
+15 mins.	130	210	4	344	2	2	82	86	13	**175**	1	**189**	5	3	13	21
+30 mins.	101	204	1	306	0	**3**	66	69	19	154	0	173	**6**	2	8	16
+45 mins.	97	202	3	302	2	0	**98**	**100**	16	140	1	157	4	3	12	19
Total Volume	462	831	21	1314	7	7	322	336	70	621	4	695	18	13	46	77
% App. Total	35.2	63.2	1.6		2.1	2.1	95.8		10.1	89.4	0.6		23.4	16.9	59.7	
PHF	.862	.966	.404	.907	.583	.583	.821	.840	.795	.887	.500	.919	.750	.650	.885	.917

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City of Coachella
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Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	133	215	13	361	1	4	92	97	22	151	2	175	3	5	13	21	654
04:15 PM	128	208	3	339	3	2	76	81	13	175	1	189	5	3	12	20	629
04:30 PM	98	203	1	302	2	2	81	85	19	151	0	170	6	2	8	16	573
04:45 PM	92	201	3	296	0	3	65	68	16	137	1	154	4	3	12	19	537
Total	451	827	20	1298	6	11	314	331	70	614	4	688	18	13	45	76	2393
05:00 PM	92	216	4	312	2	0	97	99	9	139	0	148	4	0	13	17	576
05:15 PM	107	219	6	332	2	1	77	80	10	148	0	158	3	3	10	16	586
05:30 PM	109	180	7	296	0	1	73	74	11	163	0	174	3	7	7	17	561
05:45 PM	120	188	4	312	1	3	63	67	22	164	0	186	5	0	7	12	577
Total	428	803	21	1252	5	5	310	320	52	614	0	666	15	10	37	62	2300
Grand Total	879	1630	41	2550	11	16	624	651	122	1228	4	1354	33	23	82	138	4693
Apprch %	34.5	63.9	1.6		1.7	2.5	95.9		9	90.7	0.3		23.9	16.7	59.4		
Total %	18.7	34.7	0.9	54.3	0.2	0.3	13.3	13.9	2.6	26.2	0.1	28.9	0.7	0.5	1.7	2.9	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**133**	**215**	**13**	**361**	1	**4**	**92**	**97**	**22**	151	**2**	175	3	**5**	**13**	**21**	**654**
04:15 PM	128	208	3	339	**3**	2	76	81	13	**175**	1	**189**	5	3	12	20	629
04:30 PM	98	203	1	302	2	2	81	85	19	151	0	170	**6**	2	8	16	573
04:45 PM	92	201	3	296	0	3	65	68	16	137	1	154	4	3	12	19	537
Total Volume	451	827	20	1298	6	11	314	331	70	614	4	688	18	13	45	76	2393
% App. Total	34.7	63.7	1.5		1.8	3.3	94.9		10.2	89.2	0.6		23.7	17.1	59.2		
PHF	.848	.962	.385	.899	.500	.688	.853	.853	.795	.877	.500	.910	.750	.650	.865	.905	.915

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
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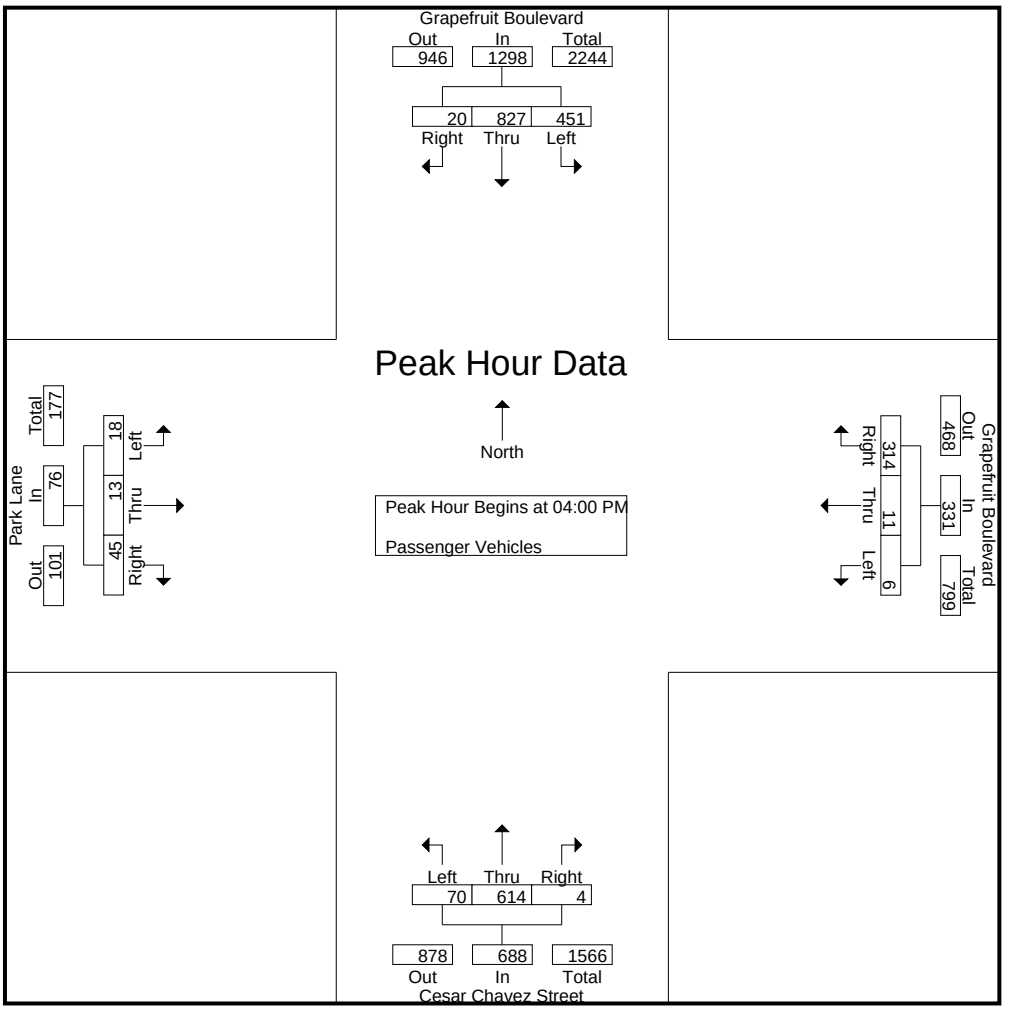

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**133**	**215**	**13**	**361**	1	**4**	**92**	**97**	**22**	151	**2**	175	3	**5**	**13**	**21**
+15 mins.	128	208	3	339	**3**	2	76	81	13	**175**	1	**189**	5	3	12	20
+30 mins.	98	203	1	302	2	2	81	85	19	151	0	170	**6**	2	8	16
+45 mins.	92	201	3	296	0	3	65	68	16	137	1	154	4	3	12	19
Total Volume	451	827	20	1298	6	11	314	331	70	614	4	688	18	13	45	76
% App. Total	34.7	63.7	1.5		1.8	3.3	94.9		10.2	89.2	0.6		23.7	17.1	59.2	
PHF	.848	.962	.385	.899	.500	.688	.853	.853	.795	.877	.500	.910	.750	.650	.865	.905

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
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Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:15 PM	1	2	1	4	0	0	0	0	0	0	0	0	0	0	1	1	5
04:30 PM	1	1	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
04:45 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	4	4	1	9	0	0	2	2	0	6	0	6	0	0	1	1	18
05:00 PM	2	2	0	4	0	0	1	1	0	2	0	2	0	0	0	0	7
05:15 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	1	3	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	4	6	0	10	0	0	1	1	0	8	0	8	0	0	0	0	19
Grand Total	8	10	1	19	0	0	3	3	0	14	0	14	0	0	1	1	37
Apprch %	42.1	52.6	5.3		0	0	100		0	100	0		0	0	100		
Total %	21.6	27	2.7	51.4	0	0	8.1	8.1	0	37.8	0	37.8	0	0	2.7	2.7	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0	3
04:15 PM	1	**2**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	5
04:30 PM	1	1	0	2	0	0	1	1	0	**3**	0	**3**	0	0	0	0	**6**
04:45 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	4	4	1	9	0	0	2	2	0	6	0	6	0	0	1	1	18
% App. Total	44.4	44.4	11.1		0	0	100		0	100	0		0	0	100		
PHF	1.00	.500	.250	.563	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.250	.250	.750

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File Name : 30_COA_CC_Grape PM
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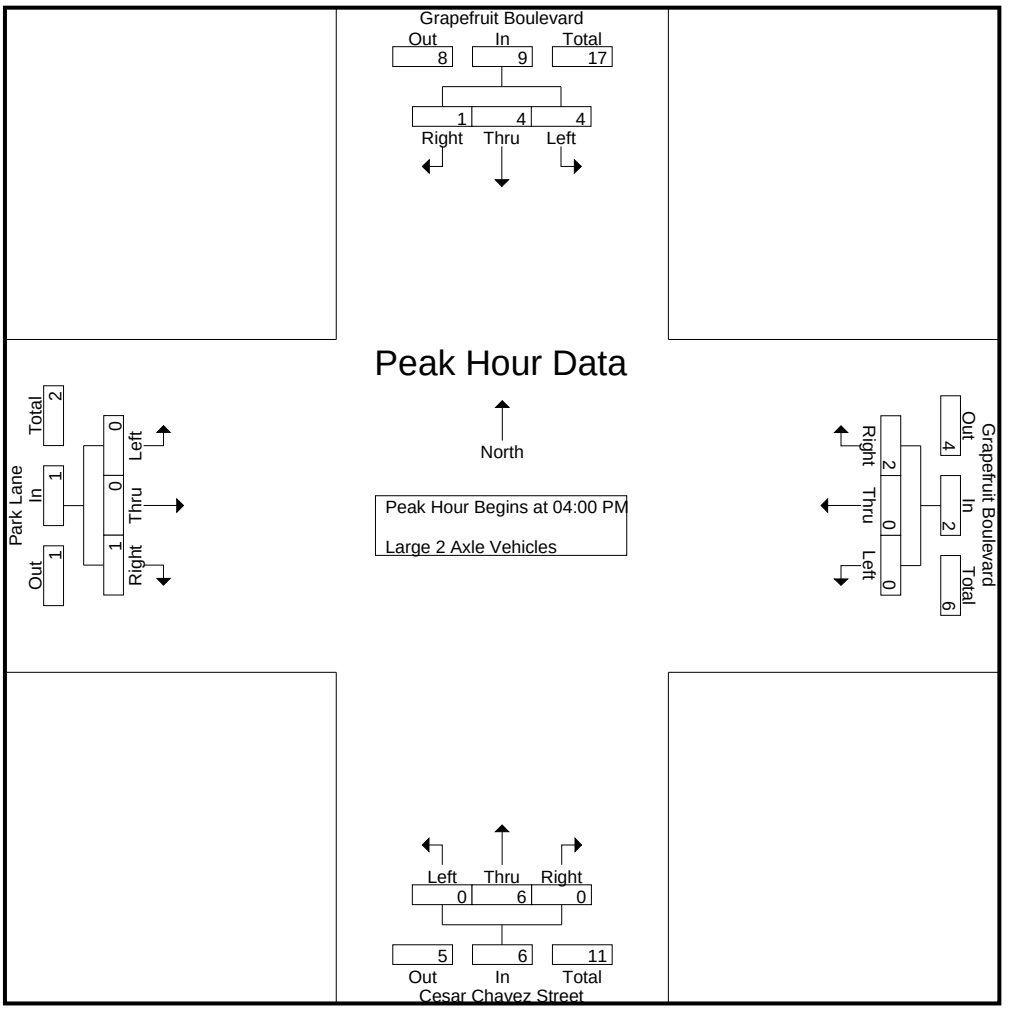

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0
+15 mins.	1	**2**	**1**	**4**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	1	1	0	2	0	0	1	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	4	4	1	9	0	0	2	2	0	6	0	6	0	0	1	1
% App. Total	44.4	44.4	11.1		0	0	100		0	100	0		0	0	100	
PHF	1.000	.500	.250	.563	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.250	.250

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City of Coachella
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Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	4	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	7	0	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	8	0	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
Apprch %	100	0	0		0	0	0		0	100	0		0	0	0		
Total %	80	0	0	80	0	0	0	0	0	20	0	20	0	0	0	0	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	**4**	0	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**5**
Total Volume	7	0	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0		
PHF	.438	.000	.000	.438	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.400

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City of Coachella
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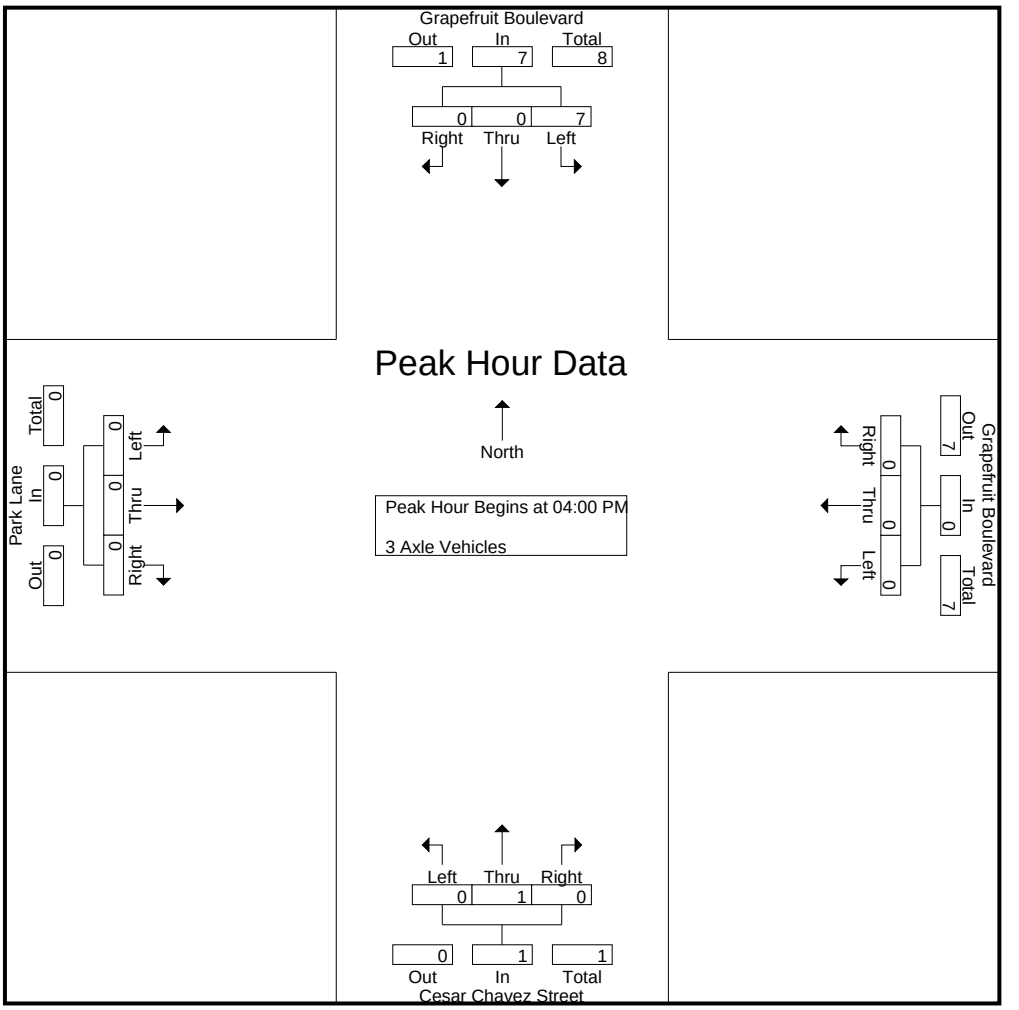
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**4**	0	0	**4**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	7	0	0	7	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	100	0	0		0	0	0		0	100	0		0	0	0	
PHF	.438	.000	.000	.438	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
Apprch %	0	0	0		0	0	100		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	66.7	66.7	0	33.3	0	33.3	0	0	0	0	

	Grapefruit Boulevard Southbound				Grapefruit Boulevard Westbound				Cesar Chavez Street Northbound				Park Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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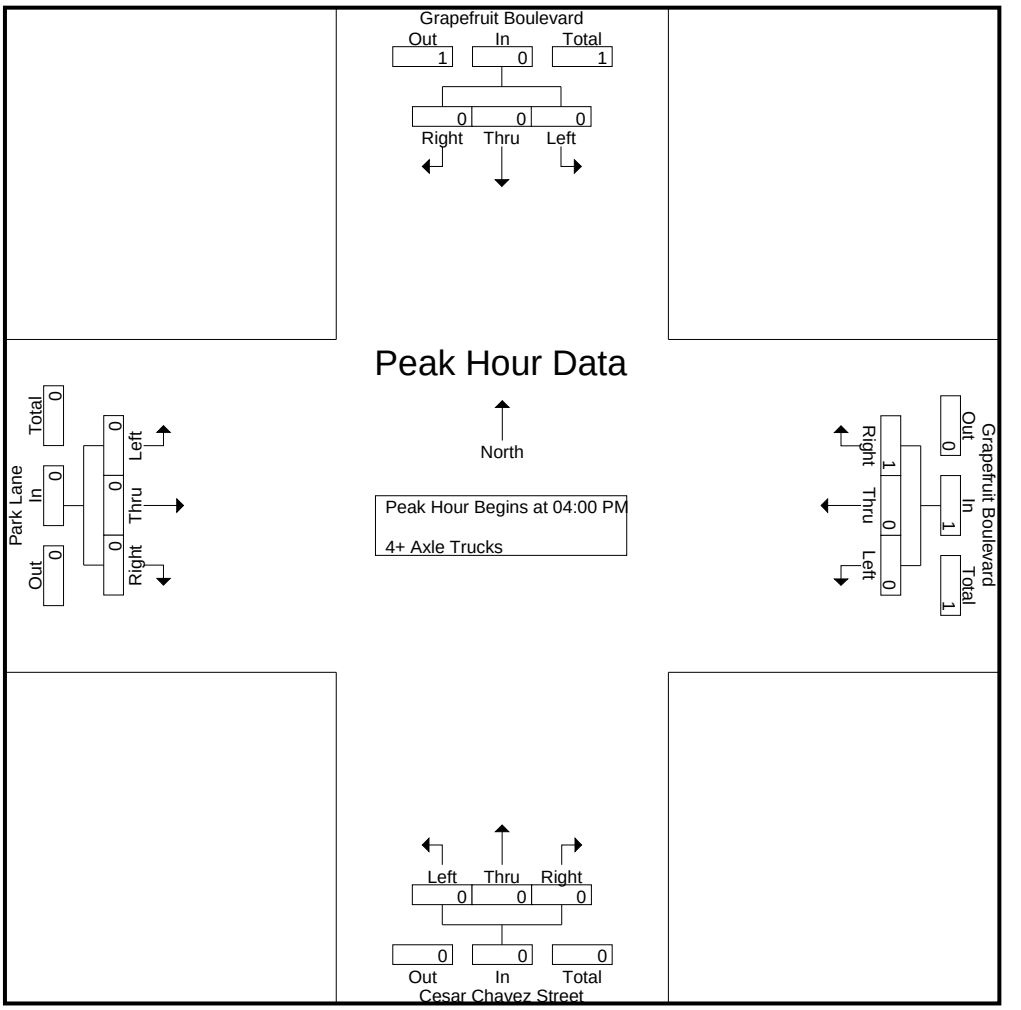
City of Coachella
N/S: Grapefruit Blvd/Cesar Chavez Street
E/W: Park Lane/Grapefruit Blvd (SR-111)
Weather: Clear

File Name : 30_COA_CC_Grape PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	59	6	74	20	26	17	63	13	114	34	161	16	38	14	68	366
07:15 AM	10	59	10	79	18	26	23	67	21	102	42	165	16	40	13	69	380
07:30 AM	17	82	12	111	25	34	30	89	22	112	41	175	16	39	17	72	447
07:45 AM	22	96	12	130	30	49	31	110	36	140	37	213	25	52	28	105	558
Total	58	296	40	394	93	135	101	329	92	468	154	714	73	169	72	314	1751
08:00 AM	19	99	8	126	25	24	24	73	38	117	31	186	10	64	34	108	493
08:15 AM	17	103	8	128	33	41	34	108	28	125	36	189	19	42	26	87	512
08:30 AM	25	94	11	130	20	19	30	69	28	125	31	184	18	28	20	66	449
08:45 AM	13	94	11	118	11	17	26	54	30	149	18	197	10	28	20	58	427
Total	74	390	38	502	89	101	114	304	124	516	116	756	57	162	100	319	1881
Grand Total	132	686	78	896	182	236	215	633	216	984	270	1470	130	331	172	633	3632
Apprch %	14.7	76.6	8.7		28.8	37.3	34		14.7	66.9	18.4		20.5	52.3	27.2		
Total %	3.6	18.9	2.1	24.7	5	6.5	5.9	17.4	5.9	27.1	7.4	40.5	3.6	9.1	4.7	17.4	
Passenger Vehicles	123	651	76	850	174	227	211	612	207	955	253	1415	126	321	158	605	3482
% Passenger Vehicles	93.2	94.9	97.4	94.9	95.6	96.2	98.1	96.7	95.8	97.1	93.7	96.3	96.9	97	91.9	95.6	95.9
Large 2 Axle Vehicles	4	18	1	23	3	7	1	11	6	16	0	22	1	5	11	17	73
% Large 2 Axle Vehicles	3	2.6	1.3	2.6	1.6	3	0.5	1.7	2.8	1.6	0	1.5	0.8	1.5	6.4	2.7	2
3 Axle Vehicles	3	5	1	9	3	1	3	7	3	10	8	21	1	3	2	6	43
% 3 Axle Vehicles	2.3	0.7	1.3	1	1.6	0.4	1.4	1.1	1.4	1	3	1.4	0.8	0.9	1.2	0.9	1.2
4+ Axle Trucks	2	12	0	14	2	1	0	3	0	3	9	12	2	2	1	5	34
% 4+ Axle Trucks	1.5	1.7	0	1.6	1.1	0.4	0	0.5	0	0.3	3.3	0.8	1.5	0.6	0.6	0.8	0.9

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	22	96	**12**	**130**	30	**49**	31	**110**	36	**140**	**37**	**213**	**25**	52	28	105	**558**
08:00 AM	19	99	8	126	25	24	24	73	**38**	117	31	186	10	**64**	**34**	**108**	493
08:15 AM	17	**103**	8	128	**33**	41	**34**	108	28	125	36	189	19	42	26	87	512
08:30 AM	**25**	94	11	130	20	19	30	69	28	125	31	184	18	28	20	66	449
Total Volume	83	392	39	514	108	133	119	360	130	507	135	772	72	186	108	366	2012
% App. Total	16.1	76.3	7.6		30	36.9	33.1		16.8	65.7	17.5		19.7	50.8	29.5		
PHF	.830	.951	.813	.988	.818	.679	.875	.818	.855	.905	.912	.906	.720	.727	.794	.847	.901

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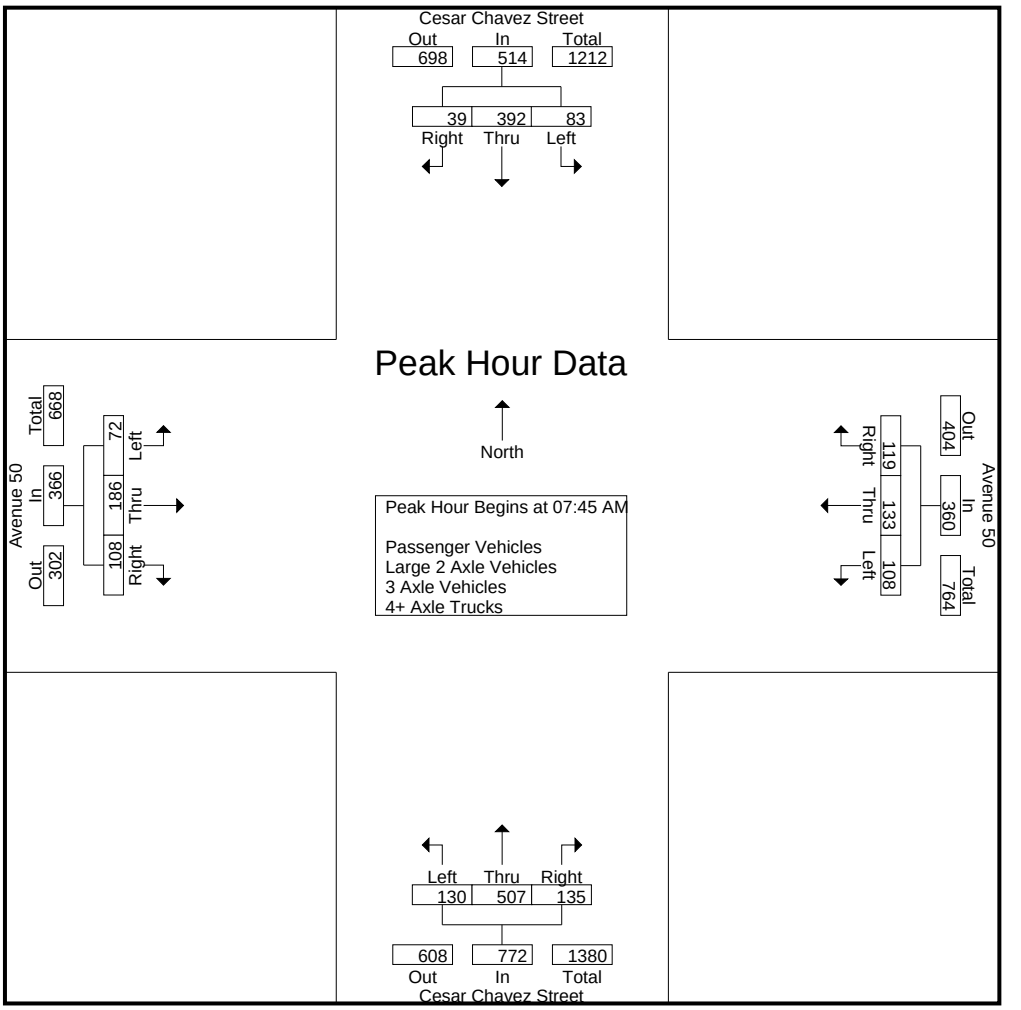
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	22	96	**12**	**130**	25	34	30	89	36	**140**	**37**	**213**	16	39	17	72
+15 mins.	19	99	8	126	30	**49**	31	**110**	**38**	117	31	186	**25**	52	28	105
+30 mins.	17	**103**	8	128	25	24	24	73	28	125	36	189	10	**64**	**34**	**108**
+45 mins.	**25**	94	11	130	**33**	41	**34**	108	28	125	31	184	19	42	26	87
Total Volume	83	392	39	514	113	148	119	380	130	507	135	772	70	197	105	372
% App. Total	16.1	76.3	7.6		29.7	38.9	31.3		16.8	65.7	17.5		18.8	53	28.2	
PHF	.830	.951	.813	.988	.856	.755	.875	.864	.855	.905	.912	.906	.700	.770	.772	.861

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	57	5	71	18	25	17	60	12	113	33	158	16	37	12	65	354
07:15 AM	9	57	9	75	17	23	22	62	20	97	40	157	15	40	12	67	361
07:30 AM	16	80	12	108	25	34	29	88	21	107	39	167	15	38	16	69	432
07:45 AM	21	92	12	125	30	47	31	108	34	139	35	208	25	49	24	98	539
Total	55	286	38	379	90	129	99	318	87	456	147	690	71	164	64	299	1686
08:00 AM	16	97	8	121	23	23	24	70	36	115	29	180	10	61	31	102	473
08:15 AM	16	100	8	124	31	39	33	103	27	122	30	179	18	42	26	86	492
08:30 AM	25	81	11	117	19	19	30	68	28	120	30	178	18	27	20	65	428
08:45 AM	11	87	11	109	11	17	25	53	29	142	17	188	9	27	17	53	403
Total	68	365	38	471	84	98	112	294	120	499	106	725	55	157	94	306	1796
Grand Total	123	651	76	850	174	227	211	612	207	955	253	1415	126	321	158	605	3482
Apprch %	14.5	76.6	8.9		28.4	37.1	34.5		14.6	67.5	17.9		20.8	53.1	26.1		
Total %	3.5	18.7	2.2	24.4	5	6.5	6.1	17.6	5.9	27.4	7.3	40.6	3.6	9.2	4.5	17.4	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	92	**12**	**125**	30	**47**	31	**108**	34	**139**	**35**	**208**	**25**	49	24	98	**539**
08:00 AM	16	97	8	121	23	23	24	70	**36**	115	29	180	10	**61**	**31**	**102**	473
08:15 AM	16	**100**	8	124	**31**	39	**33**	103	27	122	30	179	18	42	26	86	492
08:30 AM	**25**	81	11	117	19	19	30	68	28	120	30	178	18	27	20	65	428
Total Volume	78	370	39	487	103	128	118	349	125	496	124	745	71	179	101	351	1932
% App. Total	16	76	8		29.5	36.7	33.8		16.8	66.6	16.6		20.2	51	28.8		
PHF	.780	.925	.813	.974	.831	.681	.894	.808	.868	.892	.886	.895	.710	.734	.815	.860	.896

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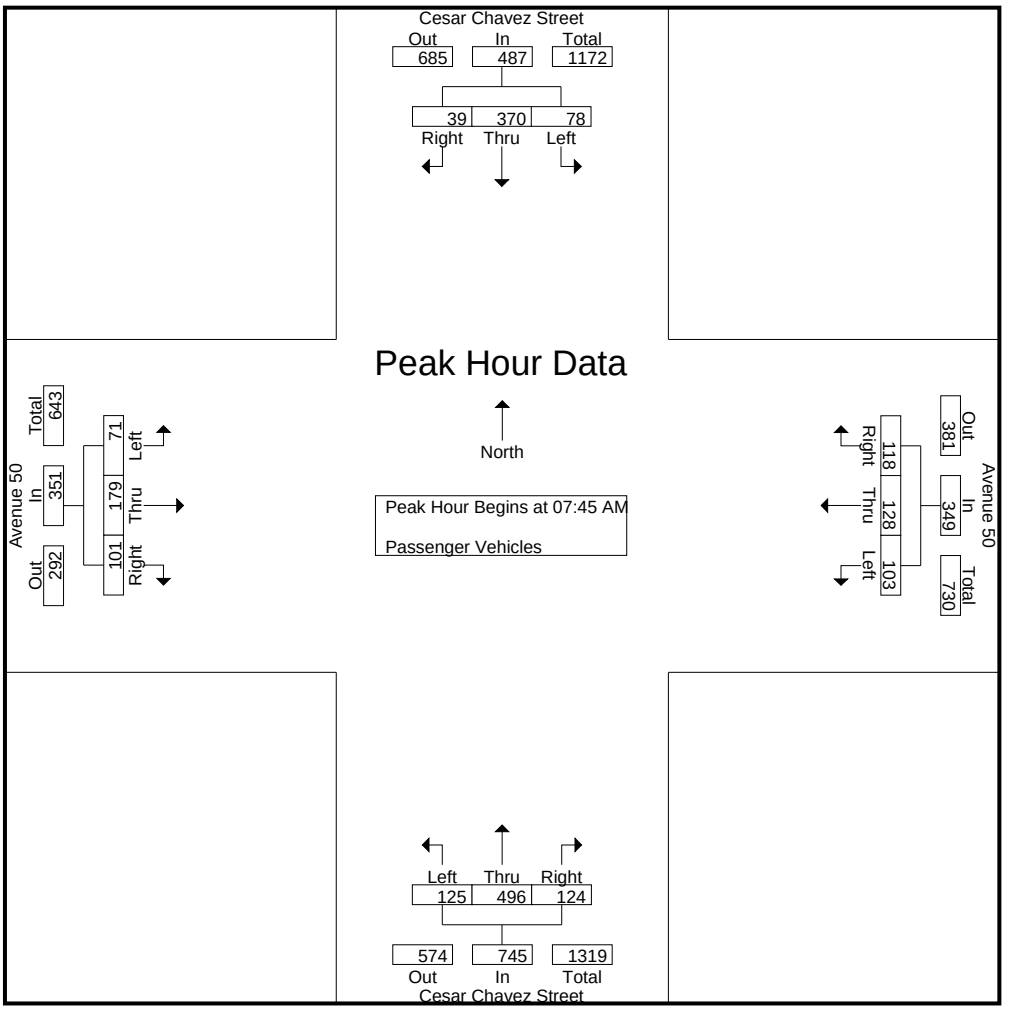
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	21	92	**12**	**125**	30	**47**	31	**108**	34	**139**	**35**	**208**	**25**	49	24	98
+15 mins.	16	97	8	121	23	23	24	70	**36**	115	29	180	10	**61**	**31**	**102**
+30 mins.	16	**100**	8	124	**31**	39	**33**	103	27	122	30	179	18	42	26	86
+45 mins.	**25**	81	11	117	19	19	30	68	28	120	30	178	18	27	20	65
Total Volume	78	370	39	487	103	128	118	349	125	496	124	745	71	179	101	351
% App. Total	16	76	8		29.5	36.7	33.8		16.8	66.6	16.6		20.2	51	28.8	
PHF	.780	.925	.813	.974	.831	.681	.894	.808	.868	.892	.886	.895	.710	.734	.815	.860

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	2	2	6
07:15 AM	0	1	0	1	1	3	1	5	1	3	0	4	0	0	0	0	10
07:30 AM	0	1	0	1	0	0	0	0	1	3	0	4	0	1	1	2	7
07:45 AM	0	2	0	2	0	2	0	2	1	1	0	2	0	2	3	5	11
Total	0	5	1	6	2	5	1	8	3	8	0	11	0	3	6	9	34
08:00 AM	3	1	0	4	1	1	0	2	1	2	0	3	0	2	3	5	14
08:15 AM	0	1	0	1	0	1	0	1	1	2	0	3	1	0	0	1	6
08:30 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:45 AM	1	6	0	7	0	0	0	0	1	3	0	4	0	0	2	2	13
Total	4	13	0	17	1	2	0	3	3	8	0	11	1	2	5	8	39
Grand Total	4	18	1	23	3	7	1	11	6	16	0	22	1	5	11	17	73
Apprch %	17.4	78.3	4.3		27.3	63.6	9.1		27.3	72.7	0		5.9	29.4	64.7		
Total %	5.5	24.7	1.4	31.5	4.1	9.6	1.4	15.1	8.2	21.9	0	30.1	1.4	6.8	15.1	23.3	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	**2**	0	**2**	**1**	1	0	2	0	**2**	**3**	**5**	11
08:00 AM	**3**	1	0	4	**1**	1	0	2	1	**2**	0	**3**	0	2	3	5	**14**
08:15 AM	0	1	0	1	0	1	0	1	1	2	0	3	**1**	0	0	1	6
08:30 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	3	9	0	12	1	4	0	5	3	6	0	9	1	4	6	11	37
% App. Total	25	75	0		20	80	0		33.3	66.7	0		9.1	36.4	54.5		
PHF	.250	.450	.000	.600	.250	.500	.000	.625	.750	.750	.000	.750	.250	.500	.500	.550	.661

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City of Coachella
N/S: Cesar Chavez Street
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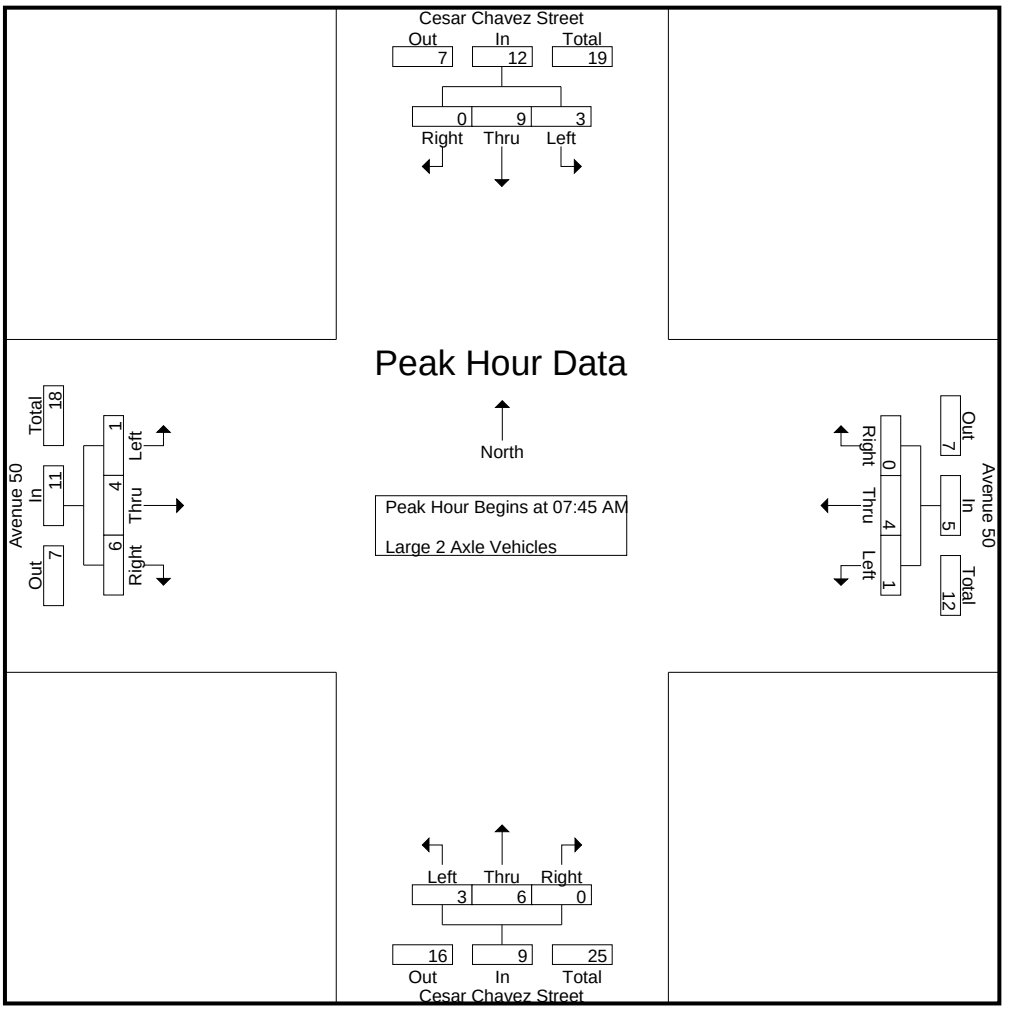
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	0	**2**	0	**2**	**1**	1	0	2	0	**2**	**3**	**5**
+15 mins.	**3**	1	0	4	**1**	1	0	2	1	**2**	0	**3**	0	2	3	5
+30 mins.	0	1	0	1	0	1	0	1	1	2	0	3	**1**	0	0	1
+45 mins.	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	3	9	0	12	1	4	0	5	3	6	0	9	1	4	6	11
% App. Total	25	75	0		20	80	0		33.3	66.7	0		9.1	36.4	54.5	
PHF	.250	.450	.000	.600	.250	.500	.000	.625	.750	.750	.000	.750	.250	.500	.500	.550

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	1	1	1	3	0	0	0	0	0	2	2	4	1	0	1	2	9
07:30 AM	1	0	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
07:45 AM	1	1	0	2	0	0	0	0	1	0	0	1	0	1	1	2	5
Total	3	2	1	6	0	1	1	2	2	4	2	8	1	1	2	4	20
08:00 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
08:15 AM	0	0	0	0	1	0	1	2	0	0	5	5	0	0	0	0	7
08:30 AM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	1	1	0	3	1	4	0	1	0	1	6
Total	0	3	0	3	3	0	2	5	1	6	6	13	0	2	0	2	23
Grand Total	3	5	1	9	3	1	3	7	3	10	8	21	1	3	2	6	43
Apprch %	33.3	55.6	11.1		42.9	14.3	42.9		14.3	47.6	38.1		16.7	50	33.3		
Total %	7	11.6	2.3	20.9	7	2.3	7	16.3	7	23.3	18.6	48.8	2.3	7	4.7	14	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	1	0	2	0	0	0	0	**1**	0	0	1	0	**1**	**1**	**2**	5
08:00 AM	0	0	0	0	**1**	0	0	1	1	0	0	1	0	1	0	1	3
08:15 AM	0	0	0	0	1	0	**1**	**2**	0	0	**5**	**5**	0	0	0	0	**7**
08:30 AM	0	**3**	0	**3**	1	0	0	1	0	**3**	0	3	0	0	0	0	7
Total Volume	1	4	0	5	3	0	1	4	2	3	5	10	0	2	1	3	22
% App. Total	20	80	0		75	0	25		20	30	50		0	66.7	33.3		
PHF	.250	.333	.000	.417	.750	.000	.250	.500	.500	.250	.250	.500	.000	.500	.250	.375	.786

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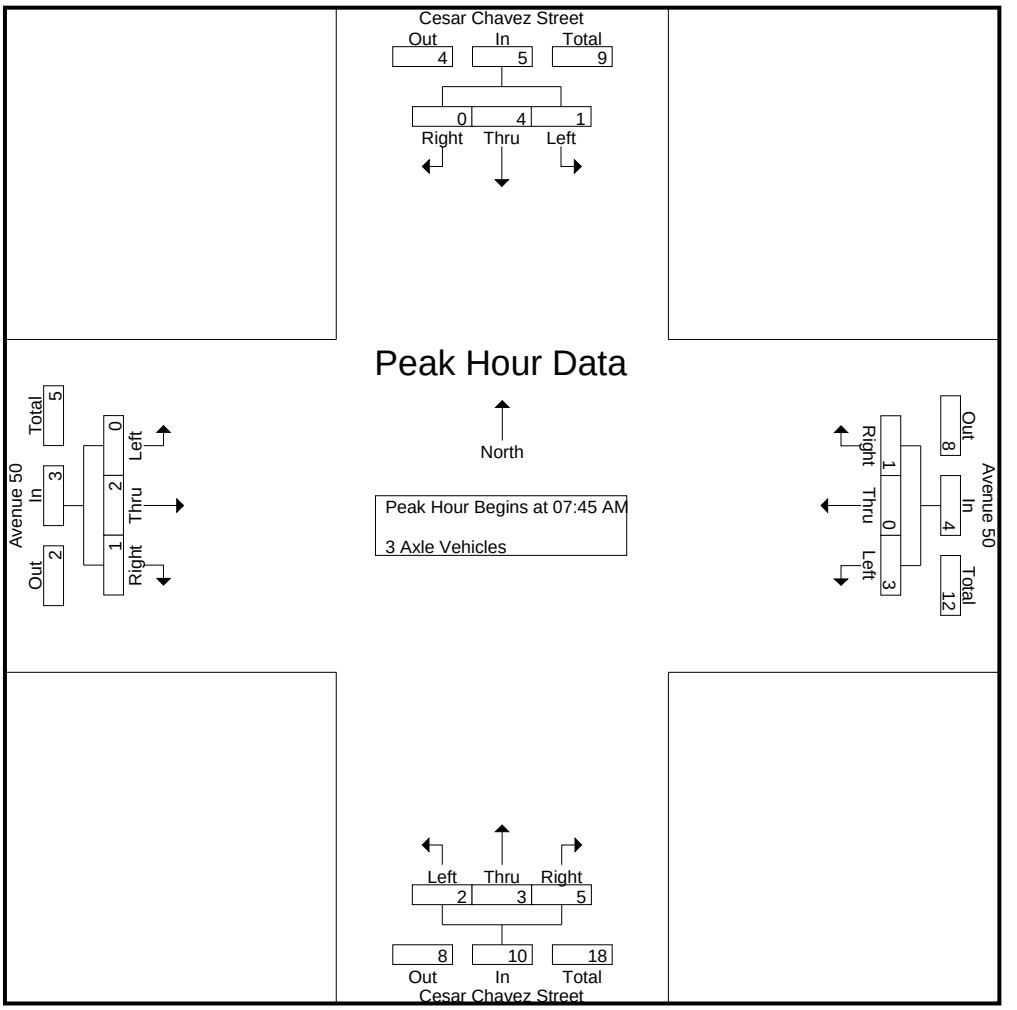
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	1	0	2	0	0	0	0	**1**	0	0	1	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	**1**	0	0	1	1	0	0	1	0	1	0	1
+30 mins.	0	0	0	0	1	0	**1**	**2**	0	0	**5**	**5**	0	0	0	0
+45 mins.	0	**3**	0	**3**	1	0	0	1	0	**3**	0	3	0	0	0	0
Total Volume	1	4	0	5	3	0	1	4	2	3	5	10	0	2	1	3
% App. Total	20	80	0		75	0	25		20	30	50		0	66.7	33.3	
PHF	.250	.333	.000	.417	.750	.000	.250	.500	.500	.250	.250	.500	.000	.500	.250	.375

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	0	1	1	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	2	2	1	0	0	1	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
Total	0	3	0	3	1	0	0	1	0	0	5	5	1	1	0	2	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
08:15 AM	1	2	0	3	1	1	0	2	0	1	1	2	0	0	0	0	7
08:30 AM	0	5	0	5	0	0	0	0	0	1	1	2	0	1	0	1	8
08:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
Total	2	9	0	11	1	1	0	2	0	3	4	7	1	1	1	3	23
Grand Total	2	12	0	14	2	1	0	3	0	3	9	12	2	2	1	5	34
Apprch %	14.3	85.7	0		66.7	33.3	0		0	25	75		40	40	20		
Total %	5.9	35.3	0	41.2	5.9	2.9	0	8.8	0	8.8	26.5	35.3	5.9	5.9	2.9	14.7	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	0	**2**	**2**	0	0	0	0	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
08:15 AM	**1**	2	0	3	**1**	**1**	0	**2**	0	**1**	1	2	0	0	0	0	7
08:30 AM	0	**5**	0	**5**	0	0	0	0	0	1	1	2	0	**1**	0	**1**	**8**
Total Volume	1	9	0	10	1	1	0	2	0	2	6	8	0	1	0	1	21
% App. Total	10	90	0		50	50	0		0	25	75		0	100	0		
PHF	.250	.450	.000	.500	.250	.250	.000	.250	.000	.500	.750	1.00	.000	.250	.000	.250	.656

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City of Coachella
N/S: Cesar Chavez Street
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File Name : 31_COA_CC_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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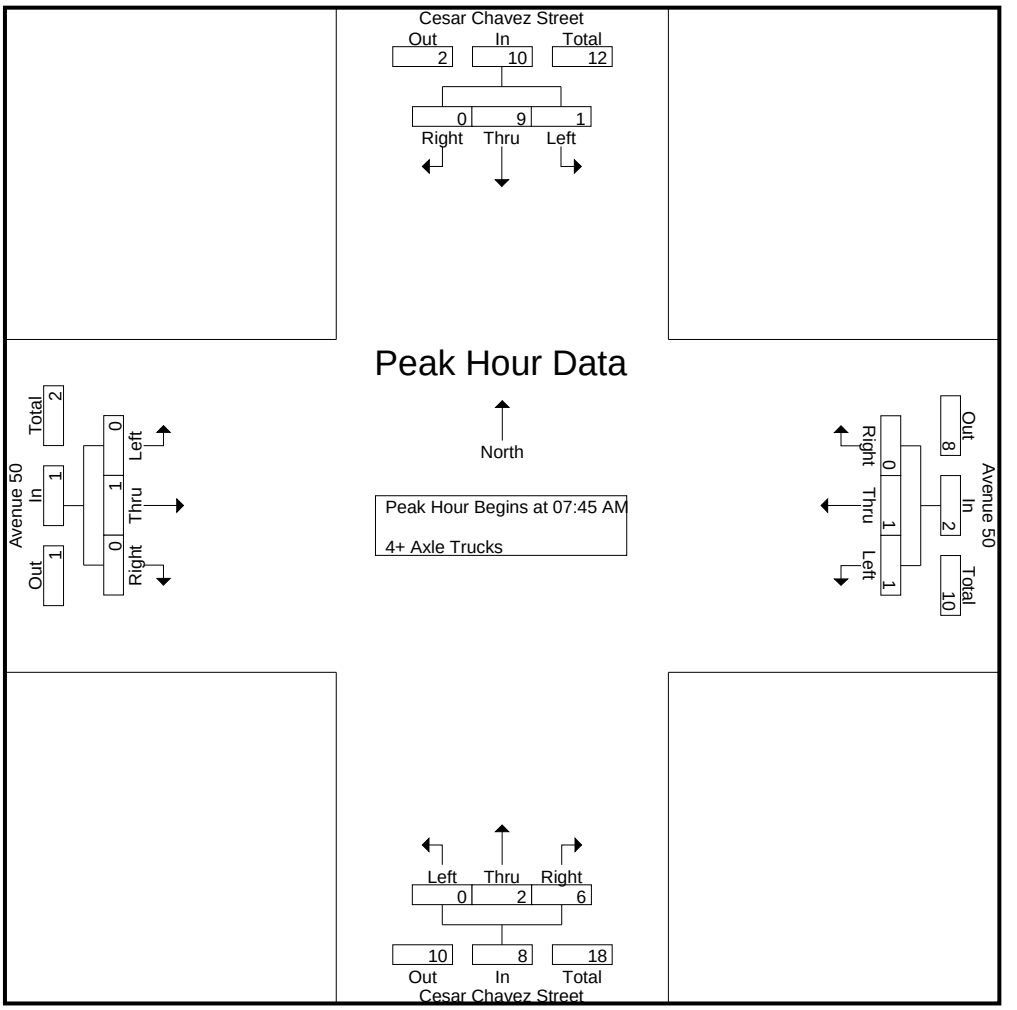

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	**2**	**2**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	**1**	2	0	3	**1**	**1**	0	**2**	0	**1**	1	2	0	0	0	0
+45 mins.	0	**5**	0	**5**	0	0	0	0	0	1	1	2	0	**1**	0	**1**
Total Volume	1	9	0	10	1	1	0	2	0	2	6	8	0	1	0	1
% App. Total	10	90	0		50	50	0		0	25	75		0	100	0	
PHF	.250	.450	.000	.500	.250	.250	.000	.250	.000	.500	.750	1.000	.000	.250	.000	.250

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	162	16	213	47	48	39	134	47	128	21	196	21	47	27	95	638
04:15 PM	22	174	24	220	52	42	25	119	36	141	23	200	27	44	25	96	635
04:30 PM	29	159	23	211	44	45	38	127	26	122	29	177	35	26	23	84	599
04:45 PM	34	160	13	207	50	46	31	127	37	83	33	153	24	45	13	82	569
Total	120	655	76	851	193	181	133	507	146	474	106	726	107	162	88	357	2441
05:00 PM	43	159	21	223	47	47	25	119	41	115	34	190	24	41	36	101	633
05:15 PM	22	178	23	223	51	48	21	120	37	118	37	192	27	43	26	96	631
05:30 PM	39	150	18	207	33	41	30	104	30	123	24	177	34	51	36	121	609
05:45 PM	20	131	16	167	37	32	29	98	25	143	32	200	28	55	23	106	571
Total	124	618	78	820	168	168	105	441	133	499	127	759	113	190	121	424	2444
Grand Total	244	1273	154	1671	361	349	238	948	279	973	233	1485	220	352	209	781	4885
Apprch %	14.6	76.2	9.2		38.1	36.8	25.1		18.8	65.5	15.7		28.2	45.1	26.8		
Total %	5	26.1	3.2	34.2	7.4	7.1	4.9	19.4	5.7	19.9	4.8	30.4	4.5	7.2	4.3	16	
Passenger Vehicles	244	1263	153	1660	355	346	233	934	275	960	228	1463	219	341	204	764	4821
% Passenger Vehicles	100	99.2	99.4	99.3	98.3	99.1	97.9	98.5	98.6	98.7	97.9	98.5	99.5	96.9	97.6	97.8	98.7
Large 2 Axle Vehicles	0	10	1	11	3	3	4	10	4	11	2	17	1	1	5	7	45
% Large 2 Axle Vehicles	0	0.8	0.6	0.7	0.8	0.9	1.7	1.1	1.4	1.1	0.9	1.1	0.5	0.3	2.4	0.9	0.9
3 Axle Vehicles	0	0	0	0	1	0	1	2	0	1	1	2	0	10	0	10	14
% 3 Axle Vehicles	0	0	0	0	0.3	0	0.4	0.2	0	0.1	0.4	0.1	0	2.8	0	1.3	0.3
4+ Axle Trucks	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0.6	0	0	0.2	0	0.1	0.9	0.2	0	0	0	0	0.1

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**43**	159	21	**223**	47	47	25	119	**41**	115	34	190	24	41	**36**	101	**633**
05:15 PM	22	**178**	**23**	223	**51**	**48**	21	**120**	37	118	**37**	192	27	43	26	96	631
05:30 PM	39	150	18	207	33	41	**30**	104	30	123	24	177	**34**	51	36	**121**	609
05:45 PM	20	131	16	167	37	32	29	98	25	**143**	32	**200**	28	**55**	23	106	571
Total Volume	124	618	78	820	168	168	105	441	133	499	127	759	113	190	121	424	2444
% App. Total	15.1	75.4	9.5		38.1	38.1	23.8		17.5	65.7	16.7		26.7	44.8	28.5		
PHF	.721	.868	.848	.919	.824	.875	.875	.919	.811	.872	.858	.949	.831	.864	.840	.876	.965

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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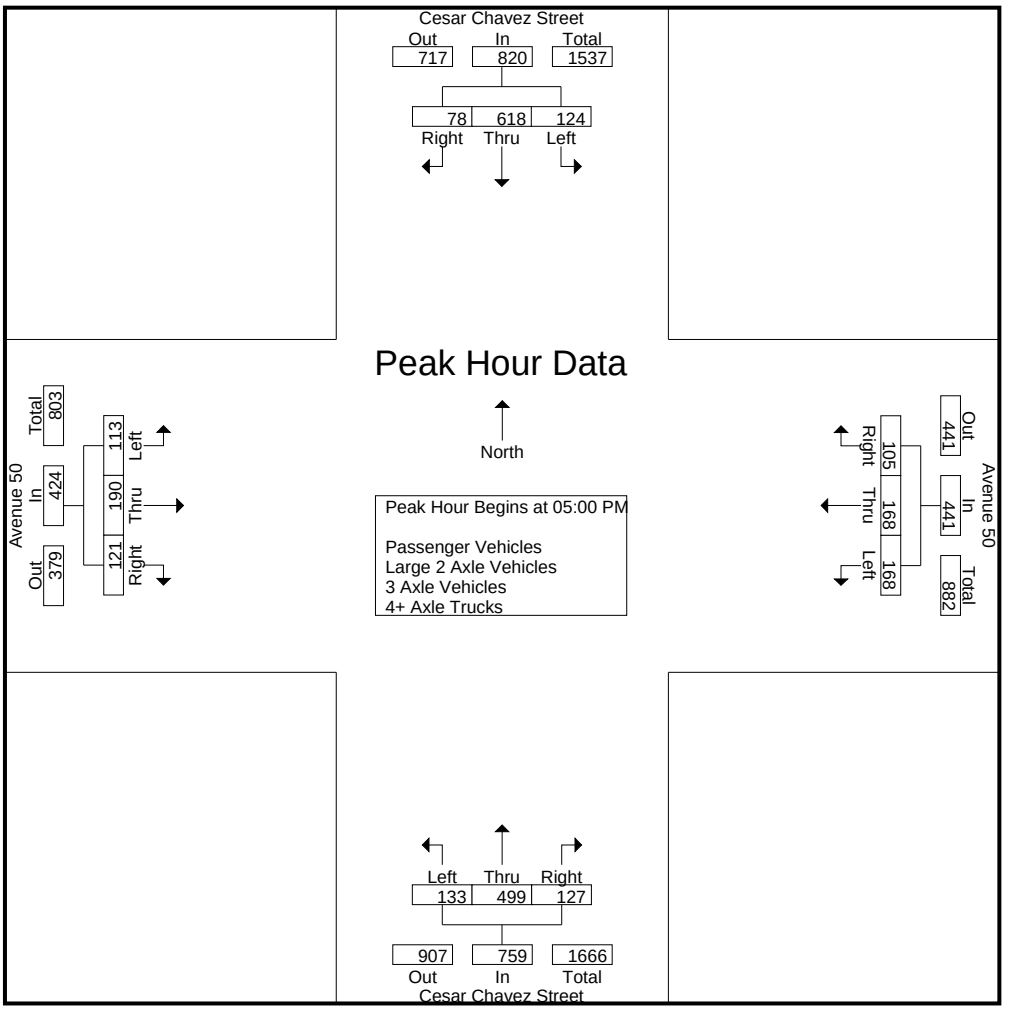

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	29	159	**23**	211	47	**48**	**39**	**134**	**41**	115	34	190	24	41	**36**	101
+15 mins.	34	160	13	207	**52**	42	25	119	37	118	**37**	192	27	43	26	96
+30 mins.	**43**	159	21	**223**	44	45	38	127	30	123	24	177	**34**	51	36	**121**
+45 mins.	22	**178**	23	223	50	46	31	127	25	**143**	32	**200**	28	**55**	23	106
Total Volume	128	656	80	864	193	181	133	507	133	499	127	759	113	190	121	424
% App. Total	14.8	75.9	9.3		38.1	35.7	26.2		17.5	65.7	16.7		26.7	44.8	28.5	
PHF	.744	.921	.870	.969	.928	.943	.853	.946	.811	.872	.858	.949	.831	.864	.840	.876

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	162	16	213	46	48	37	131	46	127	21	194	21	46	25	92	630
04:15 PM	22	170	24	216	51	42	24	117	35	141	22	198	26	34	25	85	616
04:30 PM	29	158	23	210	43	44	38	125	26	120	29	175	35	26	23	84	594
04:45 PM	34	159	13	206	50	45	30	125	37	81	31	149	24	45	12	81	561
Total	120	649	76	845	190	179	129	498	144	469	103	716	106	151	85	342	2401
05:00 PM	43	158	20	221	45	46	25	116	40	113	32	185	24	41	35	100	622
05:15 PM	22	177	23	222	50	48	20	118	37	115	37	189	27	43	26	96	625
05:30 PM	39	148	18	205	33	41	30	104	29	122	24	175	34	51	36	121	605
05:45 PM	20	131	16	167	37	32	29	98	25	141	32	198	28	55	22	105	568
Total	124	614	77	815	165	167	104	436	131	491	125	747	113	190	119	422	2420
Grand Total	244	1263	153	1660	355	346	233	934	275	960	228	1463	219	341	204	764	4821
Apprch %	14.7	76.1	9.2		38	37	24.9		18.8	65.6	15.6		28.7	44.6	26.7		
Total %	5.1	26.2	3.2	34.4	7.4	7.2	4.8	19.4	5.7	19.9	4.7	30.3	4.5	7.1	4.2	15.8	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**43**	158	20	221	45	46	25	116	**40**	113	32	185	24	41	35	100	622
05:15 PM	22	**177**	**23**	**222**	**50**	**48**	20	**118**	37	115	**37**	189	27	43	26	96	**625**
05:30 PM	39	148	18	205	33	41	**30**	104	29	122	24	175	**34**	51	**36**	**121**	605
05:45 PM	20	131	16	167	37	32	29	98	25	**141**	32	**198**	28	**55**	22	105	568
Total Volume	124	614	77	815	165	167	104	436	131	491	125	747	113	190	119	422	2420
% App. Total	15.2	75.3	9.4		37.8	38.3	23.9		17.5	65.7	16.7		26.8	45	28.2		
PHF	.721	.867	.837	.918	.825	.870	.867	.924	.819	.871	.845	.943	.831	.864	.826	.872	.968

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City of Coachella
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File Name : 31_COA_CC_Ave 50 PM
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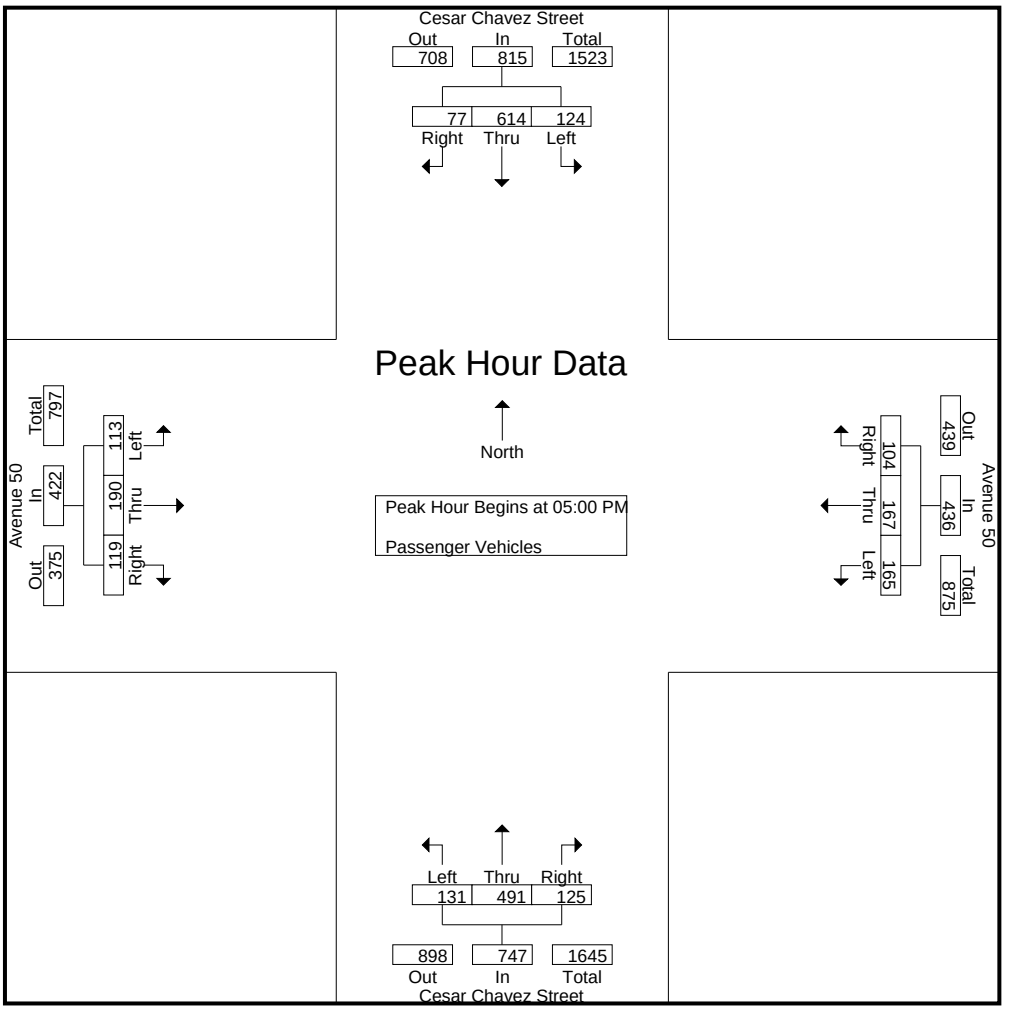

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**43**	158	20	221	45	46	25	116	**40**	113	32	185	24	41	35	100
+15 mins.	22	**177**	**23**	**222**	**50**	**48**	20	**118**	37	115	**37**	189	27	43	26	96
+30 mins.	39	148	18	205	33	41	**30**	104	29	122	24	175	**34**	51	**36**	**121**
+45 mins.	20	131	16	167	37	32	29	98	25	**141**	32	**198**	28	**55**	22	105
Total Volume	124	614	77	815	165	167	104	436	131	491	125	747	113	190	119	422
% App. Total	15.2	75.3	9.4		37.8	38.3	23.9		17.5	65.7	16.7		26.8	45	28.2	
PHF	.721	.867	.837	.918	.825	.870	.867	.924	.819	.871	.845	.943	.831	.864	.826	.872

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City of Coachella
N/S: Cesar Chavez Street
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Groups Printed- Large 2 Axle Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	1	1	0	2	0	1	2	3	6
04:15 PM	0	4	0	4	1	0	1	2	1	0	0	1	1	0	0	1	8
04:30 PM	0	1	0	1	1	1	0	2	0	2	0	2	0	0	0	0	5
04:45 PM	0	1	0	1	0	1	1	2	0	1	1	2	0	0	1	1	6
Total	0	6	0	6	2	2	3	7	2	4	1	7	1	1	3	5	25
05:00 PM	0	1	1	2	0	1	0	1	1	2	1	4	0	0	1	1	8
05:15 PM	0	1	0	1	1	0	1	2	0	3	0	3	0	0	0	0	6
05:30 PM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	4	1	5	1	1	1	3	2	7	1	10	0	0	2	2	20
Grand Total	0	10	1	11	3	3	4	10	4	11	2	17	1	1	5	7	45
Apprch %	0	90.9	9.1		30	30	40		23.5	64.7	11.8		14.3	14.3	71.4		
Total %	0	22.2	2.2	24.4	6.7	6.7	8.9	22.2	8.9	24.4	4.4	37.8	2.2	2.2	11.1	15.6	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	**1**	**2**	0	**1**	0	1	**1**	2	**1**	**4**	0	0	**1**	**1**	**8**
05:15 PM	0	1	0	1	**1**	0	**1**	**2**	0	**3**	0	3	0	0	0	0	6
05:30 PM	0	**2**	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total Volume	0	4	1	5	1	1	1	3	2	7	1	10	0	0	2	2	20
% App. Total	0	80	20		33.3	33.3	33.3		20	70	10		0	0	100		
PHF	.000	.500	.250	.625	.250	.250	.250	.375	.500	.583	.250	.625	.000	.000	.500	.500	.625

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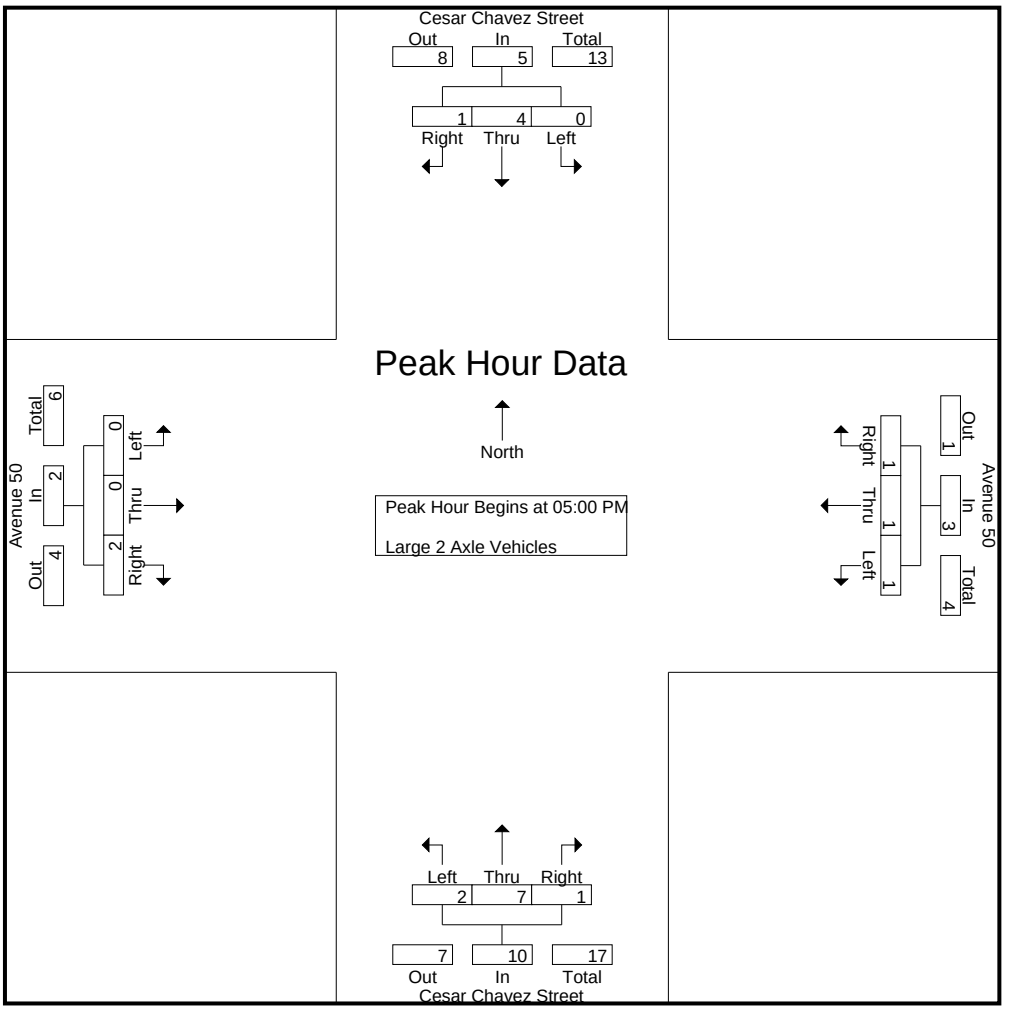
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	**1**	**2**	0	**1**	0	1	**1**	2	**1**	**4**	0	0	**1**	**1**
+15 mins.	0	1	0	1	**1**	0	**1**	**2**	0	**3**	0	3	0	0	0	0
+30 mins.	0	**2**	0	2	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
Total Volume	0	4	1	5	1	1	1	3	2	7	1	10	0	0	2	2
% App. Total	0	80	20		33.3	33.3	33.3		20	70	10		0	0	100	
PHF	.000	.500	.250	.625	.250	.250	.250	.375	.500	.583	.250	.625	.000	.000	.500	.500

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	0	0	0	0	1	0	1	2	0	1	1	2	0	10	0	10	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	1	0	1	2	0	1	1	2	0	10	0	10	14
Apprch %	0	0	0		50	0	50		0	50	50		0	100	0		
Total %	0	0	0	0	7.1	0	7.1	14.3	0	7.1	7.1	14.3	0	71.4	0	71.4	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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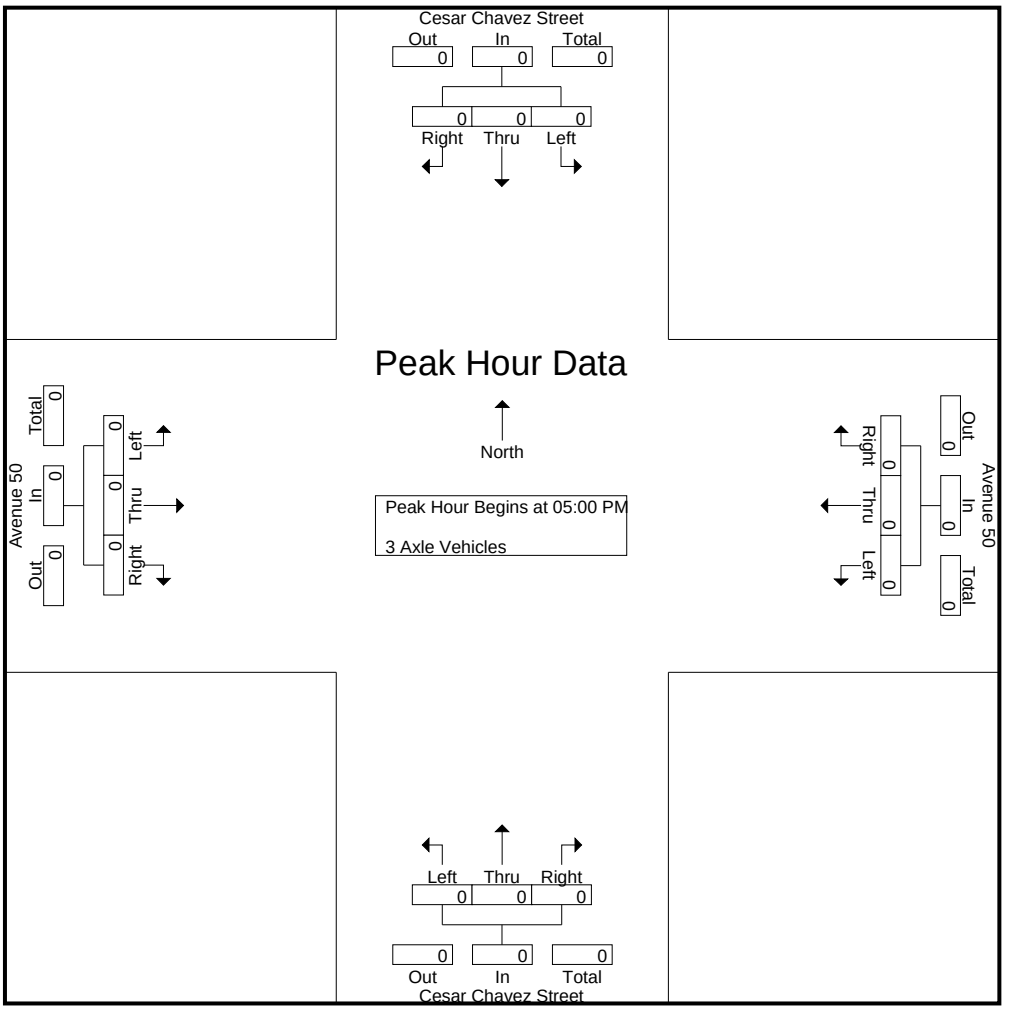
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
Grand Total	0	0	0	0	2	0	0	2	0	1	2	3	0	0	0	0	5
Apprch %	0	0	0		100	0	0		0	33.3	66.7		0	0	0		
Total %	0	0	0	0	40	0	0	40	0	20	40	60	0	0	0	0	

	Cesar Chavez Street Southbound				Avenue 50 Westbound				Cesar Chavez Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	**2**	0	0	**2**	0	0	**1**	**1**	0	0	0	0	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0	4
% App. Total	0	0	0		100	0	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000	.333

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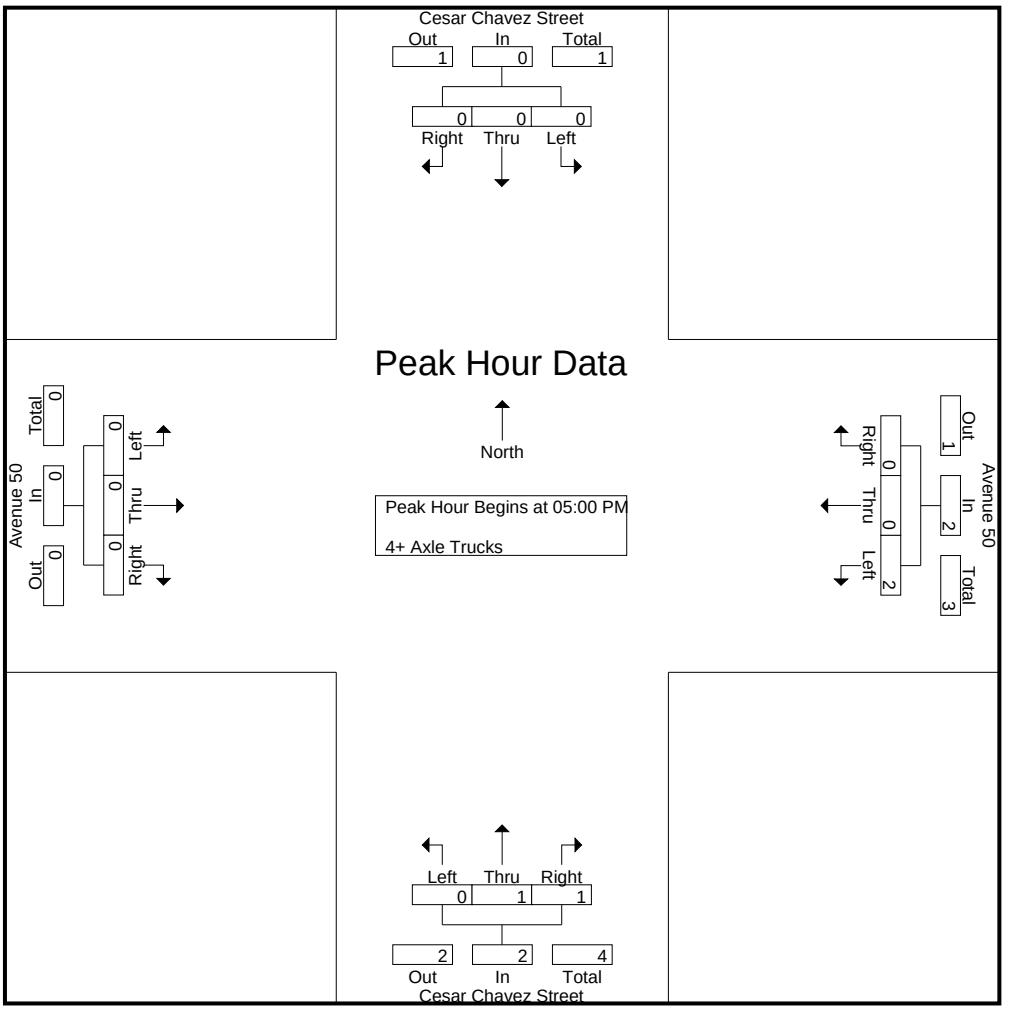
City of Coachella
N/S: Cesar Chavez Street
E/W: Avenue 50
Weather: Clear

File Name : 31_COA_CC_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	1	1	2	0	0	0	0
% App. Total	0	0	0		100	0	0		0	50	50		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.250	.500	.000	.000	.000	.000

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	38	8	73	21	46	9	76	16	42	16	74	19	86	26	131	354
07:15 AM	16	36	14	66	20	43	10	73	19	43	17	79	21	94	22	137	355
07:30 AM	27	38	20	85	20	47	10	77	15	54	22	91	21	98	25	144	397
07:45 AM	42	42	28	112	33	85	17	135	24	64	39	127	24	97	19	140	514
Total	112	154	70	336	94	221	46	361	74	203	94	371	85	375	92	552	1620
08:00 AM	30	50	15	95	24	88	24	136	33	61	25	119	23	112	8	143	493
08:15 AM	33	50	13	96	32	81	14	127	24	64	34	122	27	102	20	149	494
08:30 AM	37	53	17	107	22	74	11	107	31	50	26	107	16	89	28	133	454
08:45 AM	23	60	26	109	17	60	10	87	27	45	24	96	18	135	23	176	468
Total	123	213	71	407	95	303	59	457	115	220	109	444	84	438	79	601	1909
Grand Total	235	367	141	743	189	524	105	818	189	423	203	815	169	813	171	1153	3529
Apprch %	31.6	49.4	19		23.1	64.1	12.8		23.2	51.9	24.9		14.7	70.5	14.8		
Total %	6.7	10.4	4	21.1	5.4	14.8	3	23.2	5.4	12	5.8	23.1	4.8	23	4.8	32.7	
Passenger Vehicles	232	362	140	734	185	490	103	778	184	416	200	800	167	787	165	1119	3431
% Passenger Vehicles	98.7	98.6	99.3	98.8	97.9	93.5	98.1	95.1	97.4	98.3	98.5	98.2	98.8	96.8	96.5	97.1	97.2
Large 2 Axle Vehicles	1	5	1	7	3	15	0	18	5	4	2	11	2	9	5	16	52
% Large 2 Axle Vehicles	0.4	1.4	0.7	0.9	1.6	2.9	0	2.2	2.6	0.9	1	1.3	1.2	1.1	2.9	1.4	1.5
3 Axle Vehicles	1	0	0	1	0	14	1	15	0	3	1	4	0	15	0	15	35
% 3 Axle Vehicles	0.4	0	0	0.1	0	2.7	1	1.8	0	0.7	0.5	0.5	0	1.8	0	1.3	1
4+ Axle Trucks	1	0	0	1	1	5	1	7	0	0	0	0	0	2	1	3	11
% 4+ Axle Trucks	0.4	0	0	0.1	0.5	1	1	0.9	0	0	0	0	0	0.2	0.6	0.3	0.3

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**42**	42	**28**	**112**	**33**	85	17	135	24	**64**	**39**	**127**	24	97	19	140	**514**
08:00 AM	30	50	15	95	24	**88**	**24**	**136**	**33**	61	25	119	23	**112**	8	143	493
08:15 AM	33	50	13	96	32	81	14	127	24	64	34	122	**27**	102	20	**149**	494
08:30 AM	37	**53**	17	107	22	74	11	107	31	50	26	107	16	89	**28**	133	454
Total Volume	142	195	73	410	111	328	66	505	112	239	124	475	90	400	75	565	1955
% App. Total	34.6	47.6	17.8		22	65	13.1		23.6	50.3	26.1		15.9	70.8	13.3		
PHF	.845	.920	.652	.915	.841	.932	.688	.928	.848	.934	.795	.935	.833	.893	.670	.948	.951

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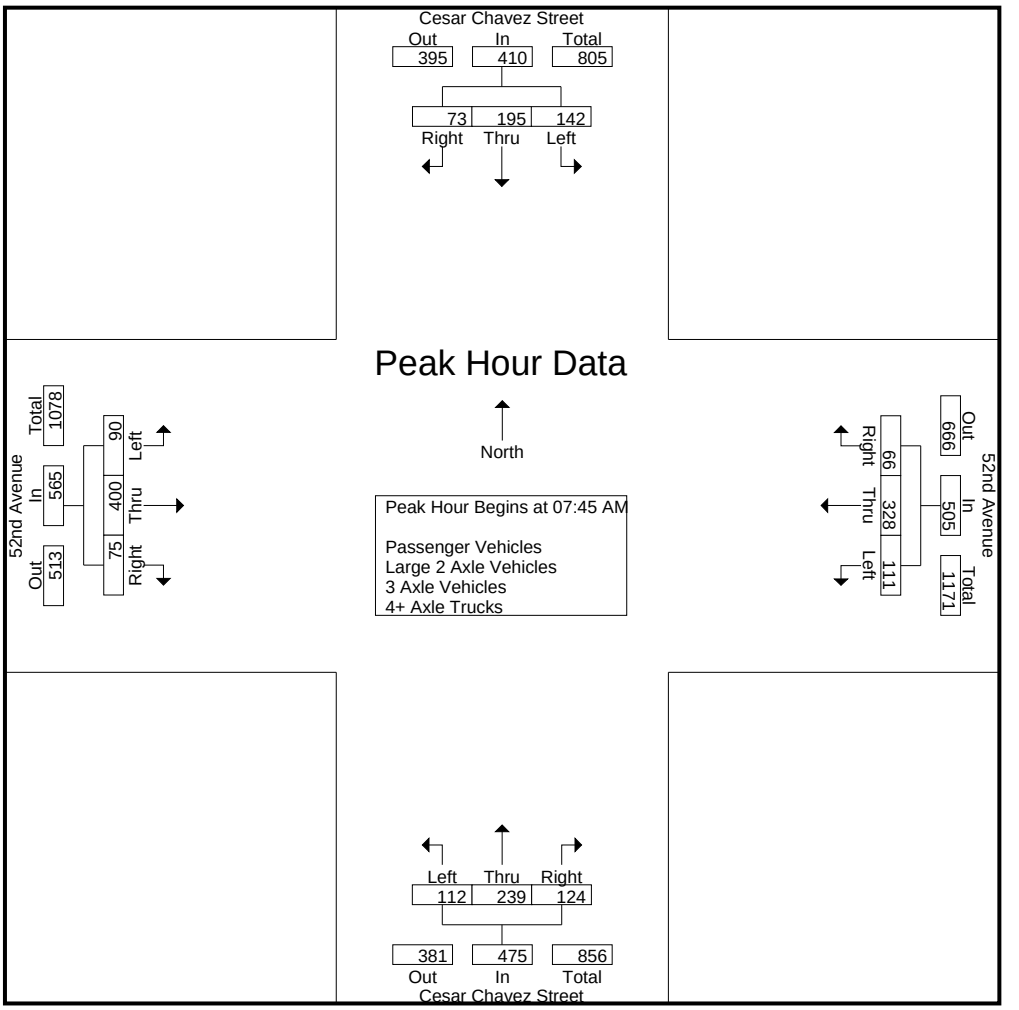
City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	**42**	42	**28**	**112**	**33**	85	17	135	24	**64**	**39**	**127**	23	112	8	143
+15 mins.	30	50	15	95	24	**88**	**24**	**136**	**33**	61	25	119	**27**	102	20	149
+30 mins.	33	50	13	96	32	81	14	127	24	64	34	122	16	89	**28**	133
+45 mins.	37	**53**	17	107	22	74	11	107	31	50	26	107	18	**135**	23	**176**
Total Volume	142	195	73	410	111	328	66	505	112	239	124	475	84	438	79	601
% App. Total	34.6	47.6	17.8		22	65	13.1		23.6	50.3	26.1		14	72.9	13.1	
PHF	.845	.920	.652	.915	.841	.932	.688	.928	.848	.934	.795	.935	.778	.811	.705	.854

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	38	8	73	20	44	9	73	16	42	16	74	18	85	24	127	347
07:15 AM	16	36	14	66	20	40	9	69	17	43	17	77	21	90	21	132	344
07:30 AM	26	37	20	83	20	46	10	76	15	54	21	90	21	94	25	140	389
07:45 AM	42	41	27	110	32	80	17	129	24	63	39	126	24	93	17	134	499
Total	111	152	69	332	92	210	45	347	72	202	93	367	84	362	87	533	1579
08:00 AM	30	49	15	94	24	82	23	129	32	61	25	118	23	107	7	137	478
08:15 AM	33	50	13	96	31	77	14	122	23	62	33	118	27	97	20	144	480
08:30 AM	37	51	17	105	22	64	11	97	30	48	25	103	15	87	28	130	435
08:45 AM	21	60	26	107	16	57	10	83	27	43	24	94	18	134	23	175	459
Total	121	210	71	402	93	280	58	431	112	214	107	433	83	425	78	586	1852
Grand Total	232	362	140	734	185	490	103	778	184	416	200	800	167	787	165	1119	3431
Apprch %	31.6	49.3	19.1		23.8	63	13.2		23	52	25		14.9	70.3	14.7		
Total %	6.8	10.6	4.1	21.4	5.4	14.3	3	22.7	5.4	12.1	5.8	23.3	4.9	22.9	4.8	32.6	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**42**	41	**27**	**110**	**32**	80	17	**129**	24	**63**	**39**	**126**	24	93	17	134	**499**
08:00 AM	30	49	15	94	24	**82**	**23**	129	**32**	61	25	118	23	**107**	7	137	478
08:15 AM	33	50	13	96	31	77	14	122	23	62	33	118	**27**	97	20	**144**	480
08:30 AM	37	**51**	17	105	22	64	11	97	30	48	25	103	15	87	**28**	130	435
Total Volume	142	191	72	405	109	303	65	477	109	234	122	465	89	384	72	545	1892
% App. Total	35.1	47.2	17.8		22.9	63.5	13.6		23.4	50.3	26.2		16.3	70.5	13.2		
PHF	.845	.936	.667	.920	.852	.924	.707	.924	.852	.929	.782	.923	.824	.897	.643	.946	.948

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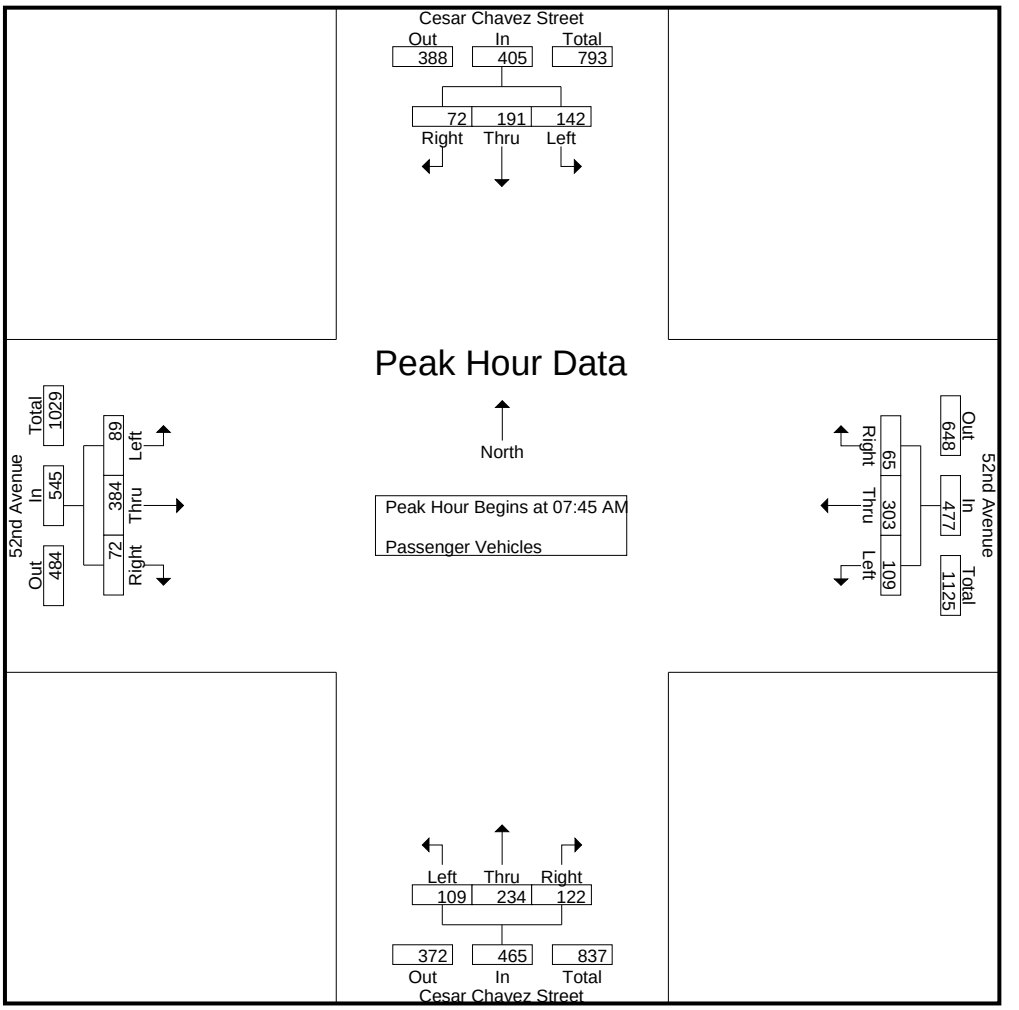
City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**42**	41	**27**	**110**	**32**	80	17	**129**	24	**63**	**39**	**126**	24	93	17	134
+15 mins.	30	49	15	94	24	**82**	**23**	129	**32**	61	25	118	23	**107**	7	137
+30 mins.	33	50	13	96	31	77	14	122	23	62	33	118	**27**	97	20	**144**
+45 mins.	37	**51**	17	105	22	64	11	97	30	48	25	103	15	87	**28**	130
Total Volume	142	191	72	405	109	303	65	477	109	234	122	465	89	384	72	545
% App. Total	35.1	47.2	17.8		22.9	63.5	13.6		23.4	50.3	26.2		16.3	70.5	13.2	
PHF	.845	.936	.667	.920	.852	.924	.707	.924	.852	.929	.782	.923	.824	.897	.643	.946

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	1	0	1	2	5
07:15 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	1	2	6
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	1	2	1	3	0	4	0	0	0	0	0	3	2	5	11
Total	1	2	1	4	2	7	0	9	2	0	0	2	1	4	4	9	24
08:00 AM	0	1	0	1	0	3	0	3	1	0	0	1	0	4	1	5	10
08:15 AM	0	0	0	0	1	0	0	1	1	1	1	3	0	1	0	1	5
08:30 AM	0	2	0	2	0	3	0	3	1	2	1	4	1	0	0	1	10
08:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
Total	0	3	0	3	1	8	0	9	3	4	2	9	1	5	1	7	28
Grand Total	1	5	1	7	3	15	0	18	5	4	2	11	2	9	5	16	52
Apprch %	14.3	71.4	14.3		16.7	83.3	0		45.5	36.4	18.2		12.5	56.2	31.2		
Total %	1.9	9.6	1.9	13.5	5.8	28.8	0	34.6	9.6	7.7	3.8	21.2	3.8	17.3	9.6	30.8	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	**1**	**2**	**1**	**3**	0	**4**	0	0	0	0	0	3	**2**	**5**	**11**
08:00 AM	0	1	0	1	0	3	0	3	**1**	0	0	1	0	**4**	1	5	10
08:15 AM	0	0	0	0	1	0	0	1	1	1	**1**	3	0	1	0	1	5
08:30 AM	0	**2**	0	2	0	3	0	3	1	**2**	1	**4**	**1**	0	0	1	10
Total Volume	0	4	1	5	2	9	0	11	3	3	2	8	1	8	3	12	36
% App. Total	0	80	20		18.2	81.8	0		37.5	37.5	25		8.3	66.7	25		
PHF	.000	.500	.250	.625	.500	.750	.000	.688	.750	.375	.500	.500	.250	.500	.375	.600	.818

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City of Coachella
N/S: Cesar Chavez Street
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File Name : 32_COA_CC_52nd AM
Site Code : 05722739
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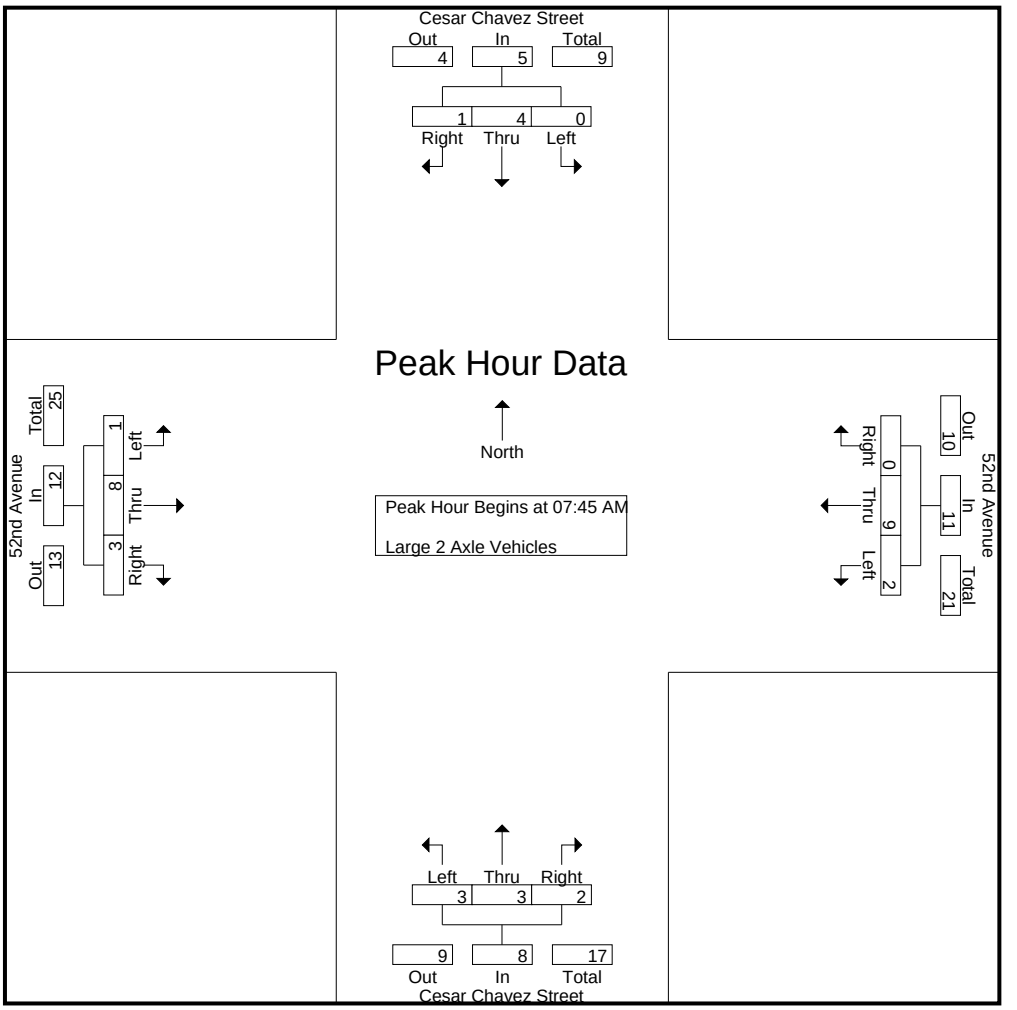

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	**1**	**2**	**1**	**3**	0	**4**	0	0	0	0	0	3	**2**	**5**
+15 mins.	0	1	0	1	0	3	0	3	**1**	0	0	1	0	**4**	1	5
+30 mins.	0	0	0	0	1	0	0	1	1	1	**1**	3	0	1	0	1
+45 mins.	0	**2**	0	2	0	3	0	3	1	**2**	1	**4**	**1**	0	0	1
Total Volume	0	4	1	5	2	9	0	11	3	3	2	8	1	8	3	12
% App. Total	0	80	20		18.2	81.8	0		37.5	37.5	25		8.3	66.7	25	
PHF	.000	.500	.250	.625	.500	.750	.000	.688	.750	.375	.500	.500	.250	.500	.375	.600

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City of Coachella
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File Name : 32_COA_CC_52nd AM
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Groups Printed- 3 Axle Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
07:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
07:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total	0	0	0	0	0	4	1	5	0	1	1	2	0	7	0	7	14
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	4	0	4	8
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	4
Total	1	0	0	1	0	10	0	10	0	2	0	2	0	8	0	8	21
Grand Total	1	0	0	1	0	14	1	15	0	3	1	4	0	15	0	15	35
Apprch %	100	0	0		0	93.3	6.7		0	75	25		0	100	0		
Total %	2.9	0	0	2.9	0	40	2.9	42.9	0	8.6	2.9	11.4	0	42.9	0	42.9	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	0	**1**	0	**1**	0	1	0	1	4
08:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	**4**	0	**4**	**8**
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total Volume	0	0	0	0	0	11	0	11	0	2	0	2	0	8	0	8	21
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.500	.000	.500	.000	.500	.000	.500	.656

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City of Coachella
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File Name : 32_COA_CC_52nd AM
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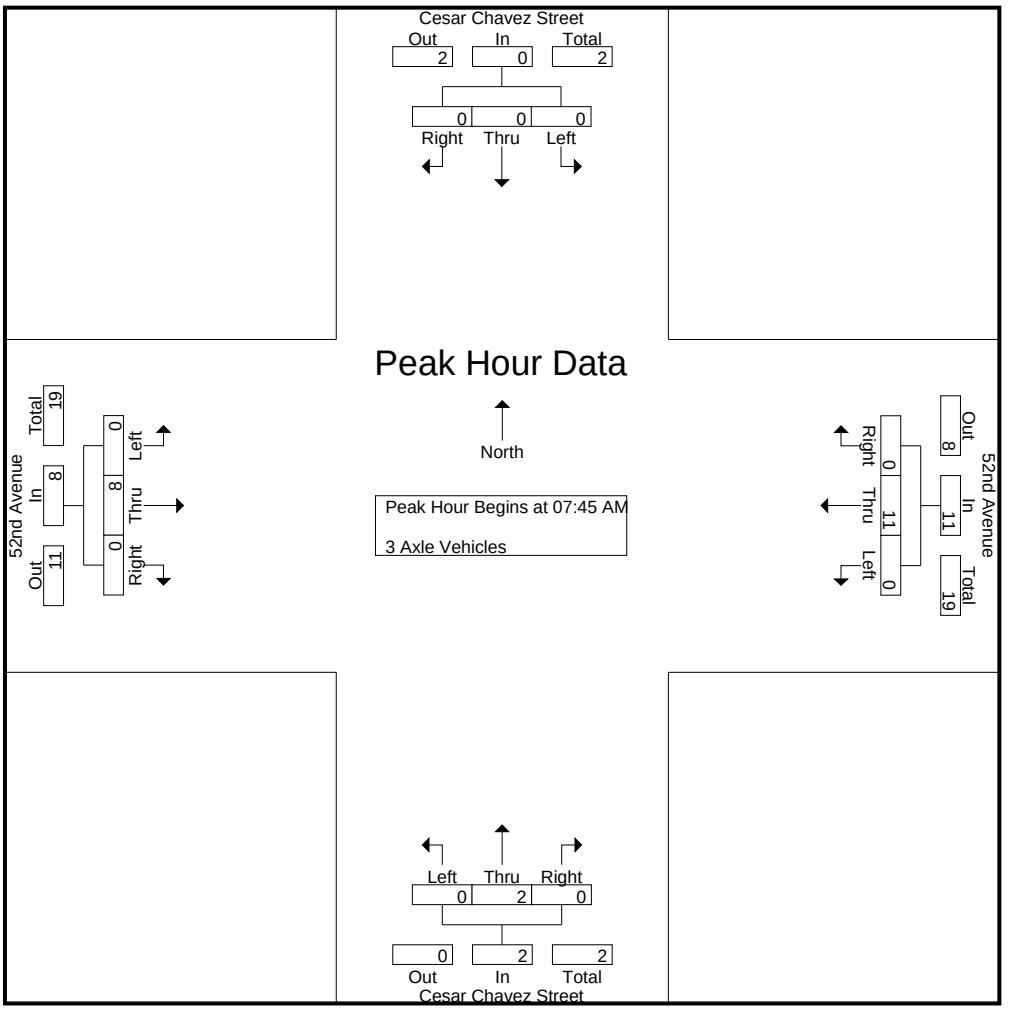

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	**1**	0	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	11	0	11	0	2	0	2	0	8	0	8
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.917	.000	.917	.000	.500	.000	.500	.000	.500	.000	.500

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	5	1	7	0	0	0	0	0	0	0	0	8
Grand Total	1	0	0	1	1	5	1	7	0	0	0	0	0	2	1	3	11
Apprch %	100	0	0		14.3	71.4	14.3		0	0	0		0	66.7	33.3		
Total %	9.1	0	0	9.1	9.1	45.5	9.1	63.6	0	0	0	0	0	18.2	9.1	27.3	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	**4**
Total Volume	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.313	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

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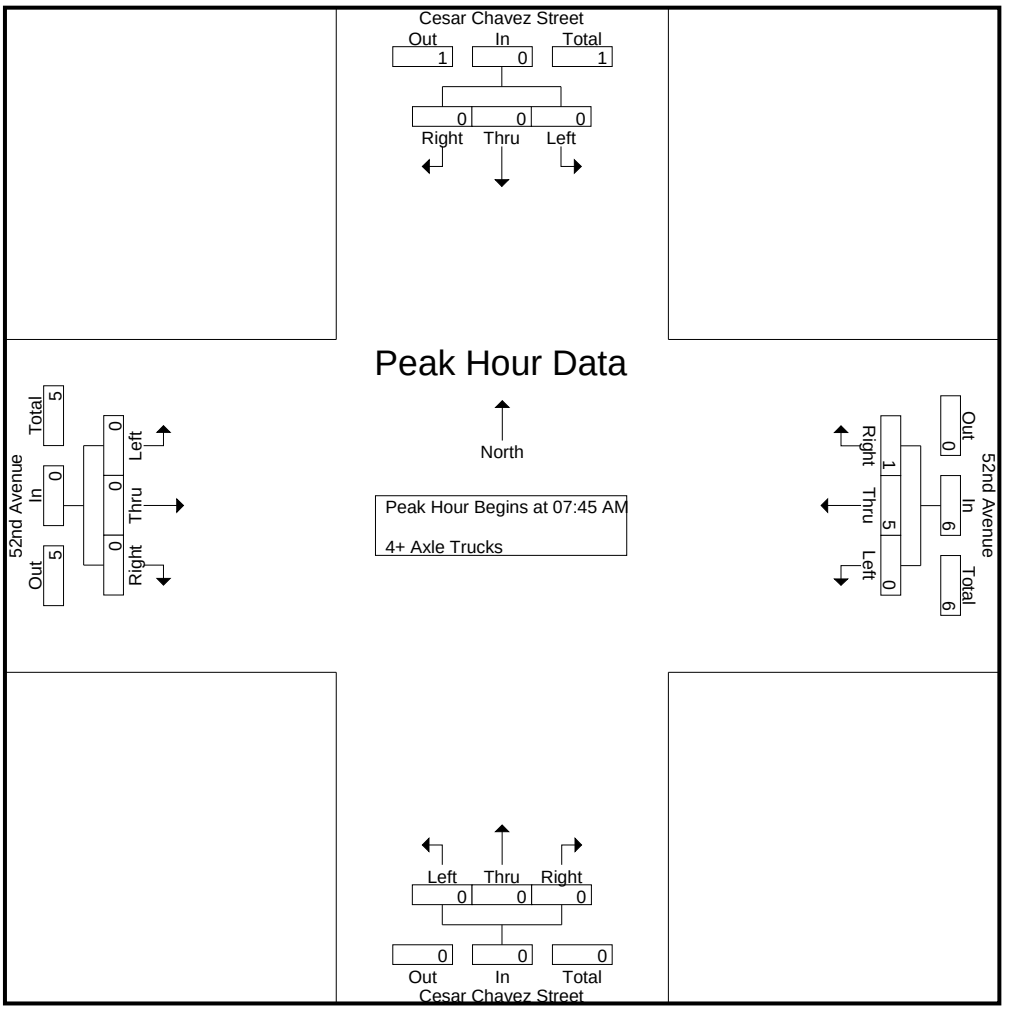

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	83.3	16.7		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.313	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	55	35	120	29	126	21	176	45	60	29	134	18	123	20	161	591
04:15 PM	30	53	28	111	36	161	22	219	29	49	26	104	18	86	20	124	558
04:30 PM	28	49	13	90	39	114	19	172	29	38	27	94	21	93	18	132	488
04:45 PM	20	43	19	82	39	121	23	183	28	43	20	91	22	76	10	108	464
Total	108	200	95	403	143	522	85	750	131	190	102	423	79	378	68	525	2101
05:00 PM	17	60	22	99	40	133	30	203	25	48	26	99	13	81	14	108	509
05:15 PM	23	64	7	94	32	124	20	176	23	45	32	100	24	97	20	141	511
05:30 PM	38	46	27	111	40	123	34	197	38	49	28	115	21	70	25	116	539
05:45 PM	30	50	36	116	40	115	14	169	24	38	32	94	22	97	21	140	519
Total	108	220	92	420	152	495	98	745	110	180	118	408	80	345	80	505	2078
Grand Total	216	420	187	823	295	1017	183	1495	241	370	220	831	159	723	148	1030	4179
Apprch %	26.2	51	22.7		19.7	68	12.2		29	44.5	26.5		15.4	70.2	14.4		
Total %	5.2	10.1	4.5	19.7	7.1	24.3	4.4	35.8	5.8	8.9	5.3	19.9	3.8	17.3	3.5	24.6	
Passenger Vehicles	216	414	186	816	293	1010	183	1486	240	365	218	823	159	716	147	1022	4147
% Passenger Vehicles	100	98.6	99.5	99.1	99.3	99.3	100	99.4	99.6	98.6	99.1	99	100	99	99.3	99.2	99.2
Large 2 Axle Vehicles	0	6	1	7	2	5	0	7	0	4	2	6	0	4	0	4	24
% Large 2 Axle Vehicles	0	1.4	0.5	0.9	0.7	0.5	0	0.5	0	1.1	0.9	0.7	0	0.6	0	0.4	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.3	0	0.1	0	0.1	0	0.1	0
4+ Axle Trucks	0	0	0	0	0	2	0	2	1	0	0	1	0	2	1	3	6
% 4+ Axle Trucks	0	0	0	0	0	0.2	0	0.1	0.4	0	0	0.1	0	0.3	0.7	0.3	0.1

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**30**	**55**	**35**	**120**	29	126	21	176	**45**	**60**	**29**	**134**	18	**123**	**20**	**161**	**591**
04:15 PM	30	53	28	111	36	**161**	22	**219**	29	49	26	104	18	86	20	124	558
04:30 PM	28	49	13	90	**39**	114	19	172	29	38	27	94	21	93	18	132	488
04:45 PM	20	43	19	82	39	121	**23**	183	28	43	20	91	**22**	76	10	108	464
Total Volume	108	200	95	403	143	522	85	750	131	190	102	423	79	378	68	525	2101
% App. Total	26.8	49.6	23.6		19.1	69.6	11.3		31	44.9	24.1		15	72	13		
PHF	.900	.909	.679	.840	.917	.811	.924	.856	.728	.792	.879	.789	.898	.768	.850	.815	.889

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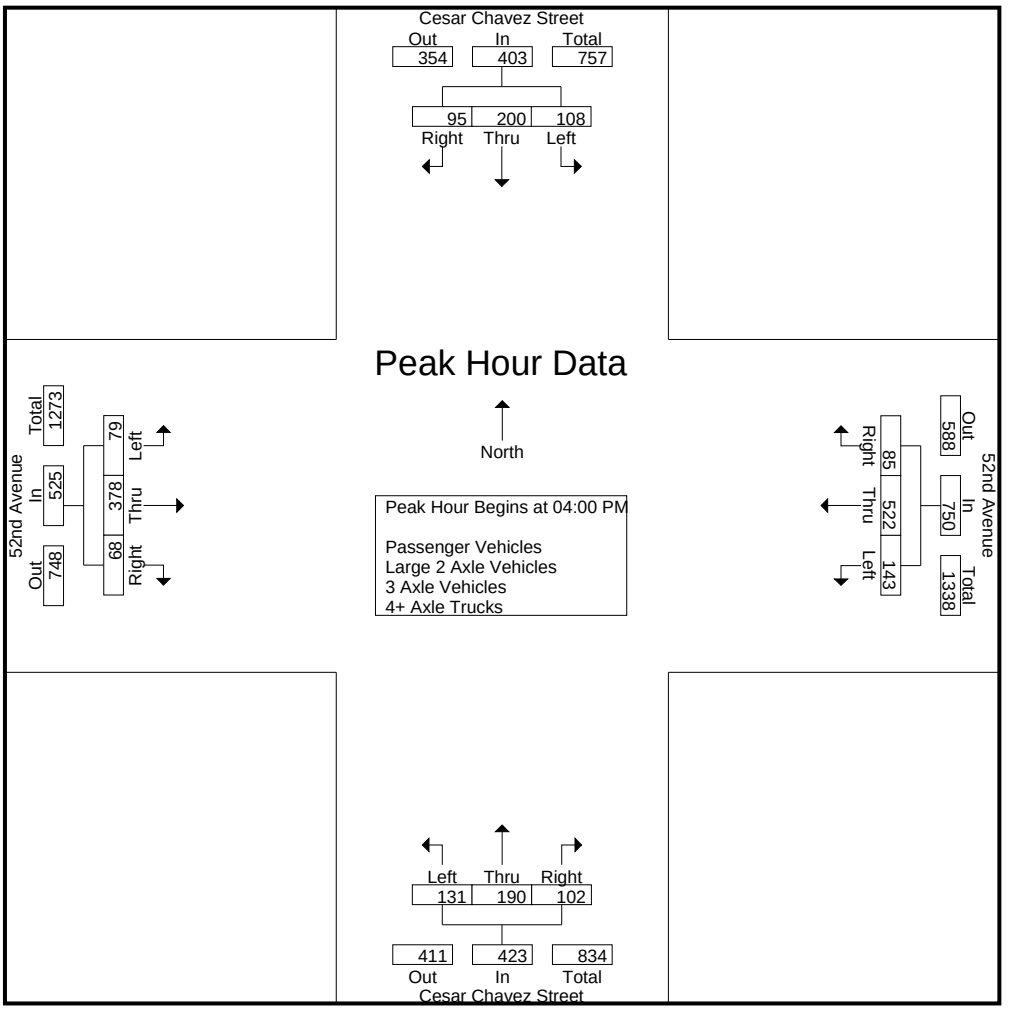
City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	17	60	22	99	36	**161**	22	**219**	**45**	**60**	**29**	**134**	18	**123**	**20**	**161**
+15 mins.	23	**64**	7	94	39	114	19	172	29	49	26	104	18	86	20	124
+30 mins.	**38**	46	27	111	39	121	23	183	29	38	27	94	21	93	18	132
+45 mins.	30	50	**36**	**116**	**40**	133	**30**	203	28	43	20	91	**22**	76	10	108
Total Volume	108	220	92	420	154	529	94	777	131	190	102	423	79	378	68	525
% App. Total	25.7	52.4	21.9		19.8	68.1	12.1		31	44.9	24.1		15	72	13	
PHF	.711	.859	.639	.905	.963	.821	.783	.887	.728	.792	.879	.789	.898	.768	.850	.815

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	54	34	118	28	125	21	174	45	58	29	132	18	122	20	160	584
04:15 PM	30	53	28	111	36	159	22	217	28	49	26	103	18	84	20	122	553
04:30 PM	28	47	13	88	39	114	19	172	29	36	26	91	21	92	18	131	482
04:45 PM	20	41	19	80	39	121	23	183	28	43	20	91	22	75	10	107	461
Total	108	195	94	397	142	519	85	746	130	186	101	417	79	373	68	520	2080
05:00 PM	17	60	22	99	40	131	30	201	25	47	26	98	13	80	14	107	505
05:15 PM	23	63	7	93	32	123	20	175	23	45	31	99	24	96	20	140	507
05:30 PM	38	46	27	111	40	123	34	197	38	49	28	115	21	70	25	116	539
05:45 PM	30	50	36	116	39	114	14	167	24	38	32	94	22	97	20	139	516
Total	108	219	92	419	151	491	98	740	110	179	117	406	80	343	79	502	2067
Grand Total	216	414	186	816	293	1010	183	1486	240	365	218	823	159	716	147	1022	4147
Apprch %	26.5	50.7	22.8		19.7	68	12.3		29.2	44.3	26.5		15.6	70.1	14.4		
Total %	5.2	10	4.5	19.7	7.1	24.4	4.4	35.8	5.8	8.8	5.3	19.8	3.8	17.3	3.5	24.6	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**30**	**54**	**34**	**118**	28	125	21	174	**45**	**58**	**29**	**132**	18	**122**	**20**	**160**	**584**
04:15 PM	30	53	28	111	36	**159**	22	**217**	28	49	26	103	18	84	20	122	553
04:30 PM	28	47	13	88	**39**	114	19	172	29	36	26	91	21	92	18	131	482
04:45 PM	20	41	19	80	39	121	**23**	183	28	43	20	91	**22**	75	10	107	461
Total Volume	108	195	94	397	142	519	85	746	130	186	101	417	79	373	68	520	2080
% App. Total	27.2	49.1	23.7		19	69.6	11.4		31.2	44.6	24.2		15.2	71.7	13.1		
PHF	.900	.903	.691	.841	.910	.816	.924	.859	.722	.802	.871	.790	.898	.764	.850	.813	.890

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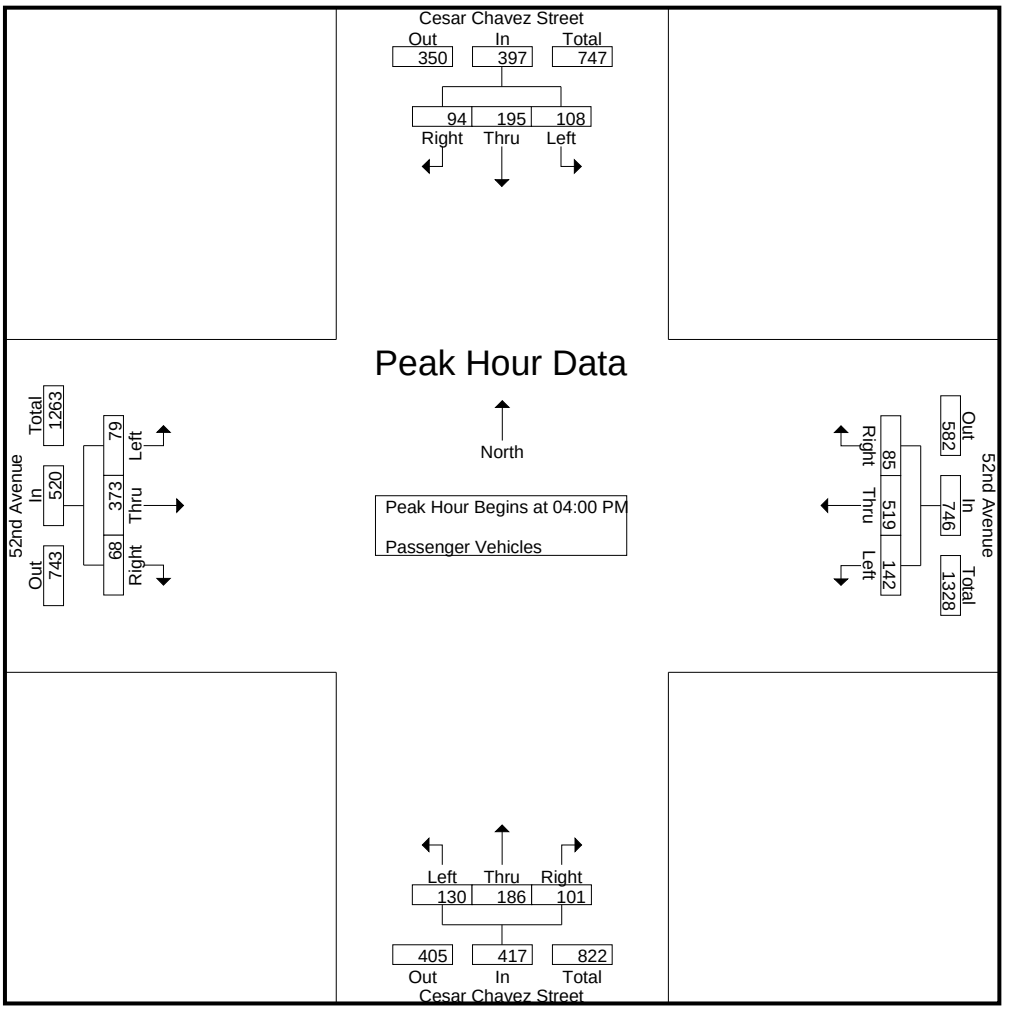
City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**30**	**54**	**34**	**118**	28	125	21	174	**45**	**58**	**29**	**132**	18	**122**	**20**	**160**
+15 mins.	30	53	28	111	36	**159**	22	**217**	28	49	26	103	18	84	20	122
+30 mins.	28	47	13	88	**39**	114	19	172	29	36	26	91	21	92	18	131
+45 mins.	20	41	19	80	39	121	**23**	183	28	43	20	91	**22**	75	10	107
Total Volume	108	195	94	397	142	519	85	746	130	186	101	417	79	373	68	520
% App. Total	27.2	49.1	23.7		19	69.6	11.4		31.2	44.6	24.2		15.2	71.7	13.1	
PHF	.900	.903	.691	.841	.910	.816	.924	.859	.722	.802	.871	.790	.898	.764	.850	.813

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	1	1	0	2	0	2	0	2	0	1	0	1	7
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	1	6	1	3	0	4	0	3	1	4	0	2	0	2	16
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:15 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	1	2	0	3	0	1	1	2	0	2	0	2	8
Grand Total	0	6	1	7	2	5	0	7	0	4	2	6	0	4	0	4	24
Apprch %	0	85.7	14.3		28.6	71.4	0		0	66.7	33.3		0	100	0		
Total %	0	25	4.2	29.2	8.3	20.8	0	29.2	0	16.7	8.3	25	0	16.7	0	16.7	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	**1**	**2**	**1**	1	0	**2**	0	**2**	0	**2**	0	**1**	0	**1**	**7**
04:15 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	**2**	0	2	0	0	0	0	0	1	**1**	2	0	0	0	0	4
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	1	6	1	3	0	4	0	3	1	4	0	2	0	2	16
% App. Total	0	83.3	16.7		25	75	0		0	75	25		0	100	0		
PHF	.000	.625	.250	.750	.250	.375	.000	.500	.000	.375	.250	.500	.000	.500	.000	.500	.571

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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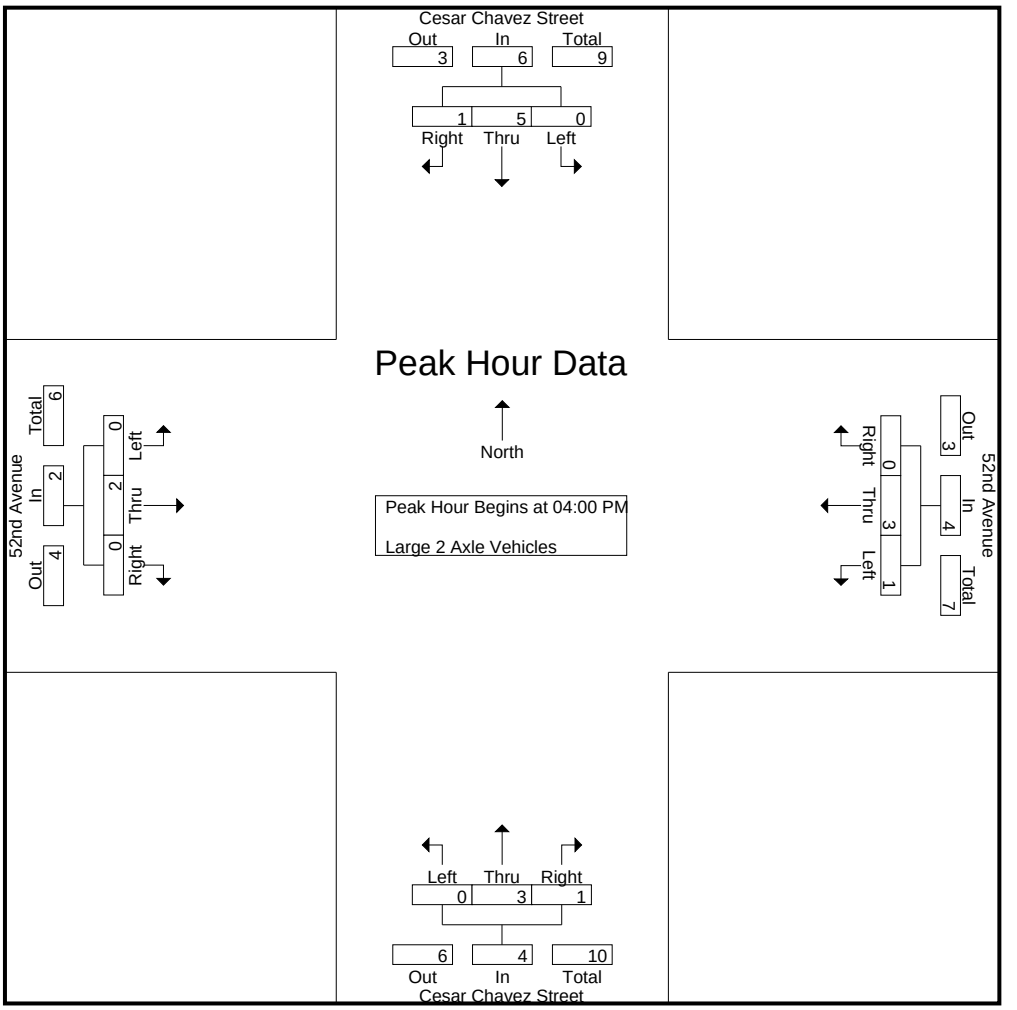

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	**1**	**2**	**1**	1	0	**2**	0	**2**	0	**2**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	**2**	0	2	0	0	0	0	0	1	**1**	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	1	3	0	4	0	3	1	4	0	2	0	2
% App. Total	0	83.3	16.7		25	75	0		0	75	25		0	100	0	
PHF	.000	.625	.250	.750	.250	.375	.000	.500	.000	.375	.250	.500	.000	.500	.000	.500

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.500

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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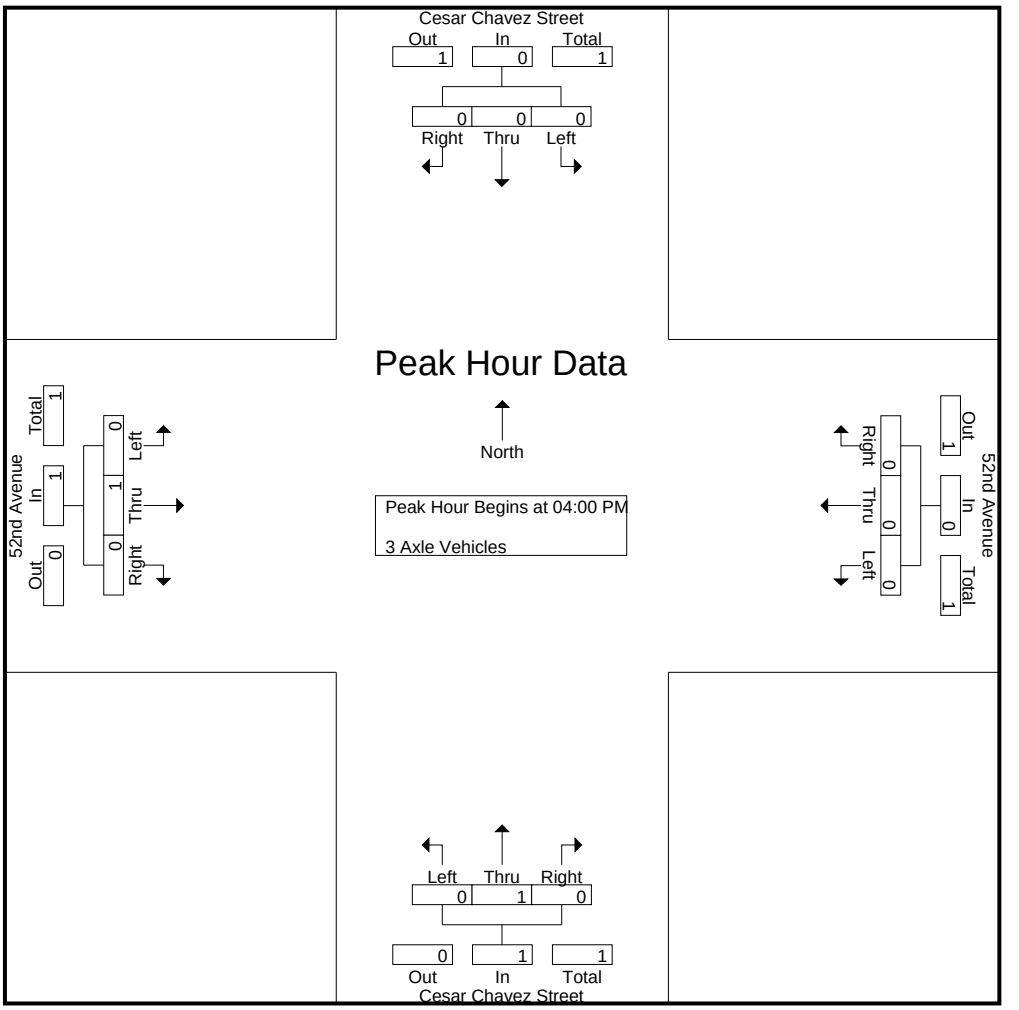

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	2	0	2	1	0	0	1	0	2	1	3	6
Apprch %	0	0	0		0	100	0		100	0	0		0	66.7	33.3		
Total %	0	0	0	0	0	33.3	0	33.3	16.7	0	0	16.7	0	33.3	16.7	50	

	Cesar Chavez Street Southbound				52nd Avenue Westbound				Cesar Chavez Street Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.500	.375

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City of Coachella
N/S: Cesar Chavez Street
E/W: 52nd Avenue
Weather: Clear

File Name : 32_COA_CC_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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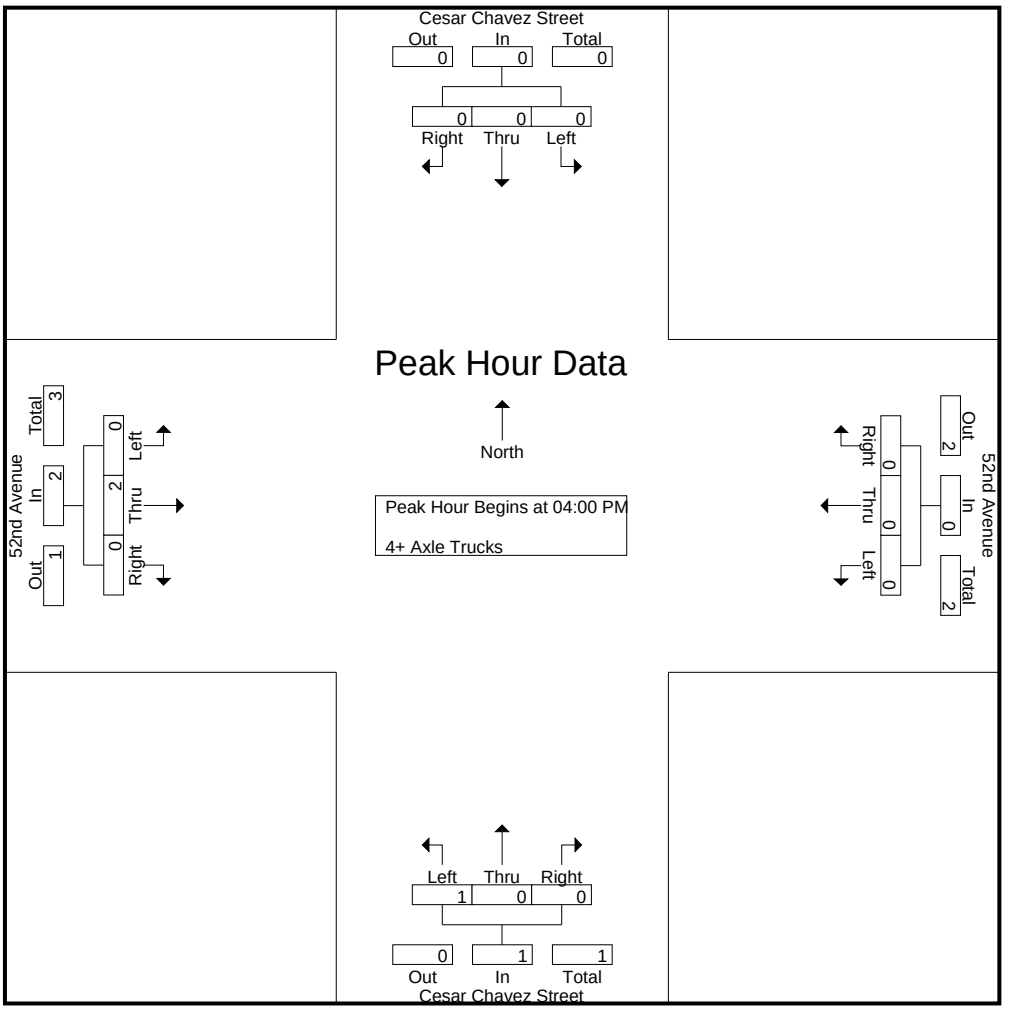

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.500	.000	.500

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	9	55	64	12	10	22	65	15	80	166
07:15 AM	13	59	72	8	7	15	83	10	93	180
07:30 AM	19	78	97	13	5	18	85	13	98	213
07:45 AM	16	93	109	16	7	23	87	23	110	242
Total	57	285	342	49	29	78	320	61	381	801
08:00 AM	23	66	89	11	9	20	86	24	110	219
08:15 AM	13	87	100	16	17	33	68	22	90	223
08:30 AM	14	59	73	9	8	17	70	22	92	182
08:45 AM	10	49	59	4	7	11	40	15	55	125
Total	60	261	321	40	41	81	264	83	347	749
Grand Total	117	546	663	89	70	159	584	144	728	1550
Apprch %	17.6	82.4		56	44		80.2	19.8		
Total %	7.5	35.2	42.8	5.7	4.5	10.3	37.7	9.3	47	
Passenger Vehicles	103	525	628	83	65	148	548	140	688	1464
% Passenger Vehicles	88	96.2	94.7	93.3	92.9	93.1	93.8	97.2	94.5	94.5
Large 2 Axle Vehicles	8	11	19	6	3	9	12	3	15	43
% Large 2 Axle Vehicles	6.8	2	2.9	6.7	4.3	5.7	2.1	2.1	2.1	2.8
3 Axle Vehicles	3	7	10	0	1	1	14	1	15	26
% 3 Axle Vehicles	2.6	1.3	1.5	0	1.4	0.6	2.4	0.7	2.1	1.7
4+ Axle Trucks	3	3	6	0	1	1	10	0	10	17
% 4+ Axle Trucks	2.6	0.5	0.9	0	1.4	0.6	1.7	0	1.4	1.1

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	19	78	97	13	5	18	85	13	98	213
07:45 AM	16	**93**	**109**	**16**	7	23	**87**	23	**110**	**242**
08:00 AM	**23**	66	89	11	9	20	86	**24**	110	219
08:15 AM	13	87	100	16	**17**	**33**	68	22	90	223
Total Volume	71	324	395	56	38	94	326	82	408	897
% App. Total	18	82		59.6	40.4		79.9	20.1		
PHF	.772	.871	.906	.875	.559	.712	.937	.854	.927	.927

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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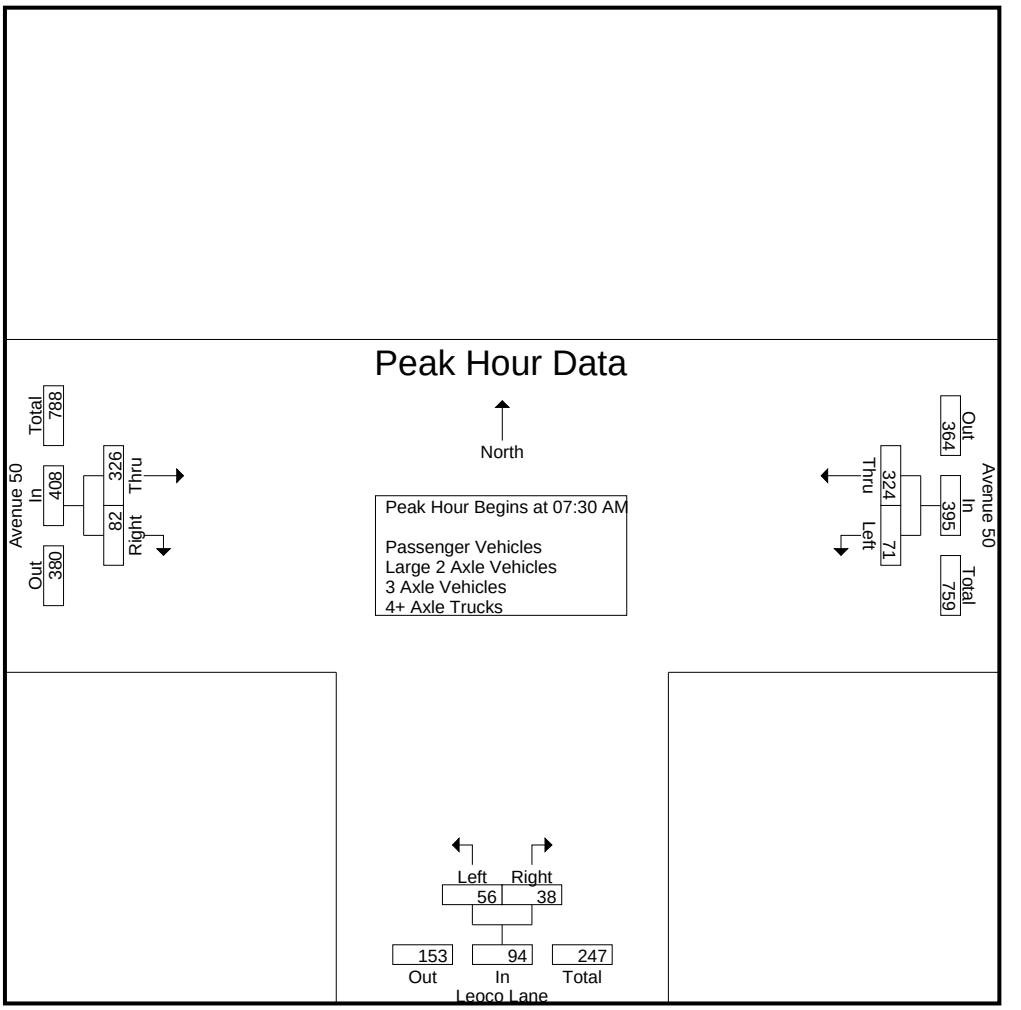

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:15 AM		
+0 mins.	19	78	97	13	5	18	83	10	93
+15 mins.	16	**93**	**109**	**16**	7	23	85	13	98
+30 mins.	**23**	66	89	11	9	20	**87**	23	**110**
+45 mins.	13	87	100	16	**17**	**33**	86	**24**	110
Total Volume	71	324	395	56	38	94	341	70	411
% App. Total	18	82		59.6	40.4		83	17	
PHF	.772	.871	.906	.875	.559	.712	.980	.729	.934

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
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Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	7	52	59	10	10	20	60	15	75	154
07:15 AM	10	56	66	8	7	15	78	10	88	169
07:30 AM	18	77	95	13	5	18	83	13	96	209
07:45 AM	15	91	106	15	5	20	84	22	106	232
Total	50	276	326	46	27	73	305	60	365	764
08:00 AM	22	63	85	10	9	19	79	22	101	205
08:15 AM	10	81	91	15	15	30	63	22	85	206
08:30 AM	13	57	70	8	8	16	67	22	89	175
08:45 AM	8	48	56	4	6	10	34	14	48	114
Total	53	249	302	37	38	75	243	80	323	700
Grand Total	103	525	628	83	65	148	548	140	688	1464
Apprch %	16.4	83.6		56.1	43.9		79.7	20.3		
Total %	7	35.9	42.9	5.7	4.4	10.1	37.4	9.6	47	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	18	77	95	13	5	18	83	13	96	209
07:45 AM	15	**91**	**106**	**15**	5	20	**84**	**22**	**106**	**232**
08:00 AM	**22**	63	85	10	9	19	79	22	101	205
08:15 AM	10	81	91	15	**15**	**30**	63	22	85	206
Total Volume	65	312	377	53	34	87	309	79	388	852
% App. Total	17.2	82.8		60.9	39.1		79.6	20.4		
PHF	.739	.857	.889	.883	.567	.725	.920	.898	.915	.918

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
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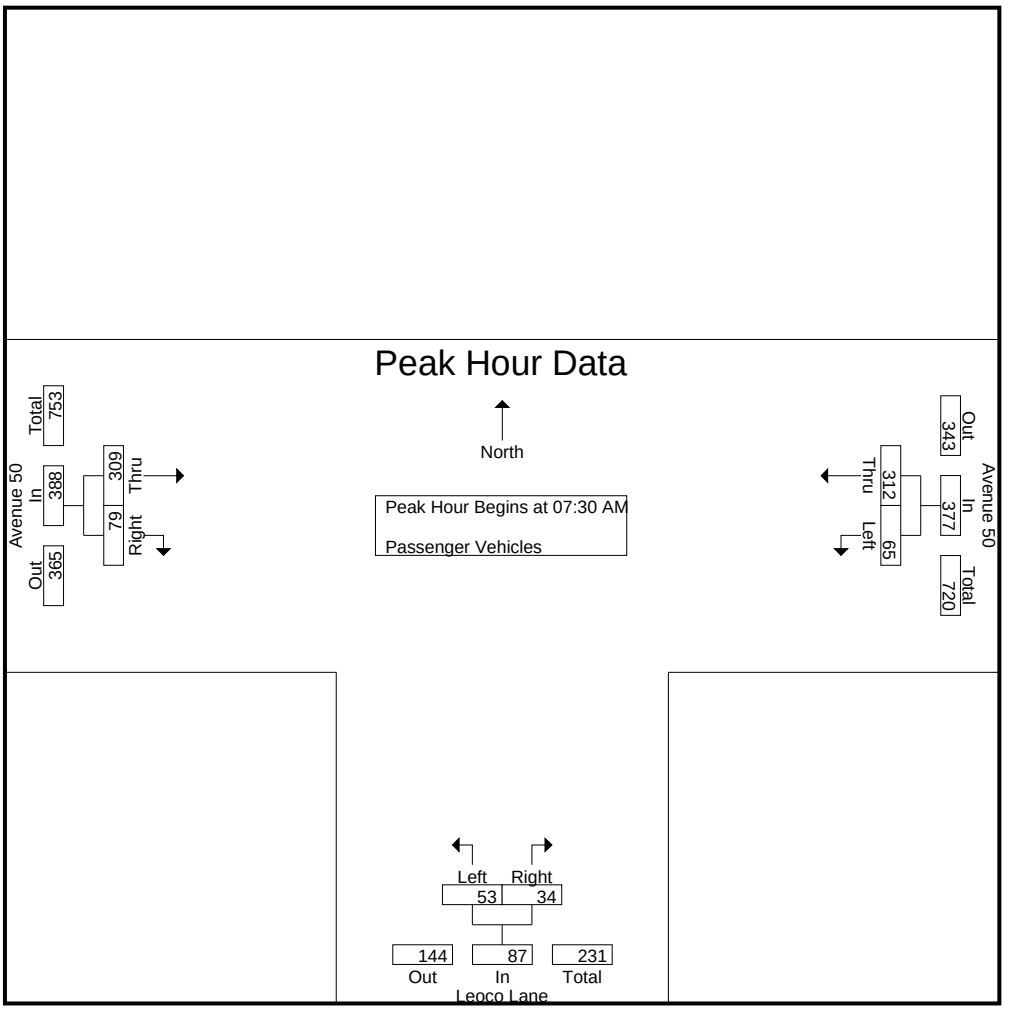

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	18	77	95	13	5	18	83	13	96
+15 mins.	15	**91**	**106**	**15**	5	20	**84**	**22**	**106**
+30 mins.	**22**	63	85	10	9	19	79	22	101
+45 mins.	10	81	91	15	**15**	**30**	63	22	85
Total Volume	65	312	377	53	34	87	309	79	388
% App. Total	17.2	82.8		60.9	39.1		79.6	20.4	
PHF	.739	.857	.889	.883	.567	.725	.920	.898	.915

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	2	0	2	3	0	3	7
07:15 AM	1	3	4	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	2	3	1	1	2	1	1	2	7
Total	3	6	9	3	1	4	5	1	6	19
08:00 AM	1	2	3	1	0	1	4	2	6	10
08:15 AM	3	2	5	1	1	2	1	0	1	8
08:30 AM	0	1	1	1	0	1	0	0	0	2
08:45 AM	1	0	1	0	1	1	2	0	2	4
Total	5	5	10	3	2	5	7	2	9	24
Grand Total	8	11	19	6	3	9	12	3	15	43
Apprch %	42.1	57.9		66.7	33.3		80	20		
Total %	18.6	25.6	44.2	14	7	20.9	27.9	7	34.9	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	**2**	3	**1**	**1**	**2**	1	1	2	7
08:00 AM	1	2	3	1	0	1	**4**	**2**	**6**	**10**
08:15 AM	**3**	2	**5**	1	1	2	1	0	1	8
Total Volume	5	6	11	3	2	5	6	3	9	25
% App. Total	45.5	54.5		60	40		66.7	33.3		
PHF	.417	.750	.550	.750	.500	.625	.375	.375	.375	.625

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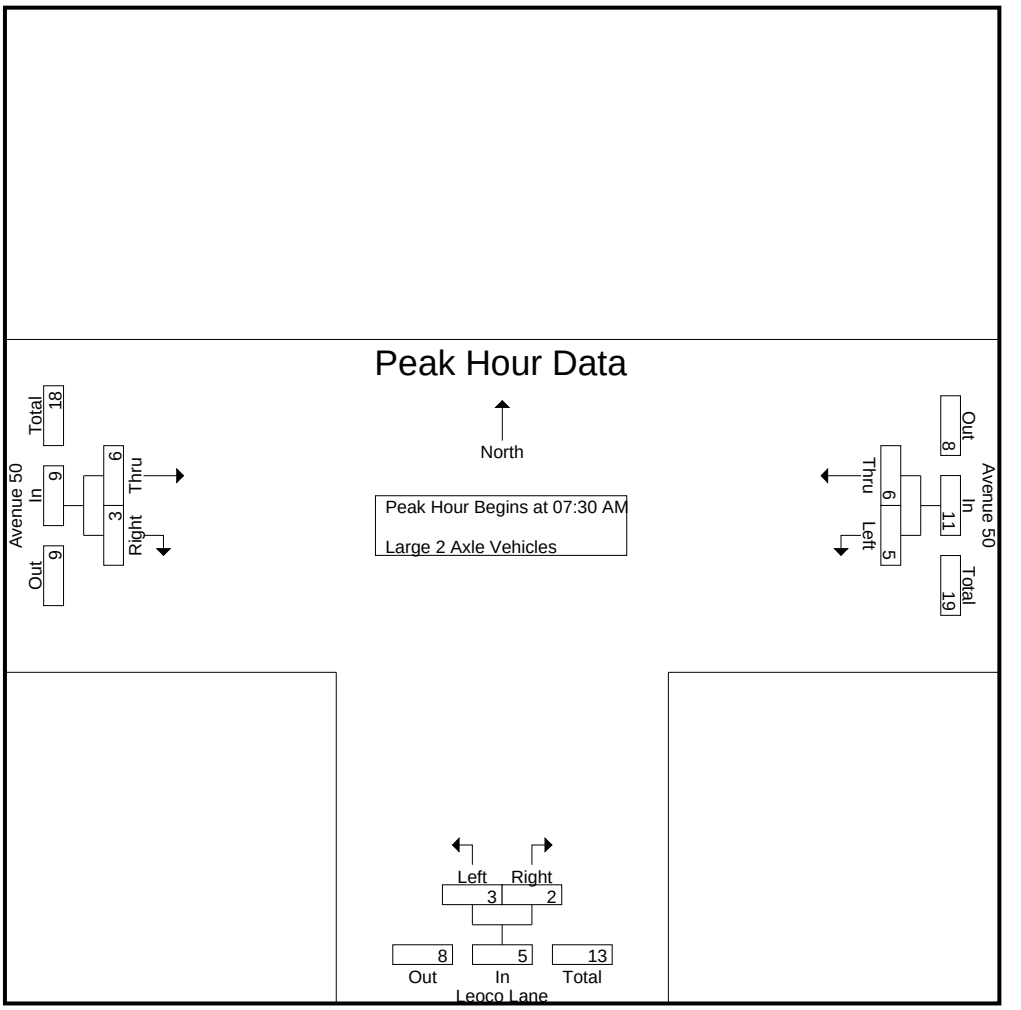

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	**2**	3	**1**	**1**	**2**	1	1	2
+30 mins.	1	2	3	1	0	1	**4**	**2**	**6**
+45 mins.	**3**	2	**5**	1	1	2	1	0	1
Total Volume	5	6	11	3	2	5	6	3	9
% App. Total	45.5	54.5		60	40		66.7	33.3	
PHF	.417	.750	.550	.750	.500	.625	.375	.375	.375

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	2	0	2	0	0	0	3	0	3	5
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	2	0	2	2
Total	2	2	4	0	0	0	6	0	6	10
08:00 AM	0	1	1	0	0	0	2	0	2	3
08:15 AM	0	2	2	0	1	1	2	0	2	5
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	1	1	2	0	0	0	3	1	4	6
Total	1	5	6	0	1	1	8	1	9	16
Grand Total	3	7	10	0	1	1	14	1	15	26
Apprch %	30	70		0	100		93.3	6.7		
Total %	11.5	26.9	38.5	0	3.8	3.8	53.8	3.8	57.7	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	**2**	0	**2**	2
08:00 AM	0	1	1	0	0	0	2	0	2	3
08:15 AM	0	**2**	**2**	0	**1**	**1**	2	0	2	**5**
Total Volume	0	4	4	0	1	1	7	0	7	12
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.250	.250	.875	.000	.875	.600

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City of Coachella
N/S: Leoco Lane
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Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
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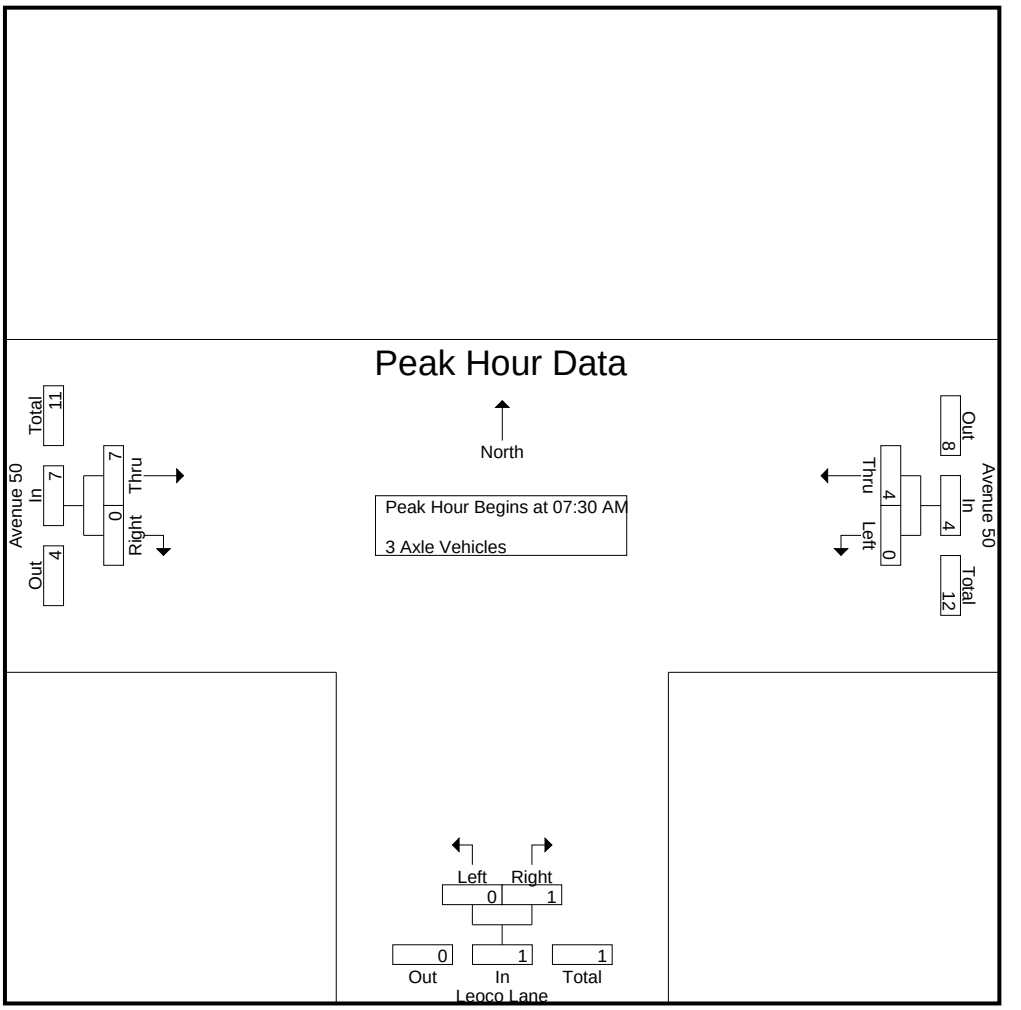

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	1	1	0	0	0	2	0	2
+45 mins.	0	**2**	**2**	0	**1**	**1**	2	0	2
Total Volume	0	4	4	0	1	1	7	0	7
% App. Total	0	100		0	100		100	0	
PHF	.000	.500	.500	.000	.250	.250	.875	.000	.875

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 AM
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Groups Printed- 4+ Axle Trucks

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	1	0	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	2	1	3	0	1	1	4	0	4	8
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	2	2	0	0	0	2	0	2	4
08:30 AM	1	0	1	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	1	2	3	0	0	0	6	0	6	9
Grand Total	3	3	6	0	1	1	10	0	10	17
Apprch %	50	50		0	100		100	0		
Total %	17.6	17.6	35.3	0	5.9	5.9	58.8	0	58.8	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	**1**	**1**	0	0	0	1
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	**2**	**2**	0	0	0	**2**	0	**2**	**4**
Total Volume	1	2	3	0	1	1	4	0	4	8
% App. Total	33.3	66.7		0	100		100	0		
PHF	.250	.250	.375	.000	.250	.250	.500	.000	.500	.500

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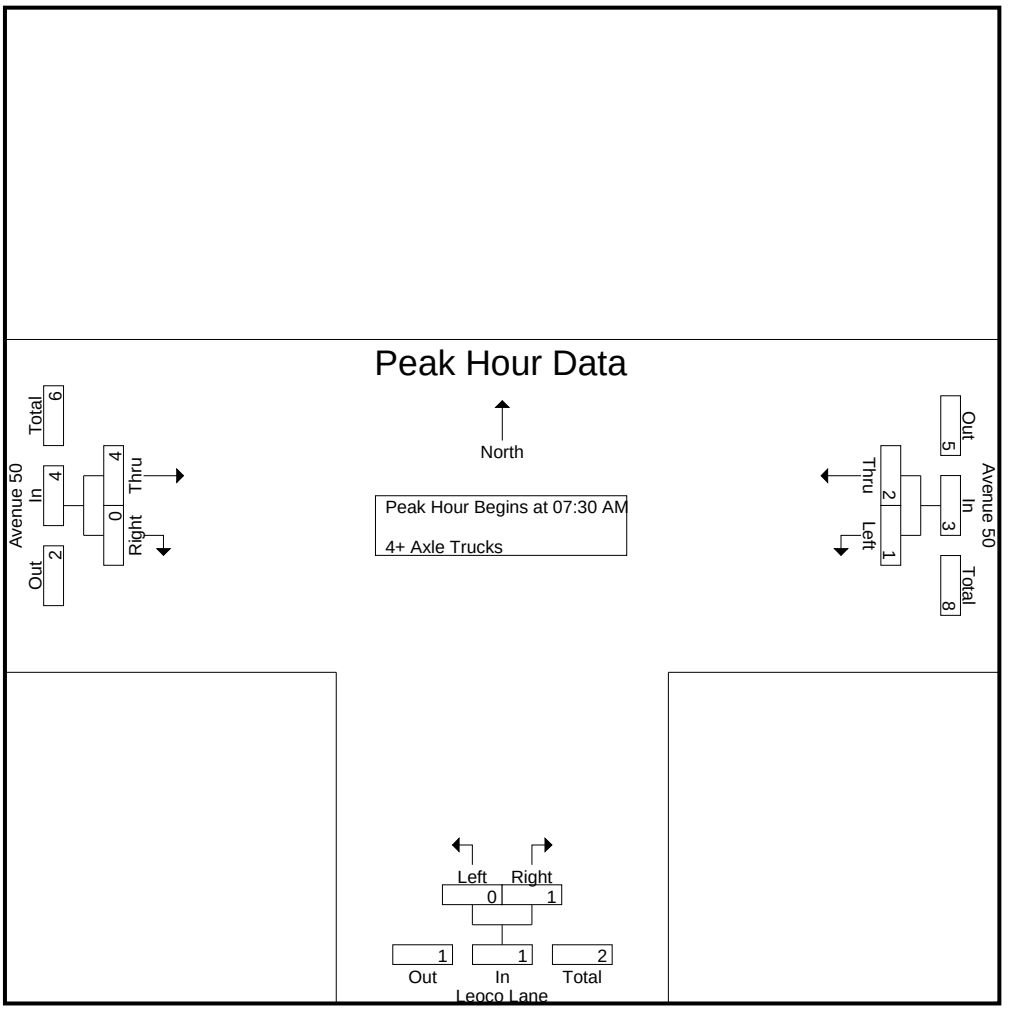

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	**2**	**2**	0	0	0	**2**	0	**2**
Total Volume	1	2	3	0	1	1	4	0	4
% App. Total	33.3	66.7		0	100		100	0	
PHF	.250	.250	.375	.000	.250	.250	.500	.000	.500

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City of Coachella
N/S: Leoco Lane
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Weather: Clear

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	117	128	18	20	38	75	33	108	274
04:15 PM	21	104	125	12	14	26	61	19	80	231
04:30 PM	12	104	116	23	22	45	67	16	83	244
04:45 PM	9	117	126	14	13	27	83	28	111	264
Total	53	442	495	67	69	136	286	96	382	1013
05:00 PM	15	101	116	13	15	28	96	21	117	261
05:15 PM	16	97	113	20	14	34	79	23	102	249
05:30 PM	21	85	106	17	14	31	87	26	113	250
05:45 PM	16	87	103	19	10	29	79	29	108	240
Total	68	370	438	69	53	122	341	99	440	1000
Grand Total	121	812	933	136	122	258	627	195	822	2013
Apprch %	13	87		52.7	47.3		76.3	23.7		
Total %	6	40.3	46.3	6.8	6.1	12.8	31.1	9.7	40.8	
Passenger Vehicles	116	797	913	134	120	254	619	193	812	1979
% Passenger Vehicles	95.9	98.2	97.9	98.5	98.4	98.4	98.7	99	98.8	98.3
Large 2 Axle Vehicles	1	10	11	2	0	2	4	2	6	19
% Large 2 Axle Vehicles	0.8	1.2	1.2	1.5	0	0.8	0.6	1	0.7	0.9
3 Axle Vehicles	3	3	6	0	2	2	2	0	2	10
% 3 Axle Vehicles	2.5	0.4	0.6	0	1.6	0.8	0.3	0	0.2	0.5
4+ Axle Trucks	1	2	3	0	0	0	2	0	2	5
% 4+ Axle Trucks	0.8	0.2	0.3	0	0	0	0.3	0	0.2	0.2

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	9	**117**	**126**	14	13	27	83	**28**	111	**264**
05:00 PM	15	101	116	13	**15**	28	**96**	21	**117**	261
05:15 PM	16	97	113	**20**	14	**34**	79	23	102	249
05:30 PM	**21**	85	106	17	14	31	87	26	113	250
Total Volume	61	400	461	64	56	120	345	98	443	1024
% App. Total	13.2	86.8		53.3	46.7		77.9	22.1		
PHF	.726	.855	.915	.800	.933	.882	.898	.875	.947	.970

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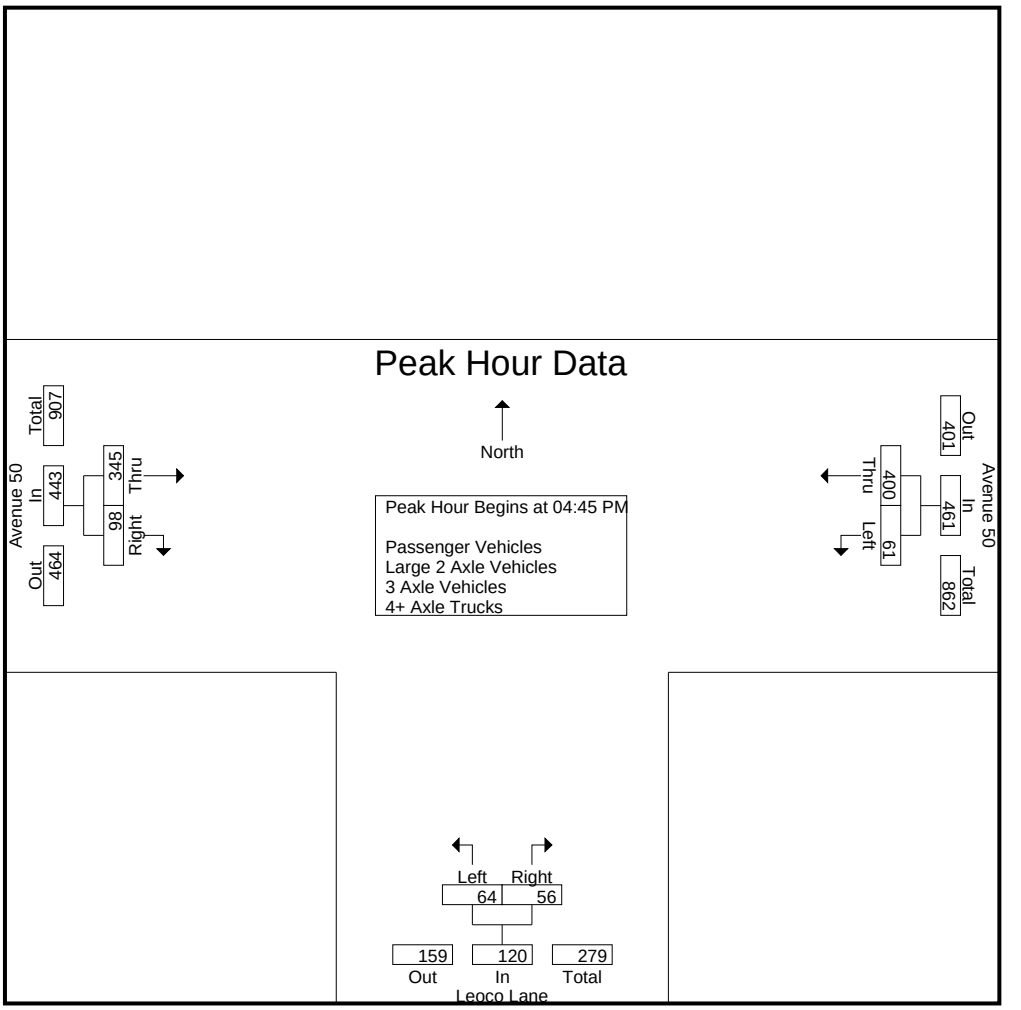

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	11	**117**	**128**	18	20	38	83	**28**	111
+15 mins.	**21**	104	125	12	14	26	**96**	21	**117**
+30 mins.	12	104	116	**23**	**22**	**45**	79	23	102
+45 mins.	9	117	126	14	13	27	87	26	113
Total Volume	53	442	495	67	69	136	345	98	443
% App. Total	10.7	89.3		49.3	50.7		77.9	22.1	
PHF	.631	.944	.967	.728	.784	.756	.898	.875	.947

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	9	114	123	17	19	36	75	31	106	265
04:15 PM	20	102	122	12	14	26	59	19	78	226
04:30 PM	11	102	113	22	21	43	67	16	83	239
04:45 PM	9	112	121	14	13	27	80	28	108	256
Total	49	430	479	65	67	132	281	94	375	986
05:00 PM	14	100	114	13	15	28	94	21	115	257
05:15 PM	16	95	111	20	14	34	78	23	101	246
05:30 PM	21	85	106	17	14	31	87	26	113	250
05:45 PM	16	87	103	19	10	29	79	29	108	240
Total	67	367	434	69	53	122	338	99	437	993
Grand Total	116	797	913	134	120	254	619	193	812	1979
Apprch %	12.7	87.3		52.8	47.2		76.2	23.8		
Total %	5.9	40.3	46.1	6.8	6.1	12.8	31.3	9.8	41	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	9	**112**	**121**	14	13	27	80	**28**	108	256
05:00 PM	14	100	114	13	**15**	28	**94**	21	**115**	**257**
05:15 PM	16	95	111	**20**	14	**34**	78	23	101	246
05:30 PM	**21**	85	106	17	14	31	87	26	113	250
Total Volume	60	392	452	64	56	120	339	98	437	1009
% App. Total	13.3	86.7		53.3	46.7		77.6	22.4		
PHF	.714	.875	.934	.800	.933	.882	.902	.875	.950	.982

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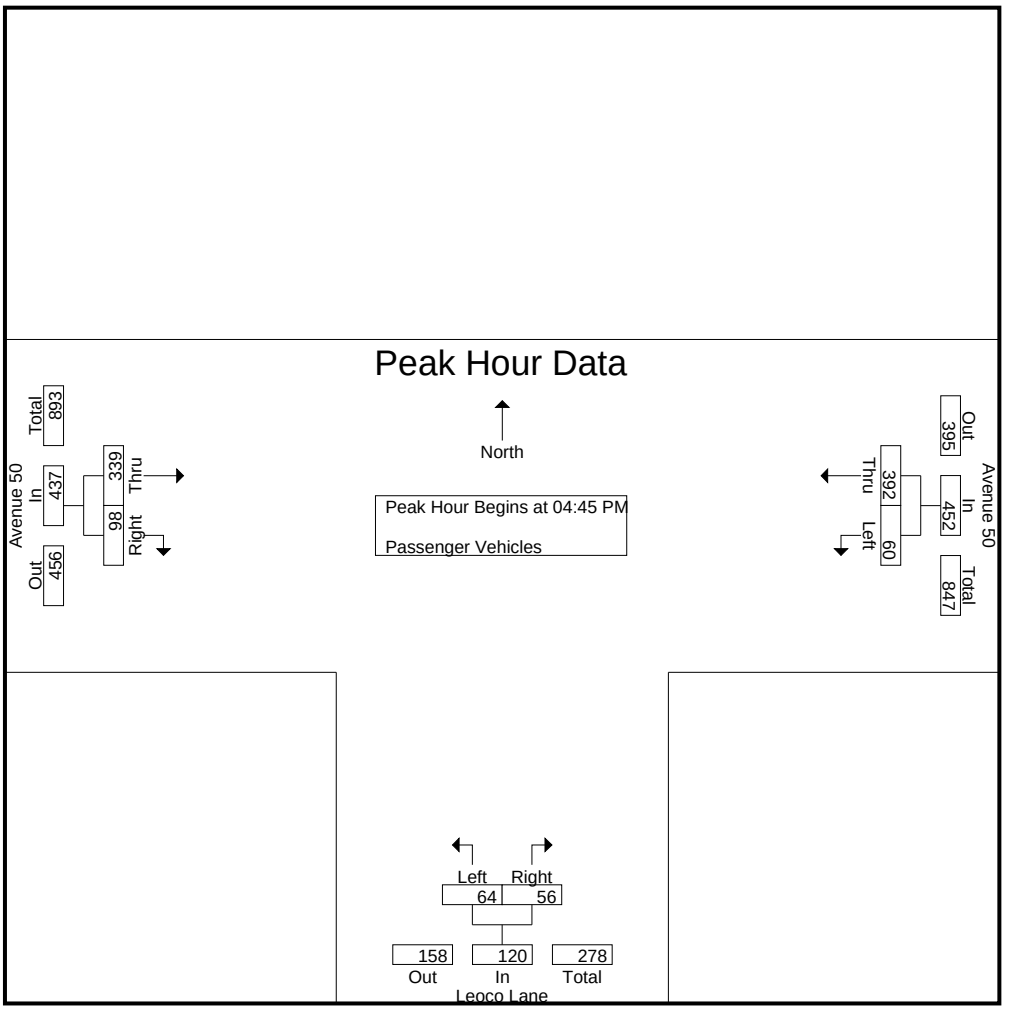
City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	9	**112**	**121**	14	13	27	80	**28**	108
+15 mins.	14	100	114	13	**15**	28	**94**	21	**115**
+30 mins.	16	95	111	**20**	14	**34**	78	23	101
+45 mins.	**21**	85	106	17	14	31	87	26	113
Total Volume	60	392	452	64	56	120	339	98	437
% App. Total	13.3	86.7		53.3	46.7		77.6	22.4	
PHF	.714	.875	.934	.800	.933	.882	.902	.875	.950

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	1	0	1	0	2	2	4
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	2	2	1	0	1	0	0	0	3
04:45 PM	0	4	4	0	0	0	2	0	2	6
Total	0	9	9	2	0	2	2	2	4	15
05:00 PM	1	0	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	0	0	2	0	2	4
Grand Total	1	10	11	2	0	2	4	2	6	19
Apprch %	9.1	90.9		100	0		66.7	33.3		
Total %	5.3	52.6	57.9	10.5	0	10.5	21.1	10.5	31.6	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**4**	**4**	0	0	0	**2**	0	**2**	**6**
05:00 PM	**1**	0	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	5	6	0	0	0	4	0	4	10
% App. Total	16.7	83.3		0	0		100	0		
PHF	.250	.313	.375	.000	.000	.000	.500	.000	.500	.417

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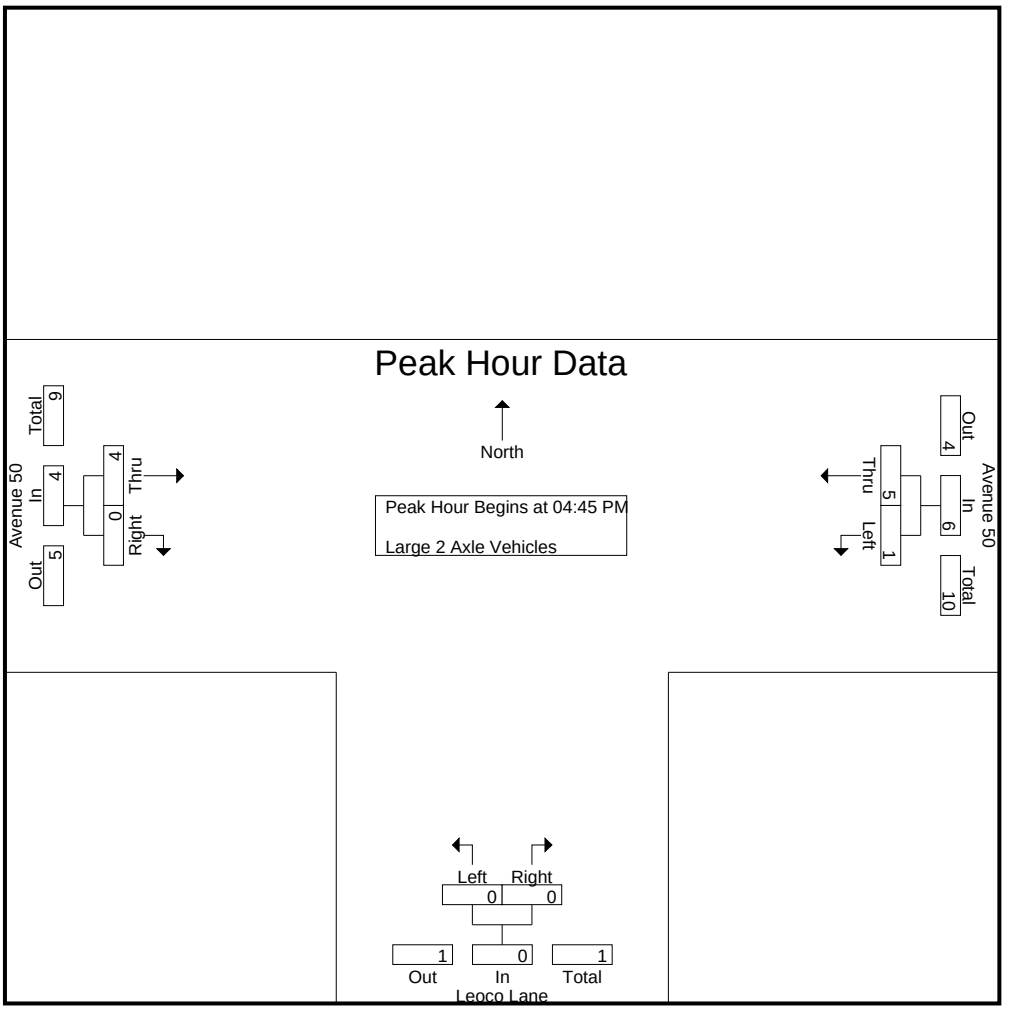
City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	**4**	**4**	0	0	0	**2**	0	**2**
+15 mins.	**1**	0	1	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	5	6	0	0	0	4	0	4
% App. Total	16.7	83.3		0	0		100	0	
PHF	.250	.313	.375	.000	.000	.000	.500	.000	.500

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	2	4	0	1	1	0	0	0	5
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	3	2	5	0	2	2	2	0	2	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	3	3	6	0	2	2	2	0	2	10
Apprch %	50	50		0	100		100	0		
Total %	30	30	60	0	20	20	20	0	20	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	**1**	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
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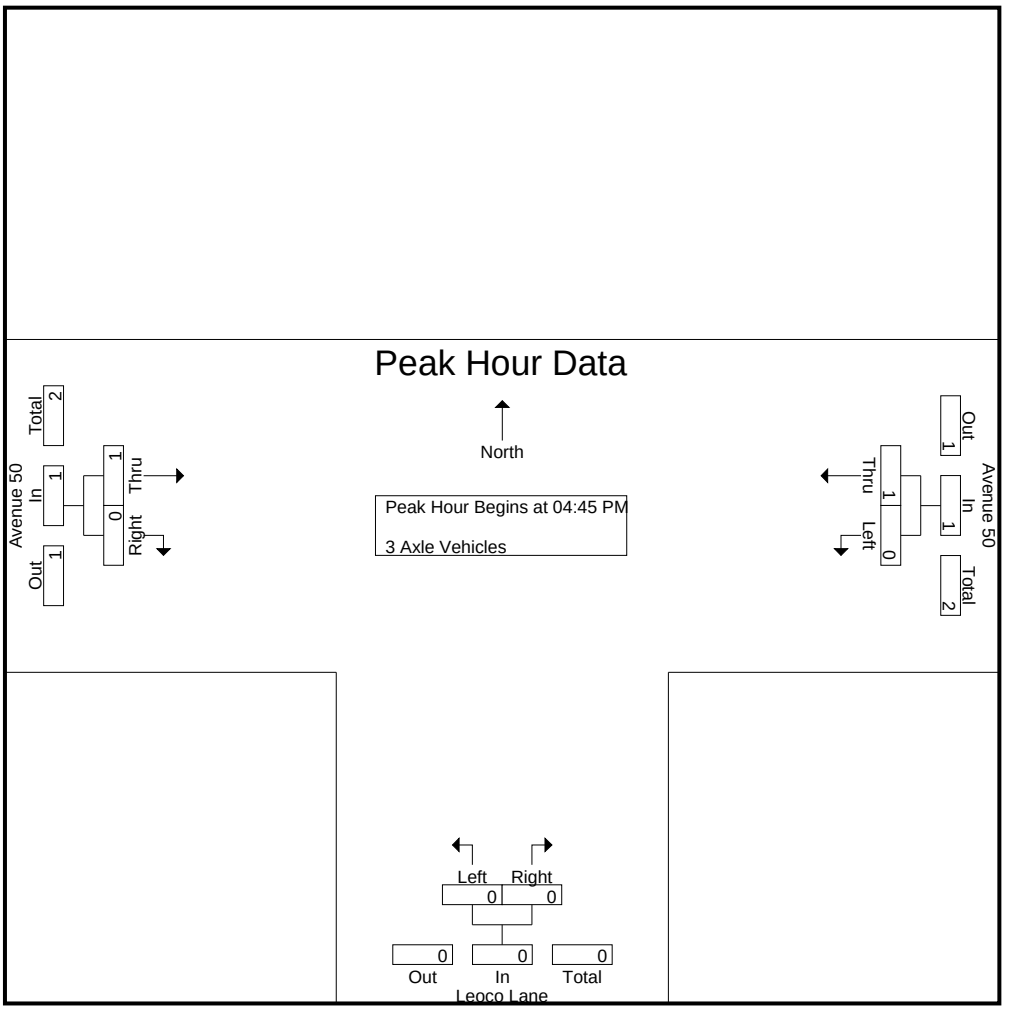

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	1	1	2	0	0	0	1	0	1	3
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	2	0	2	5
Apprch %	33.3	66.7		0	0		100	0		
Total %	20	40	60	0	0	0	40	0	40	

	Avenue 50 Westbound			Leoco Lane Northbound			Avenue 50 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	**1**	**1**	0	0	0	0	0	0	1
05:00 PM	0	1	1	0	0	0	**1**	0	**1**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	1	0	1	3
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.375

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City of Coachella
N/S: Leoco Lane
E/W: Avenue 50
Weather: Clear

File Name : 33_COA_Leo_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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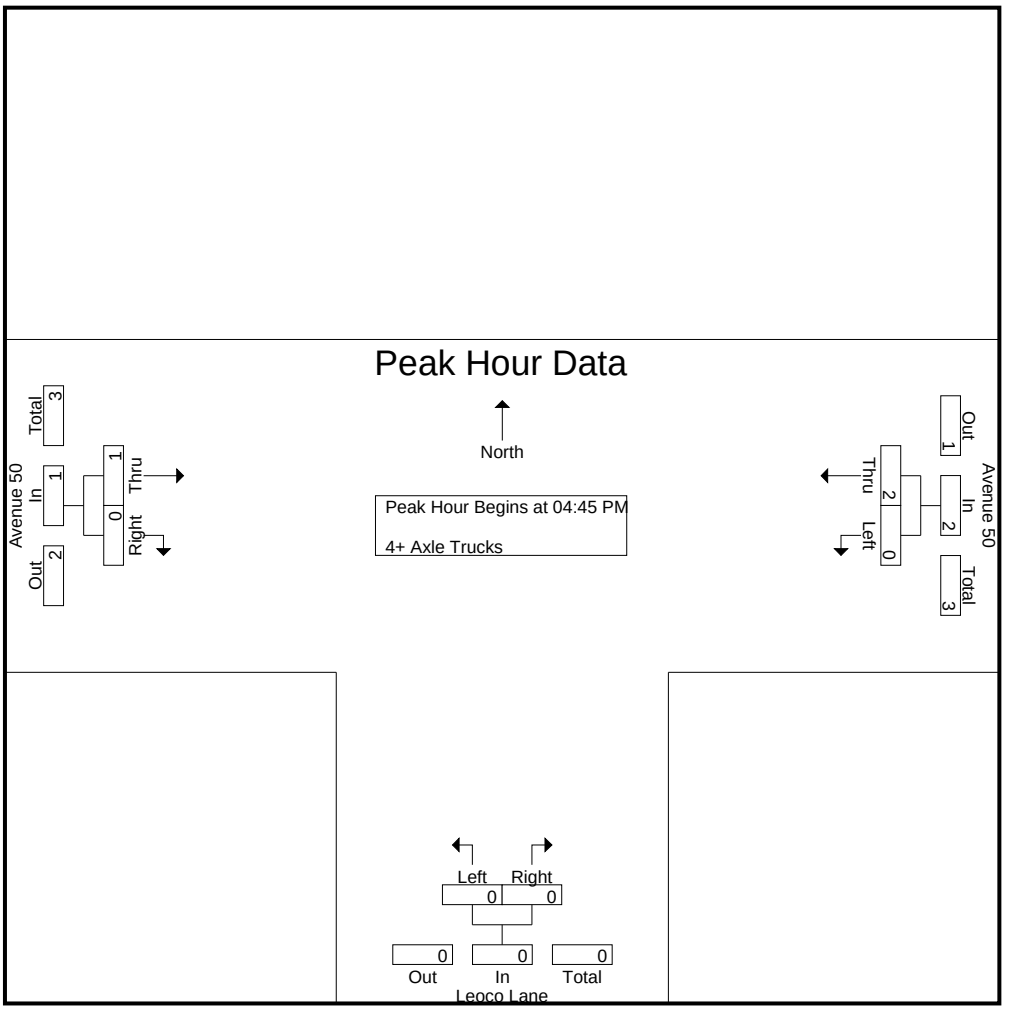

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	47	4	51	18	74	92	2	19	21	164
07:15 AM	60	2	62	10	101	111	1	19	20	193
07:30 AM	68	3	71	17	121	138	2	25	27	236
07:45 AM	116	5	121	19	112	131	0	36	36	288
Total	291	14	305	64	408	472	5	99	104	881
08:00 AM	88	10	98	12	96	108	4	42	46	252
08:15 AM	91	8	99	23	82	105	0	34	34	238
08:30 AM	104	1	105	9	76	85	1	35	36	226
08:45 AM	93	5	98	9	77	86	0	24	24	208
Total	376	24	400	53	331	384	5	135	140	924
Grand Total	667	38	705	117	739	856	10	234	244	1805
Apprch %	94.6	5.4		13.7	86.3		4.1	95.9		
Total %	37	2.1	39.1	6.5	40.9	47.4	0.6	13	13.5	
Passenger Vehicles	629	35	664	108	729	837	7	217	224	1725
% Passenger Vehicles	94.3	92.1	94.2	92.3	98.6	97.8	70	92.7	91.8	95.6
Large 2 Axle Vehicles	11	2	13	8	5	13	3	11	14	40
% Large 2 Axle Vehicles	1.6	5.3	1.8	6.8	0.7	1.5	30	4.7	5.7	2.2
3 Axle Vehicles	7	0	7	1	2	3	0	3	3	13
% 3 Axle Vehicles	1	0	1	0.9	0.3	0.4	0	1.3	1.2	0.7
4+ Axle Trucks	20	1	21	0	3	3	0	3	3	27
% 4+ Axle Trucks	3	2.6	3	0	0.4	0.4	0	1.3	1.2	1.5

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	68	3	71	17	**121**	**138**	2	25	27	236
07:45 AM	**116**	5	**121**	19	112	131	0	36	36	**288**
08:00 AM	88	**10**	98	12	96	108	**4**	**42**	**46**	252
08:15 AM	91	8	99	**23**	82	105	0	34	34	238
Total Volume	363	26	389	71	411	482	6	137	143	1014
% App. Total	93.3	6.7		14.7	85.3		4.2	95.8		
PHF	.782	.650	.804	.772	.849	.873	.375	.815	.777	.880

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City of Coachella
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E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
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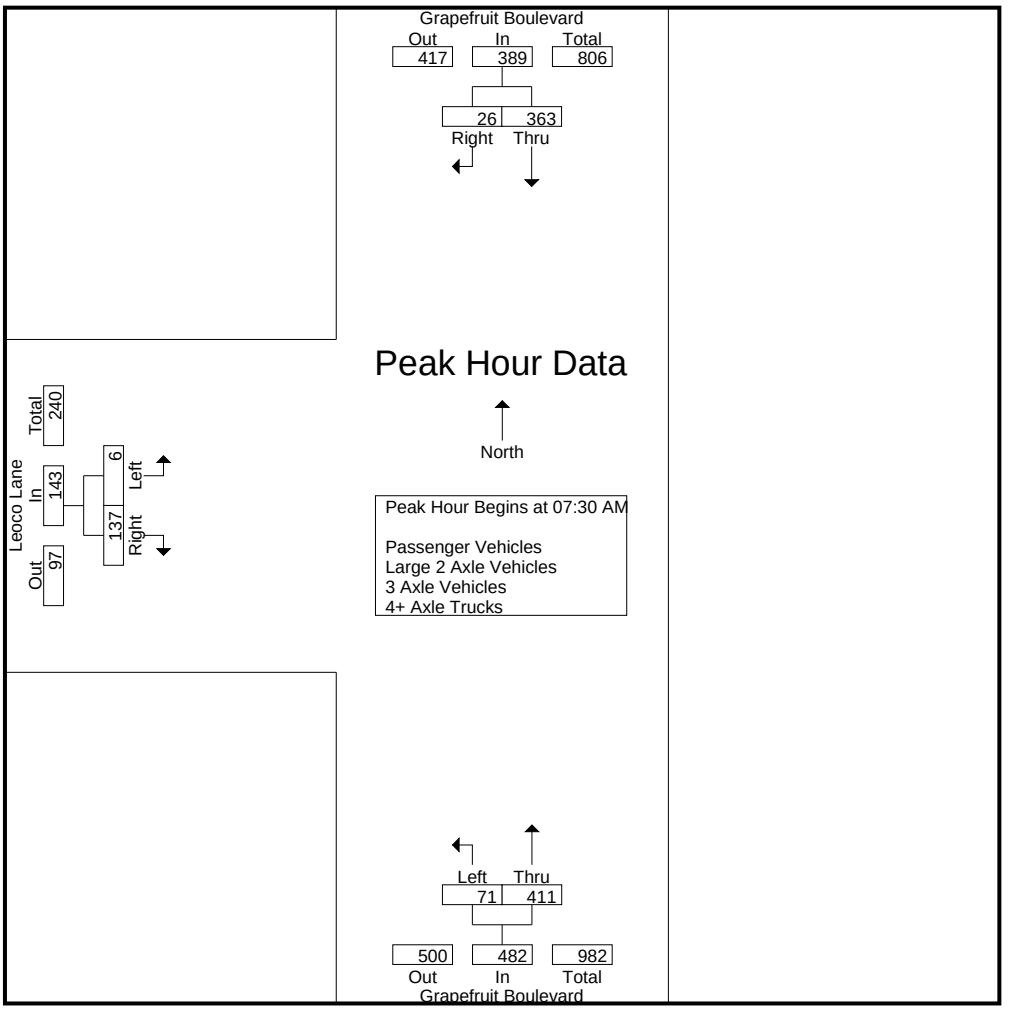

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:45 AM		
+0 mins.	**116**	5	**121**	10	101	111	0	36	36
+15 mins.	88	**10**	98	17	**121**	**138**	**4**	**42**	**46**
+30 mins.	91	8	99	**19**	112	131	0	34	34
+45 mins.	104	1	105	12	96	108	1	35	36
Total Volume	399	24	423	58	430	488	5	147	152
% App. Total	94.3	5.7		11.9	88.1		3.3	96.7	
PHF	.860	.600	.874	.763	.888	.884	.313	.875	.826

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City of Coachella
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E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	43	4	47	15	71	86	2	17	19	152
07:15 AM	57	2	59	9	100	109	0	17	17	185
07:30 AM	65	3	68	17	121	138	1	24	25	231
07:45 AM	112	3	115	18	111	129	0	34	34	278
Total	277	12	289	59	403	462	3	92	95	846
08:00 AM	86	9	95	11	92	103	3	40	43	241
08:15 AM	85	8	93	21	82	103	0	30	30	226
08:30 AM	93	1	94	9	75	84	1	34	35	213
08:45 AM	88	5	93	8	77	85	0	21	21	199
Total	352	23	375	49	326	375	4	125	129	879
Grand Total	629	35	664	108	729	837	7	217	224	1725
Apprch %	94.7	5.3		12.9	87.1		3.1	96.9		
Total %	36.5	2	38.5	6.3	42.3	48.5	0.4	12.6	13	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	65	3	68	17	**121**	**138**	1	24	25	231
07:45 AM	**112**	3	**115**	18	111	129	0	34	34	**278**
08:00 AM	86	**9**	95	11	92	103	**3**	**40**	**43**	241
08:15 AM	85	8	93	**21**	82	103	0	30	30	226
Total Volume	348	23	371	67	406	473	4	128	132	976
% App. Total	93.8	6.2		14.2	85.8		3	97		
PHF	.777	.639	.807	.798	.839	.857	.333	.800	.767	.878

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
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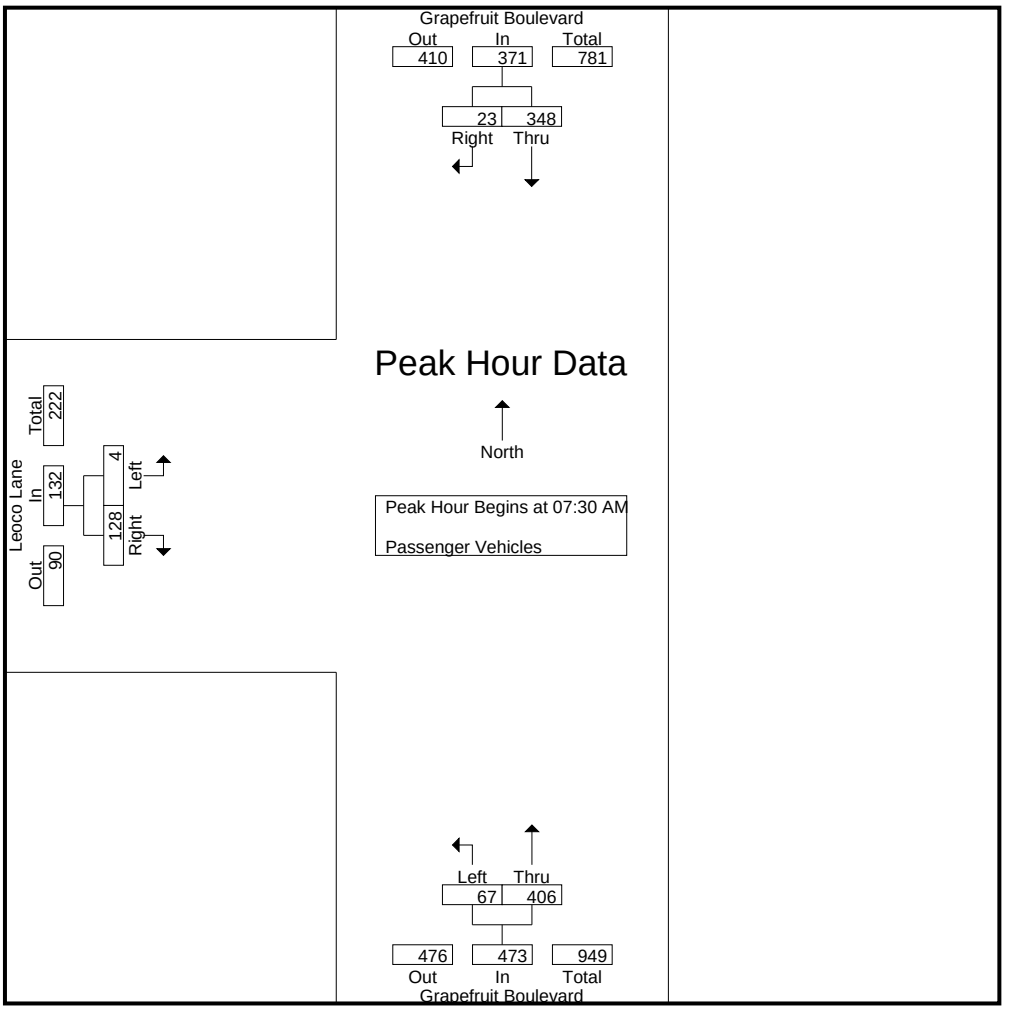

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	65	3	68	17	**121**	**138**	1	24	25
+15 mins.	**112**	3	**115**	18	111	129	0	34	34
+30 mins.	86	**9**	95	11	92	103	**3**	**40**	**43**
+45 mins.	85	8	93	**21**	82	103	0	30	30
Total Volume	348	23	371	67	406	473	4	128	132
% App. Total	93.8	6.2		14.2	85.8		3	97	
PHF	.777	.639	.807	.798	.839	.857	.333	.800	.767

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	3	1	4	0	1	1	7
07:15 AM	0	0	0	1	1	2	1	1	2	4
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	1	1	1	1	2	0	2	2	5
Total	2	1	3	5	3	8	2	4	6	17
08:00 AM	0	1	1	1	1	2	1	2	3	6
08:15 AM	2	0	2	1	0	1	0	4	4	7
08:30 AM	3	0	3	0	1	1	0	0	0	4
08:45 AM	4	0	4	1	0	1	0	1	1	6
Total	9	1	10	3	2	5	1	7	8	23
Grand Total	11	2	13	8	5	13	3	11	14	40
Apprch %	84.6	15.4		61.5	38.5		21.4	78.6		
Total %	27.5	5	32.5	20	12.5	32.5	7.5	27.5	35	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	**1**	0	1	1
07:45 AM	0	**1**	1	**1**	**1**	**2**	0	2	2	5
08:00 AM	0	1	1	1	1	2	1	2	3	6
08:15 AM	**2**	0	**2**	1	0	1	0	**4**	**4**	**7**
Total Volume	2	2	4	3	2	5	2	8	10	19
% App. Total	50	50		60	40		20	80		
PHF	.250	.500	.500	.750	.500	.625	.500	.500	.625	.679

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City of Coachella
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Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
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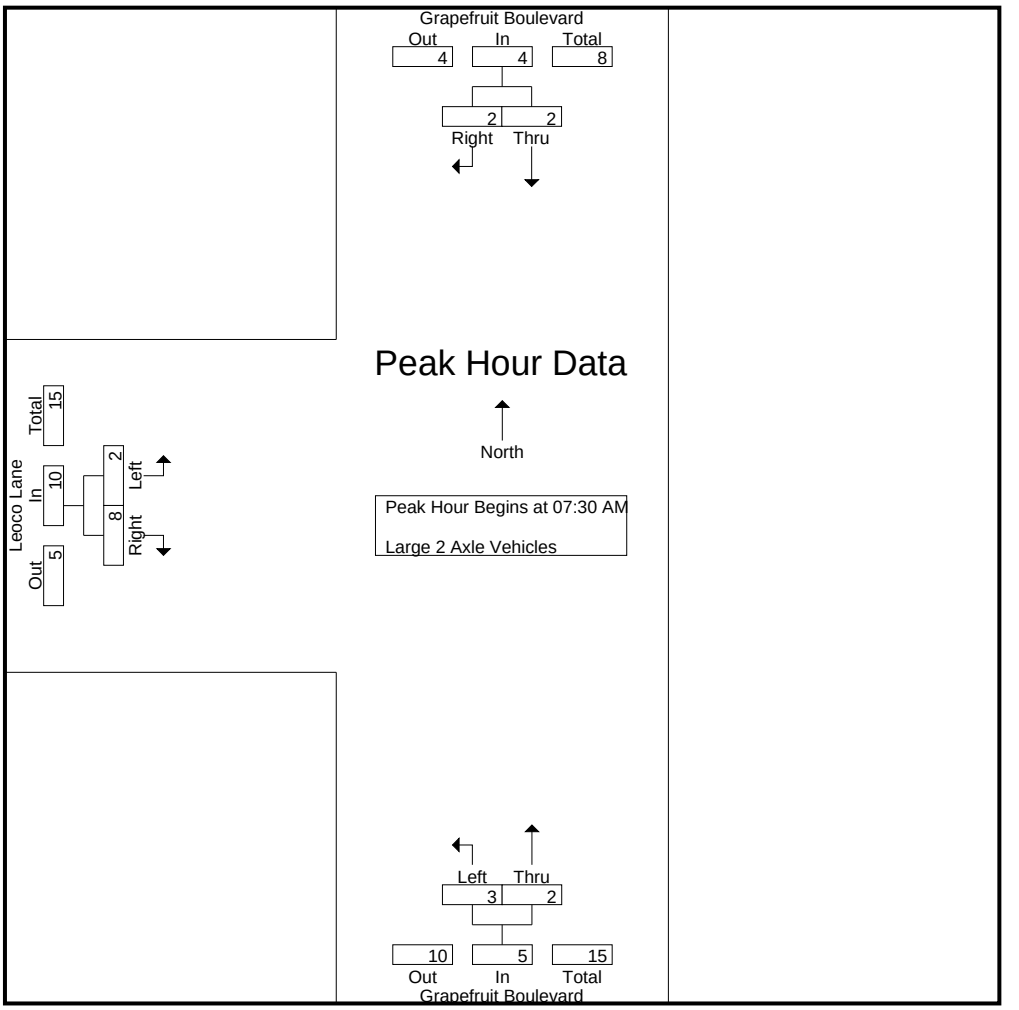

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	**1**	0	1
+15 mins.	0	**1**	1	**1**	**1**	**2**	0	2	2
+30 mins.	0	1	1	1	1	2	1	2	3
+45 mins.	**2**	0	**2**	1	0	1	0	**4**	**4**
Total Volume	2	2	4	3	2	5	2	8	10
% App. Total	50	50		60	40		20	80	
PHF	.250	.500	.500	.750	.500	.625	.500	.500	.625

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	1	1	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	3	0	3	0	2	2	0	1	1	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	1	0	1	0	0	0	2
08:30 AM	3	0	3	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	2	2	2
Total	4	0	4	1	0	1	0	2	2	7
Grand Total	7	0	7	1	2	3	0	3	3	13
Apprch %	100	0		33.3	66.7		0	100		
Total %	53.8	0	53.8	7.7	15.4	23.1	0	23.1	23.1	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	**1**	0	**1**	0	0	0	**2**
Total Volume	3	0	3	1	0	1	0	0	0	4
% App. Total	100	0		100	0		0	0		
PHF	.750	.000	.750	.250	.000	.250	.000	.000	.000	.500

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City of Coachella
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Weather: Clear

File Name : 34_COA_111_Leo AM
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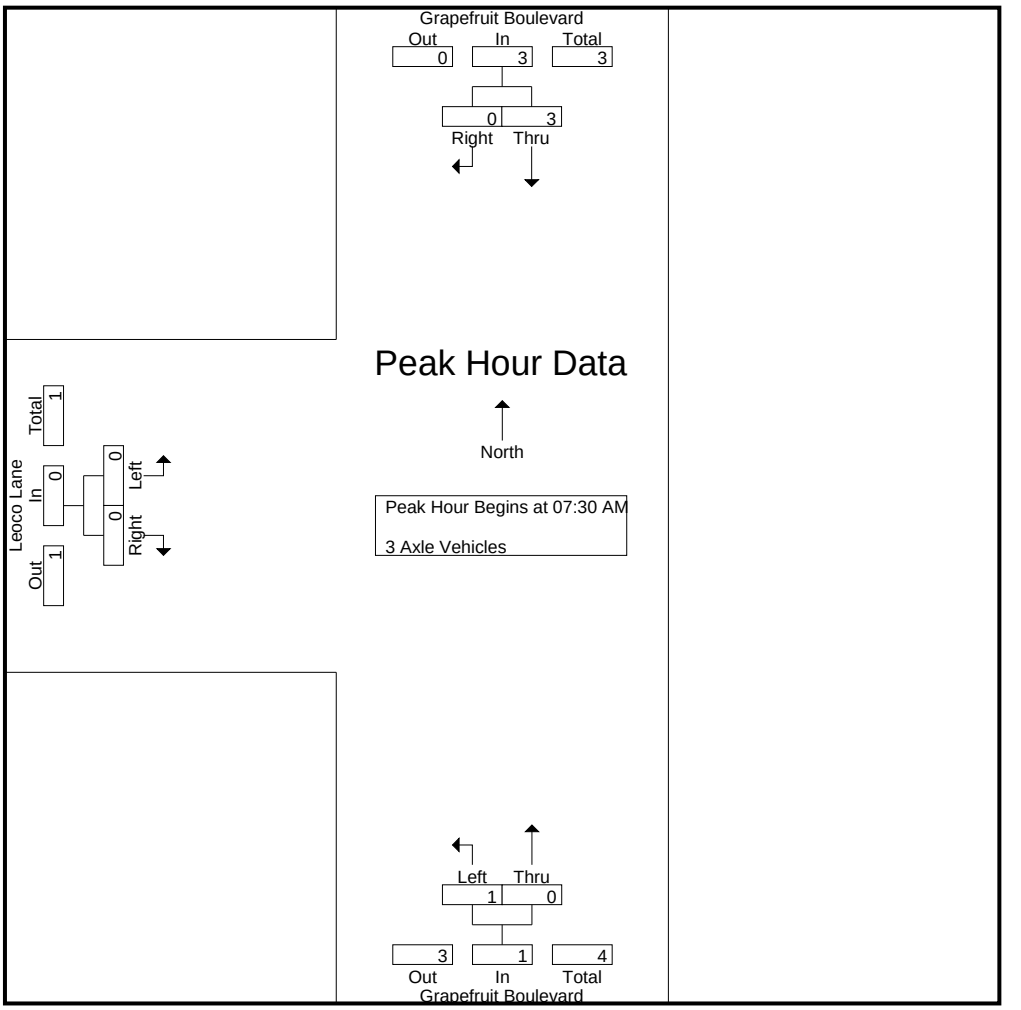

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	1	**1**	0	**1**	0	0	0
Total Volume	3	0	3	1	0	1	0	0	0
% App. Total	100	0		100	0		0	0	
PHF	.750	.000	.750	.250	.000	.250	.000	.000	.000

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	0	0	0	1	1	3
07:15 AM	2	0	2	0	0	0	0	0	0	2
07:30 AM	2	0	2	0	0	0	0	1	1	3
07:45 AM	3	1	4	0	0	0	0	0	0	4
Total	9	1	10	0	0	0	0	2	2	12
08:00 AM	2	0	2	0	3	3	0	0	0	5
08:15 AM	3	0	3	0	0	0	0	0	0	3
08:30 AM	5	0	5	0	0	0	0	1	1	6
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	11	0	11	0	3	3	0	1	1	15
Grand Total	20	1	21	0	3	3	0	3	3	27
Apprch %	95.2	4.8		0	100		0	100		
Total %	74.1	3.7	77.8	0	11.1	11.1	0	11.1	11.1	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	0	2	0	0	0	0	**1**	**1**	3
07:45 AM	**3**	**1**	**4**	0	0	0	0	0	0	4
08:00 AM	2	0	2	0	**3**	**3**	0	0	0	**5**
08:15 AM	3	0	3	0	0	0	0	0	0	3
Total Volume	10	1	11	0	3	3	0	1	1	15
% App. Total	90.9	9.1		0	100		0	100		
PHF	.833	.250	.688	.000	.250	.250	.000	.250	.250	.750

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Weather: Clear

File Name : 34_COA_111_Leo AM
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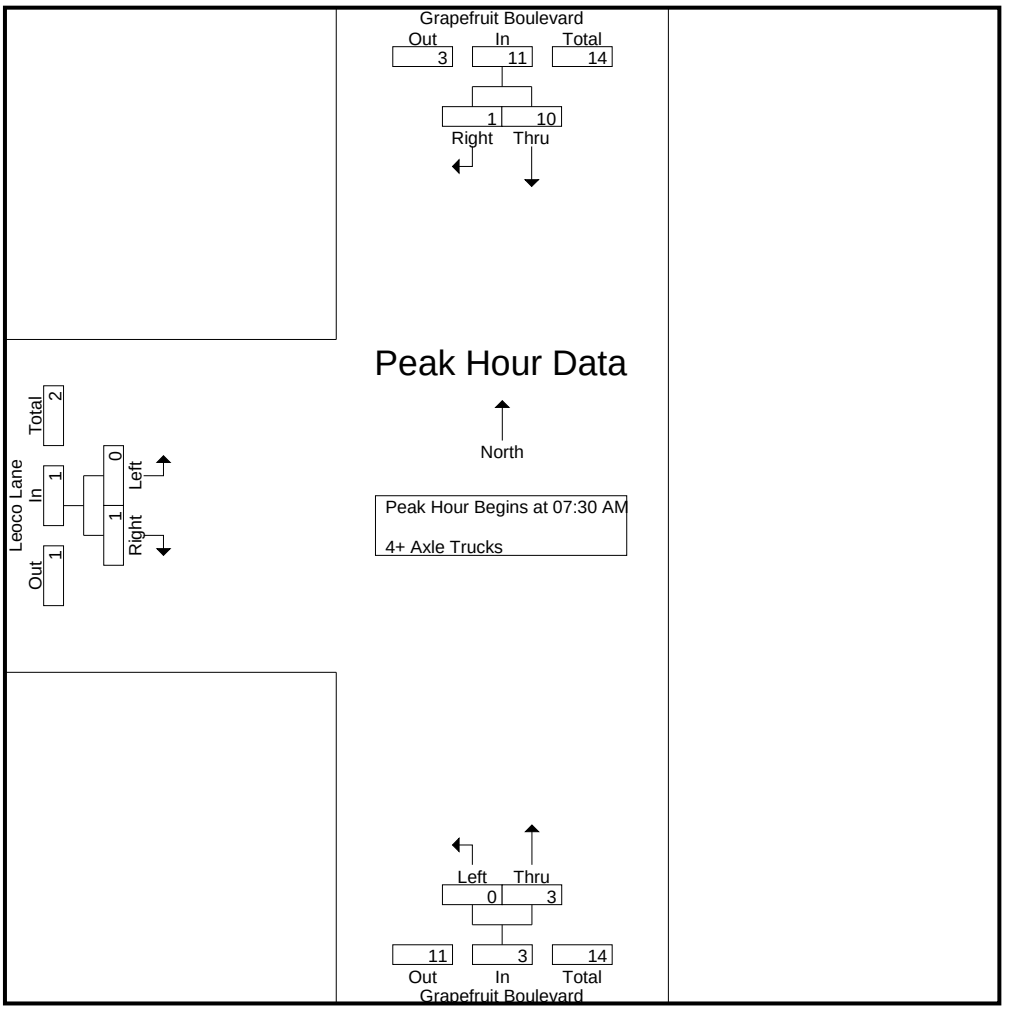

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	0	2	0	0	0	0	**1**	**1**
+15 mins.	**3**	**1**	**4**	0	0	0	0	0	0
+30 mins.	2	0	2	0	**3**	**3**	0	0	0
+45 mins.	3	0	3	0	0	0	0	0	0
Total Volume	10	1	11	0	3	3	0	1	1
% App. Total	90.9	9.1		0	100		0	100	
PHF	.833	.250	.688	.000	.250	.250	.000	.250	.250

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
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Weather: Clear

File Name : 34_COA_111_Leo PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	150	11	161	13	109	122	0	37	37	320
04:15 PM	147	11	158	15	86	101	0	42	42	301
04:30 PM	124	14	138	22	95	117	0	29	29	284
04:45 PM	108	10	118	15	71	86	1	33	34	238
Total	529	46	575	65	361	426	1	141	142	1143
05:00 PM	103	5	108	15	104	119	0	35	35	262
05:15 PM	118	11	129	23	83	106	0	47	47	282
05:30 PM	122	4	126	19	94	113	0	42	42	281
05:45 PM	137	10	147	16	75	91	0	38	38	276
Total	480	30	510	73	356	429	0	162	162	1101
Grand Total	1009	76	1085	138	717	855	1	303	304	2244
Apprch %	93	7		16.1	83.9		0.3	99.7		
Total %	45	3.4	48.4	6.1	32	38.1	0	13.5	13.5	
Passenger Vehicles	999	74	1073	138	713	851	1	299	300	2224
% Passenger Vehicles	99	97.4	98.9	100	99.4	99.5	100	98.7	98.7	99.1
Large 2 Axle Vehicles	2	1	3	0	3	3	0	2	2	8
% Large 2 Axle Vehicles	0.2	1.3	0.3	0	0.4	0.4	0	0.7	0.7	0.4
3 Axle Vehicles	7	1	8	0	0	0	0	0	0	8
% 3 Axle Vehicles	0.7	1.3	0.7	0	0	0	0	0	0	0.4
4+ Axle Trucks	1	0	1	0	1	1	0	2	2	4
% 4+ Axle Trucks	0.1	0	0.1	0	0.1	0.1	0	0.7	0.7	0.2

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**150**	11	**161**	13	**109**	**122**	0	37	37	**320**
04:15 PM	147	11	158	15	86	101	0	**42**	**42**	301
04:30 PM	124	**14**	138	**22**	95	117	0	29	29	284
04:45 PM	108	10	118	15	71	86	**1**	33	34	238
Total Volume	529	46	575	65	361	426	1	141	142	1143
% App. Total	92	8		15.3	84.7		0.7	99.3		
PHF	.882	.821	.893	.739	.828	.873	.250	.839	.845	.893

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Weather: Clear

File Name : 34_COA_111_Leo PM
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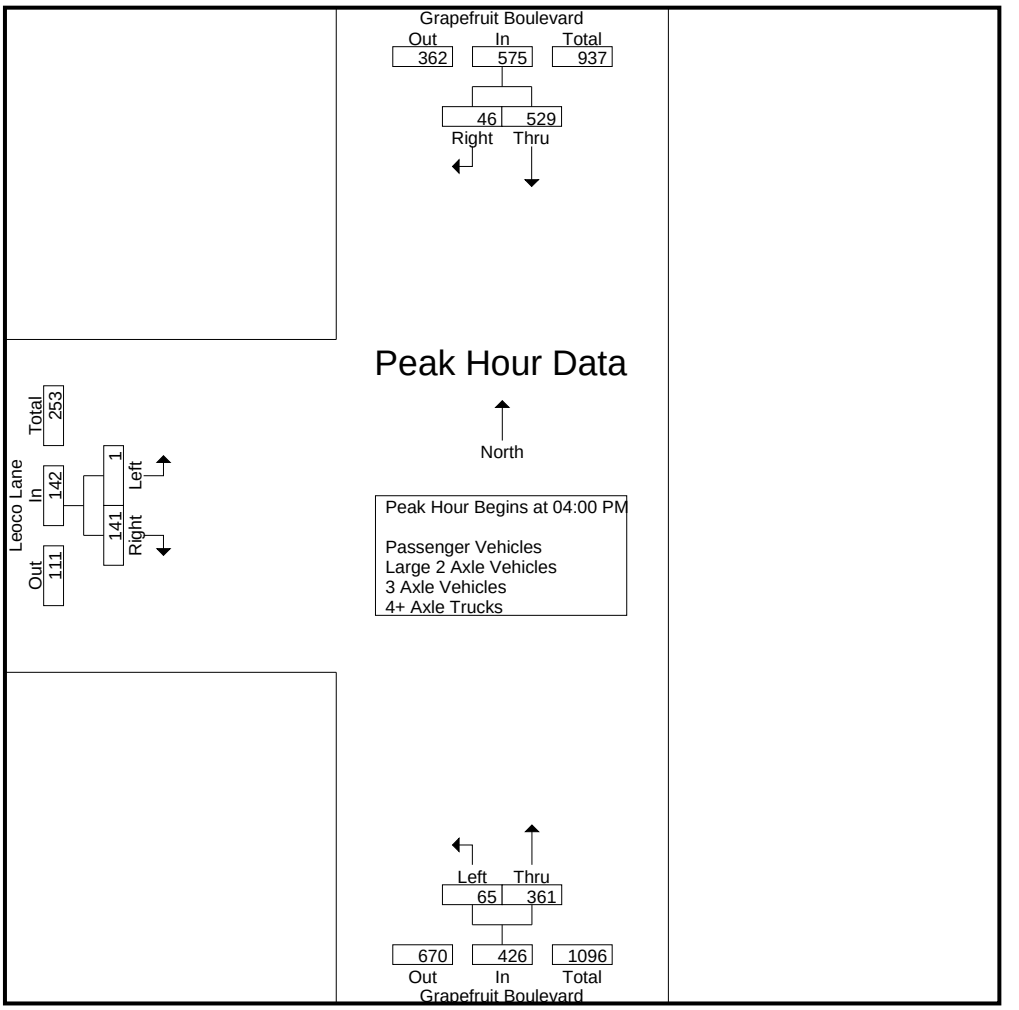
Start Date : 8/24/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	**150**	11	**161**	15	**104**	**119**	0	35	35
+15 mins.	147	11	158	**23**	83	106	0	**47**	**47**
+30 mins.	124	**14**	138	19	94	113	0	42	42
+45 mins.	108	10	118	16	75	91	0	38	38
Total Volume	529	46	575	73	356	429	0	162	162
% App. Total	92	8		17	83		0	100	
PHF	.882	.821	.893	.793	.856	.901	.000	.862	.862

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Weather: Clear

File Name : 34_COA_111_Leo PM
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Groups Printed- Passenger Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	150	11	161	13	108	121	0	36	36	318
04:15 PM	146	11	157	15	86	101	0	40	40	298
04:30 PM	121	12	133	22	94	116	0	28	28	277
04:45 PM	103	10	113	15	70	85	1	33	34	232
Total	520	44	564	65	358	423	1	137	138	1125
05:00 PM	103	5	108	15	104	119	0	35	35	262
05:15 PM	117	11	128	23	83	106	0	47	47	281
05:30 PM	122	4	126	19	93	112	0	42	42	280
05:45 PM	137	10	147	16	75	91	0	38	38	276
Total	479	30	509	73	355	428	0	162	162	1099
Grand Total	999	74	1073	138	713	851	1	299	300	2224
Apprch %	93.1	6.9		16.2	83.8		0.3	99.7		
Total %	44.9	3.3	48.2	6.2	32.1	38.3	0	13.4	13.5	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**150**	11	**161**	13	**108**	**121**	0	36	36	**318**
04:15 PM	146	11	157	15	86	101	0	**40**	**40**	298
04:30 PM	121	**12**	133	**22**	94	116	0	28	28	277
04:45 PM	103	10	113	15	70	85	**1**	33	34	232
Total Volume	520	44	564	65	358	423	1	137	138	1125
% App. Total	92.2	7.8		15.4	84.6		0.7	99.3		
PHF	.867	.917	.876	.739	.829	.874	.250	.856	.863	.884

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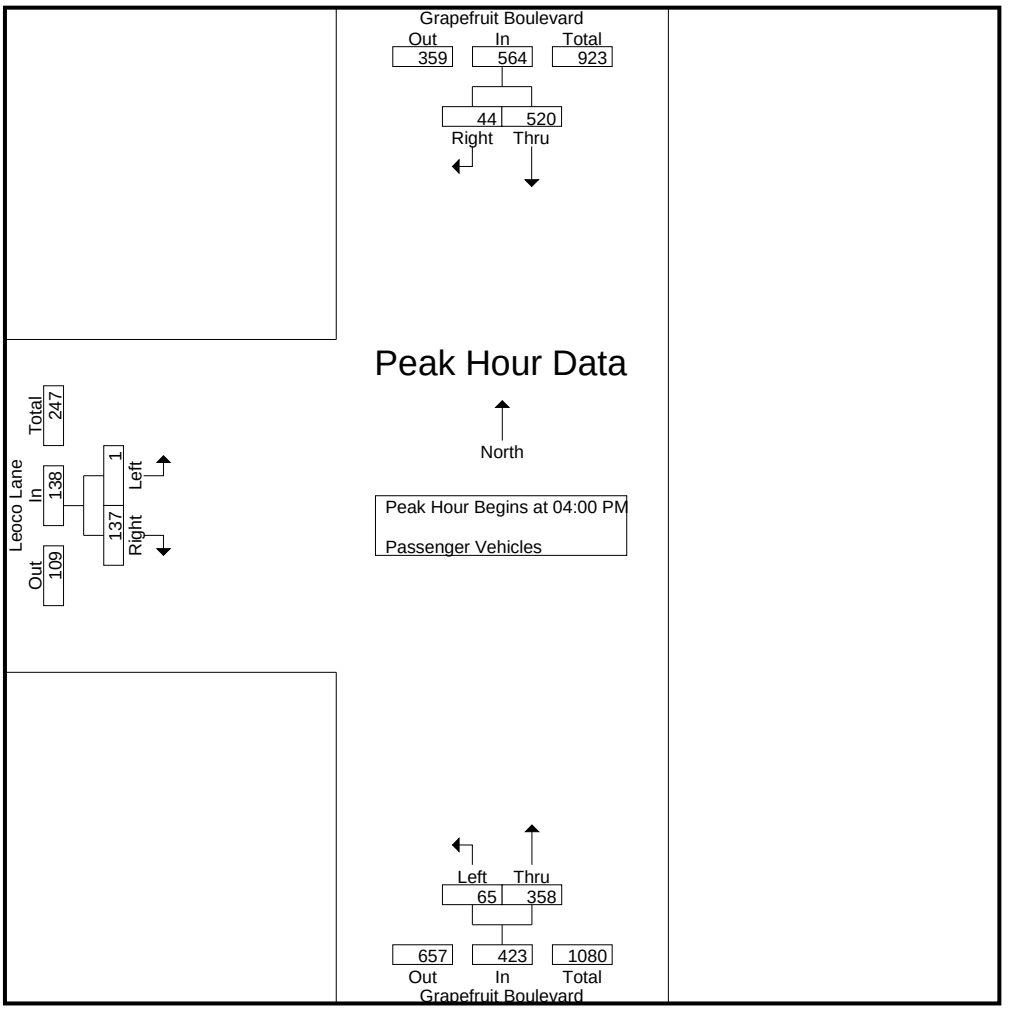

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**150**	11	**161**	13	**108**	**121**	0	36	36
+15 mins.	146	11	157	15	86	101	0	**40**	**40**
+30 mins.	121	**12**	133	**22**	94	116	0	28	28
+45 mins.	103	10	113	15	70	85	**1**	33	34
Total Volume	520	44	564	65	358	423	1	137	138
% App. Total	92.2	7.8		15.4	84.6		0.7	99.3	
PHF	.867	.917	.876	.739	.829	.874	.250	.856	.863

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Groups Printed- Large 2 Axle Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	2	1	3	0	1	1	0	0	0	4
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	2	1	3	0	3	3	0	2	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	2	1	3	0	3	3	0	2	2	8
Apprch %	66.7	33.3		0	100		0	100		
Total %	25	12.5	37.5	0	37.5	37.5	0	25	25	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	**1**	**1**	0	**1**	**1**	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	**2**	**1**	**3**	0	1	1	0	0	0	**4**
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	2	1	3	0	3	3	0	2	2	8
% App. Total	66.7	33.3		0	100		0	100		
PHF	.250	.250	.250	.000	.750	.750	.000	.500	.500	.500

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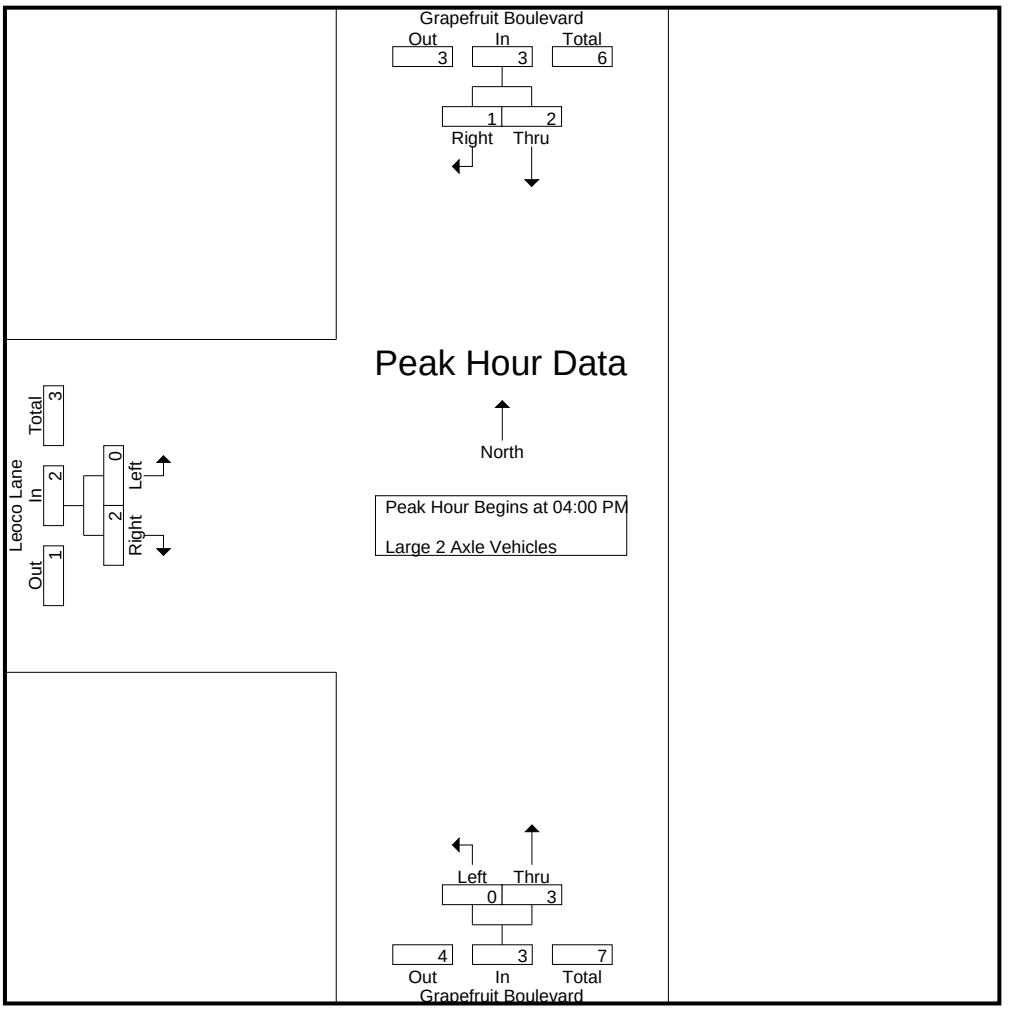
City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	**1**	**1**	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	**2**	**1**	**3**	0	1	1	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	2	1	3	0	3	3	0	2	2
% App. Total	66.7	33.3		0	100		0	100	
PHF	.250	.250	.250	.000	.750	.750	.000	.500	.500

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City of Coachella
N/S: Grapefruit Boulevard (Hwy 111)
E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	1	2	0	0	0	0	0	0	2
04:45 PM	4	0	4	0	0	0	0	0	0	4
Total	6	1	7	0	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
Grand Total	7	1	8	0	0	0	0	0	0	8
Apprch %	87.5	12.5		0	0		0	0		
Total %	87.5	12.5	100	0	0	0	0	0	0	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1
04:30 PM	1	**1**	2	0	0	0	0	0	0	2
04:45 PM	**4**	0	**4**	0	0	0	0	0	0	**4**
Total Volume	6	1	7	0	0	0	0	0	0	7
% App. Total	85.7	14.3		0	0		0	0		
PHF	.375	.250	.438	.000	.000	.000	.000	.000	.000	.438

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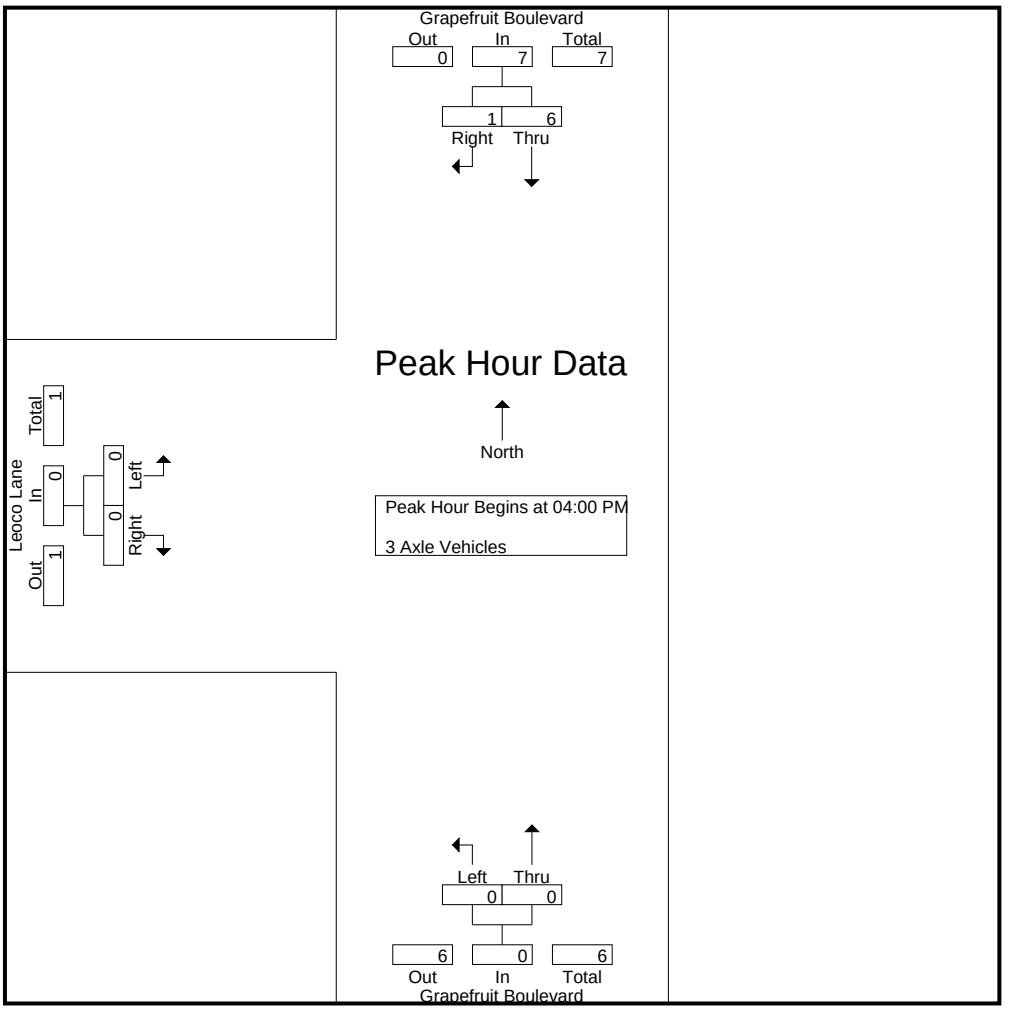

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	1	**1**	2	0	0	0	0	0	0
+45 mins.	**4**	0	**4**	0	0	0	0	0	0
Total Volume	6	1	7	0	0	0	0	0	0
% App. Total	85.7	14.3		0	0		0	0	
PHF	.375	.250	.438	.000	.000	.000	.000	.000	.000

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City of Coachella
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E/W: Leoco Lane
Weather: Clear

File Name : 34_COA_111_Leo PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	2	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	1	0	1	0	1	1	0	2	2	4
Apprch %	100	0		0	100		0	100		
Total %	25	0	25	0	25	25	0	50	50	

	Grapefruit Boulevard Southbound			Grapefruit Boulevard Northbound			Leoco Lane Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	0	2	2	3
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.500	.500	.750

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City of Coachella
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Weather: Clear

File Name : 34_COA_111_Leo PM
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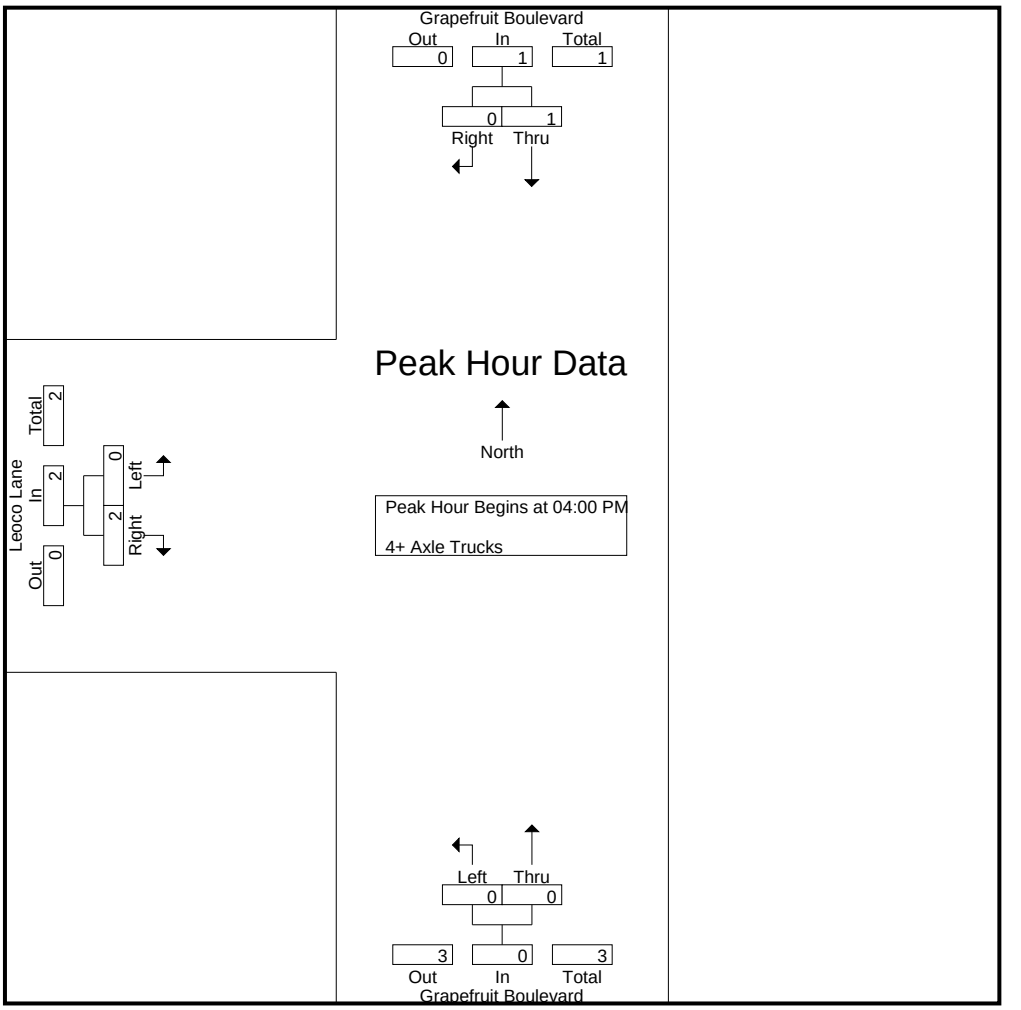

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	**1**	0	**1**	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	2	2
% App. Total	100	0		0	0		0	100	
PHF	.250	.000	.250	.000	.000	.000	.000	.500	.500

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City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	12	12	16	1	17	2	10	12	41
07:15 AM	2	10	12	20	2	22	3	13	16	50
07:30 AM	2	17	19	20	3	23	3	9	12	54
07:45 AM	3	10	13	16	2	18	7	9	16	47
Total	7	49	56	72	8	80	15	41	56	192
08:00 AM	4	7	11	15	0	15	7	16	23	49
08:15 AM	1	12	13	12	2	14	5	10	15	42
08:30 AM	2	13	15	13	4	17	5	12	17	49
08:45 AM	4	12	16	15	1	16	8	6	14	46
Total	11	44	55	55	7	62	25	44	69	186
Grand Total	18	93	111	127	15	142	40	85	125	378
Apprch %	16.2	83.8		89.4	10.6		32	68		
Total %	4.8	24.6	29.4	33.6	4	37.6	10.6	22.5	33.1	
Passenger Vehicles	18	90	108	106	14	120	39	68	107	335
% Passenger Vehicles	100	96.8	97.3	83.5	93.3	84.5	97.5	80	85.6	88.6
Large 2 Axle Vehicles	0	3	3	7	1	8	1	3	4	15
% Large 2 Axle Vehicles	0	3.2	2.7	5.5	6.7	5.6	2.5	3.5	3.2	4
3 Axle Vehicles	0	0	0	11	0	11	0	7	7	18
% 3 Axle Vehicles	0	0	0	8.7	0	7.7	0	8.2	5.6	4.8
4+ Axle Trucks	0	0	0	3	0	3	0	7	7	10
% 4+ Axle Trucks	0	0	0	2.4	0	2.1	0	8.2	5.6	2.6

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	10	12	**20**	2	22	3	13	16	50
07:30 AM	2	**17**	**19**	20	**3**	**23**	3	9	12	**54**
07:45 AM	3	10	13	16	2	18	**7**	9	16	47
08:00 AM	**4**	7	11	15	0	15	7	**16**	**23**	49
Total Volume	11	44	55	71	7	78	20	47	67	200
% App. Total	20	80		91	9		29.9	70.1		
PHF	.688	.647	.724	.888	.583	.848	.714	.734	.728	.926

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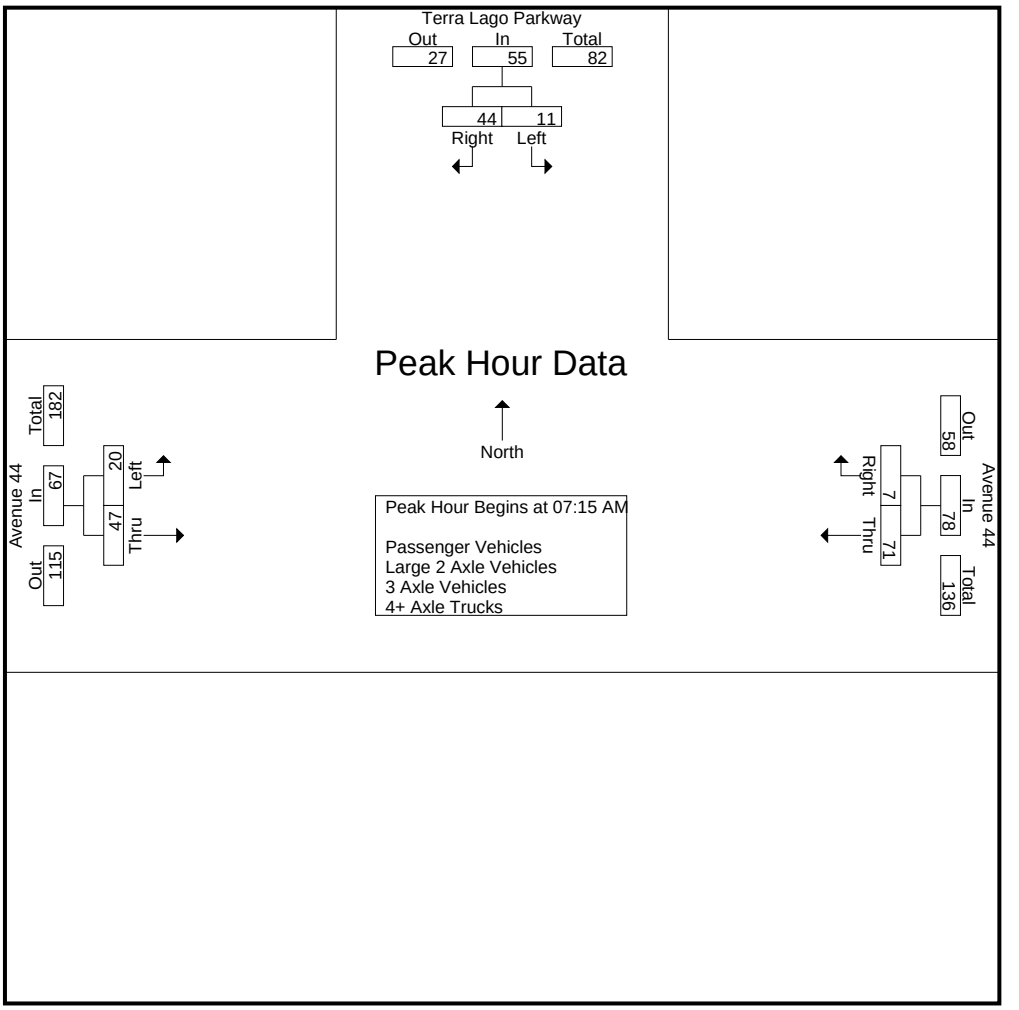
City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	0	12	12	16	1	17	**7**	9	16
+15 mins.	2	10	12	**20**	2	22	7	**16**	**23**
+30 mins.	2	**17**	**19**	20	**3**	**23**	5	10	15
+45 mins.	**3**	10	13	16	2	18	5	12	17
Total Volume	7	49	56	72	8	80	24	47	71
% App. Total	12.5	87.5		90	10		33.8	66.2	
PHF	.583	.721	.737	.900	.667	.870	.857	.734	.772

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City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	11	11	14	1	15	2	9	11	37
07:15 AM	2	10	12	18	2	20	3	11	14	46
07:30 AM	2	17	19	16	3	19	3	8	11	49
07:45 AM	3	9	12	12	2	14	6	5	11	37
Total	7	47	54	60	8	68	14	33	47	169
08:00 AM	4	7	11	14	0	14	7	12	19	44
08:15 AM	1	12	13	8	1	9	5	8	13	35
08:30 AM	2	12	14	10	4	14	5	11	16	44
08:45 AM	4	12	16	14	1	15	8	4	12	43
Total	11	43	54	46	6	52	25	35	60	166
Grand Total	18	90	108	106	14	120	39	68	107	335
Apprch %	16.7	83.3		88.3	11.7		36.4	63.6		
Total %	5.4	26.9	32.2	31.6	4.2	35.8	11.6	20.3	31.9	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	10	12	**18**	2	**20**	3	11	14	46
07:30 AM	2	**17**	**19**	16	**3**	19	3	8	11	**49**
07:45 AM	3	9	12	12	2	14	6	5	11	37
08:00 AM	**4**	7	11	14	0	14	**7**	**12**	**19**	44
Total Volume	11	43	54	60	7	67	19	36	55	176
% App. Total	20.4	79.6		89.6	10.4		34.5	65.5		
PHF	.688	.632	.711	.833	.583	.838	.679	.750	.724	.898

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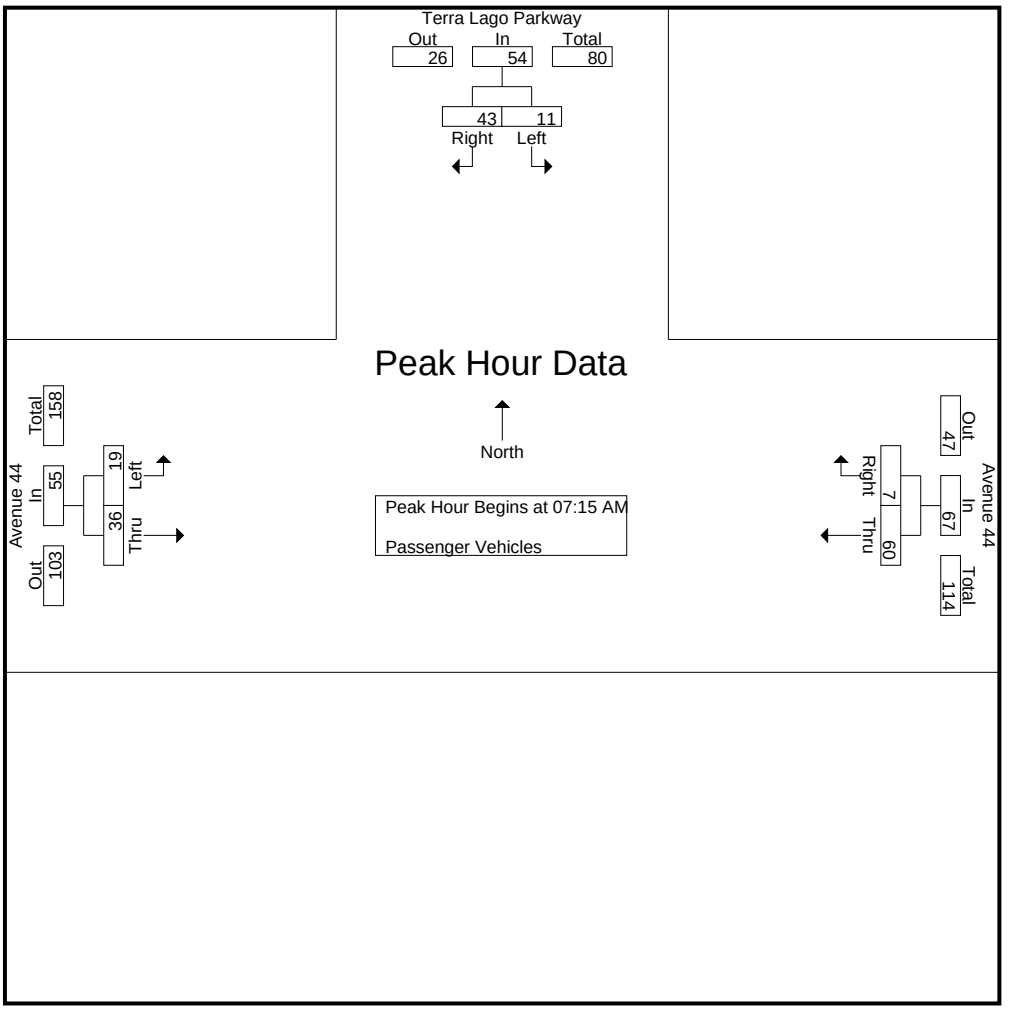

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	10	12	**18**	2	**20**	3	11	14
+15 mins.	2	**17**	**19**	16	**3**	19	3	8	11
+30 mins.	3	9	12	12	2	14	6	5	11
+45 mins.	**4**	7	11	14	0	14	**7**	**12**	**19**
Total Volume	11	43	54	60	7	67	19	36	55
% App. Total	20.4	79.6		89.6	10.4		34.5	65.5	
PHF	.688	.632	.711	.833	.583	.838	.679	.750	.724

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City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	1	1	2	0	2	0	1	1	4
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	1	1	2	0	2	1	0	1	4
Total	0	2	2	6	0	6	1	1	2	10
08:00 AM	0	0	0	0	0	0	0	2	2	2
08:15 AM	0	0	0	1	1	2	0	0	0	2
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	1	2	0	2	2	5
Grand Total	0	3	3	7	1	8	1	3	4	15
Apprch %	0	100		87.5	12.5		25	75		
Total %	0	20	20	46.7	6.7	53.3	6.7	20	26.7	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	**1**	**1**	**2**	0	**2**	**1**	0	1	**4**
08:00 AM	0	0	0	0	0	0	0	**2**	**2**	2
Total Volume	0	1	1	4	0	4	1	2	3	8
% App. Total	0	100		100	0		33.3	66.7		
PHF	.000	.250	.250	.500	.000	.500	.250	.250	.375	.500

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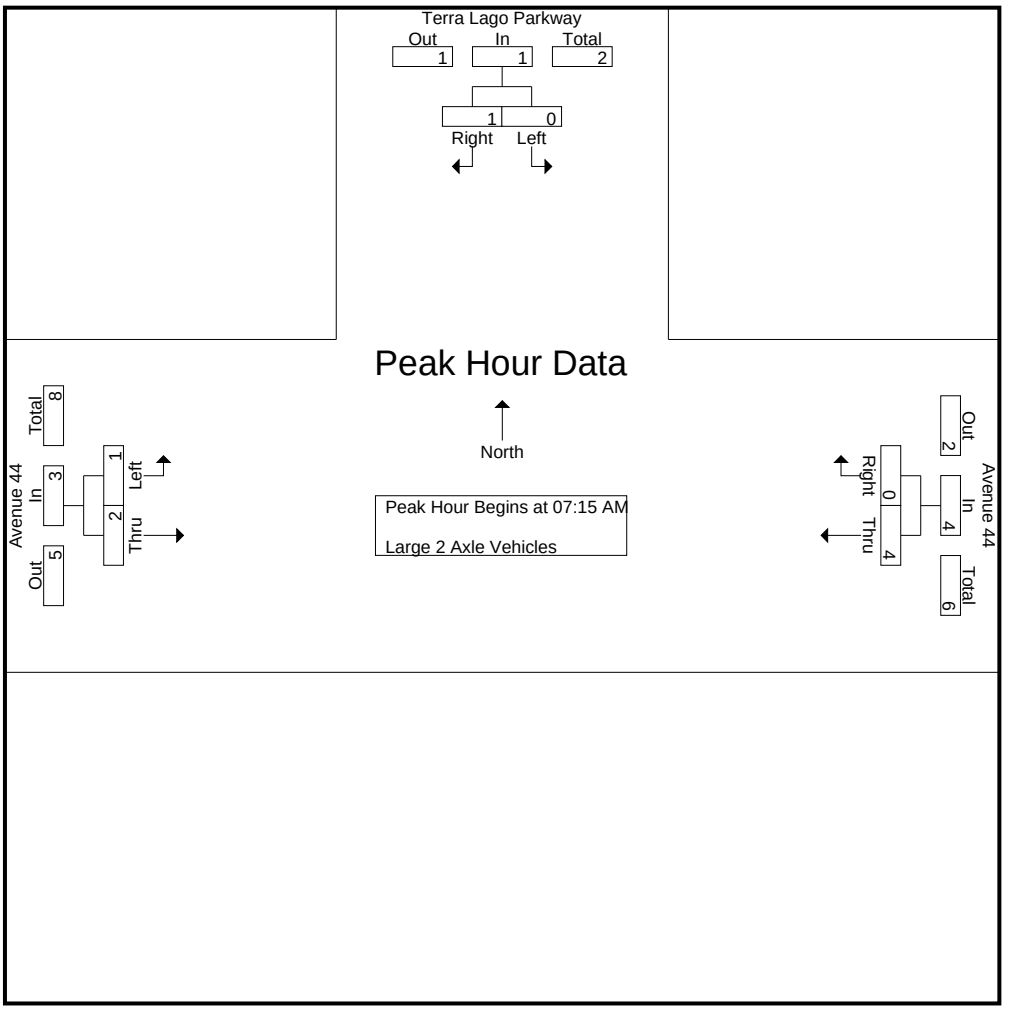

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	**1**	**1**	**2**	0	**2**	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	**2**	**2**
Total Volume	0	1	1	4	0	4	1	2	3
% App. Total	0	100		100	0		33.3	66.7	
PHF	.000	.250	.250	.500	.000	.500	.250	.250	.375

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City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	5	0	5	0	3	3	8
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	1	0	1	0	2	2	3
08:30 AM	0	0	0	3	0	3	0	1	1	4
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	6	0	6	0	4	4	10
Grand Total	0	0	0	11	0	11	0	7	7	18
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	61.1	0	61.1	0	38.9	38.9	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	1	0	1	0	1	1	2
07:30 AM	0	0	0	**3**	0	**3**	0	0	0	**3**
07:45 AM	0	0	0	1	0	1	0	**2**	**2**	3
08:00 AM	0	0	0	1	0	1	0	1	1	2
Total Volume	0	0	0	6	0	6	0	4	4	10
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500	.833

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City of Indio
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E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
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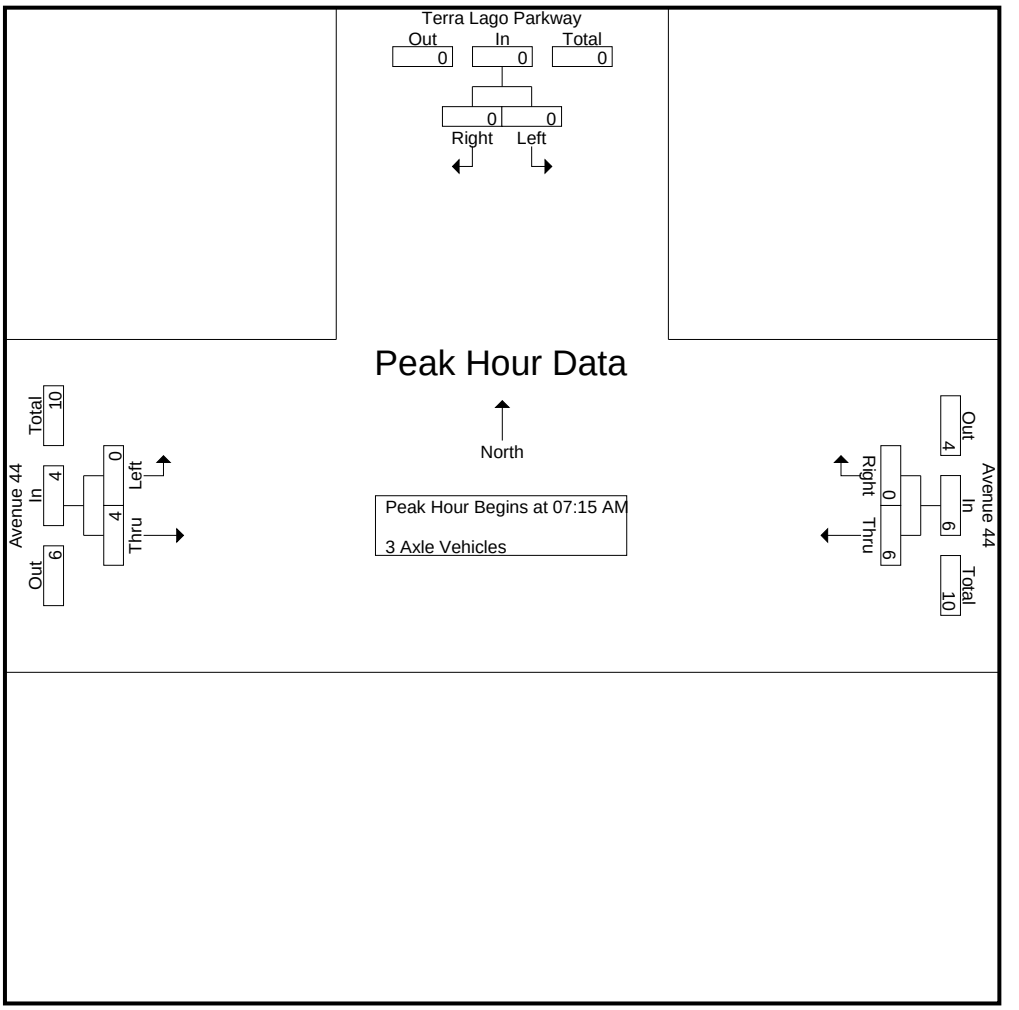

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	1	0	1	0	1	1
+15 mins.	0	0	0	**3**	0	**3**	0	0	0
+30 mins.	0	0	0	1	0	1	0	**2**	**2**
+45 mins.	0	0	0	1	0	1	0	1	1
Total Volume	0	0	0	6	0	6	0	4	4
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.500	.000	.500	.000	.500	.500

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City of Indio
N/S: Terra Lago Parkway
E/W: Avenue 44
Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
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Groups Printed- 4+ Axle Trucks

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	1	0	1	0	4	4	5
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	2	0	2	0	3	3	5
Grand Total	0	0	0	3	0	3	0	7	7	10
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	30	0	30	0	70	70	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	**1**	0	**1**	0	**2**	**2**	**3**
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	1	0	1	0	5	5	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.625	.625	.500

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City of Indio
N/S: Terra Lago Parkway
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Weather: Clear

File Name : 35_IND_Terra_Ave 44 AM
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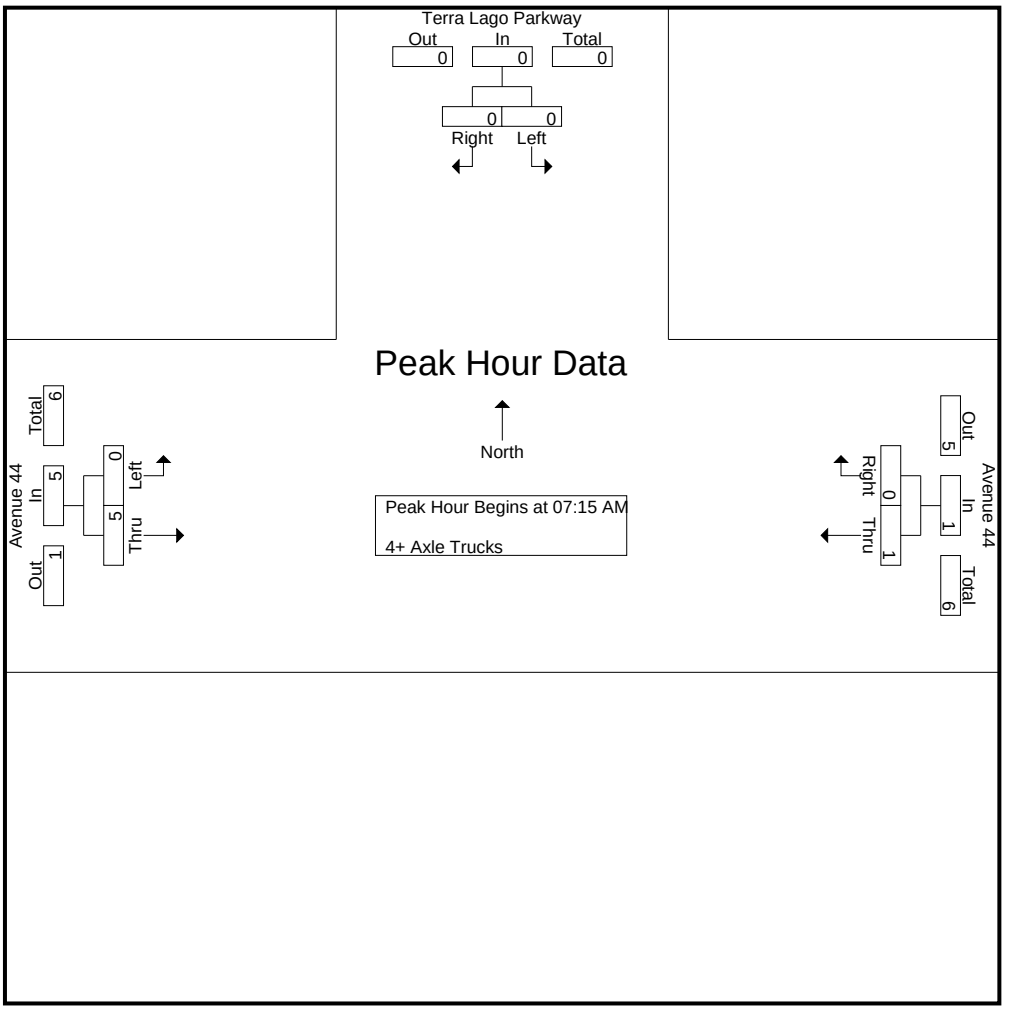

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	**1**	0	**1**	0	**2**	**2**
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	1	0	1	0	5	5
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.625	.625

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City of Indio
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	9	10	27	2	29	7	10	17	56
04:15 PM	1	8	9	14	2	16	15	22	37	62
04:30 PM	0	6	6	9	0	9	11	15	26	41
04:45 PM	3	5	8	7	2	9	9	20	29	46
Total	5	28	33	57	6	63	42	67	109	205
05:00 PM	4	10	14	9	2	11	10	14	24	49
05:15 PM	1	8	9	11	2	13	8	19	27	49
05:30 PM	0	9	9	6	1	7	8	15	23	39
05:45 PM	0	4	4	12	2	14	9	11	20	38
Total	5	31	36	38	7	45	35	59	94	175
Grand Total	10	59	69	95	13	108	77	126	203	380
Apprch %	14.5	85.5		88	12		37.9	62.1		
Total %	2.6	15.5	18.2	25	3.4	28.4	20.3	33.2	53.4	
Passenger Vehicles	10	59	69	91	13	104	77	121	198	371
% Passenger Vehicles	100	100	100	95.8	100	96.3	100	96	97.5	97.6
Large 2 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% Large 2 Axle Vehicles	0	0	0	1.1	0	0.9	0	0.8	0.5	0.5
3 Axle Vehicles	0	0	0	3	0	3	0	4	4	7
% 3 Axle Vehicles	0	0	0	3.2	0	2.8	0	3.2	2	1.8
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	**9**	**10**	**27**	**2**	**29**	7	10	17	56
04:15 PM	1	8	9	14	2	16	**15**	**22**	**37**	**62**
04:30 PM	0	6	6	9	0	9	11	15	26	41
04:45 PM	**3**	5	8	7	2	9	9	20	29	46
Total Volume	5	28	33	57	6	63	42	67	109	205
% App. Total	15.2	84.8		90.5	9.5		38.5	61.5		
PHF	.417	.778	.825	.528	.750	.543	.700	.761	.736	.827

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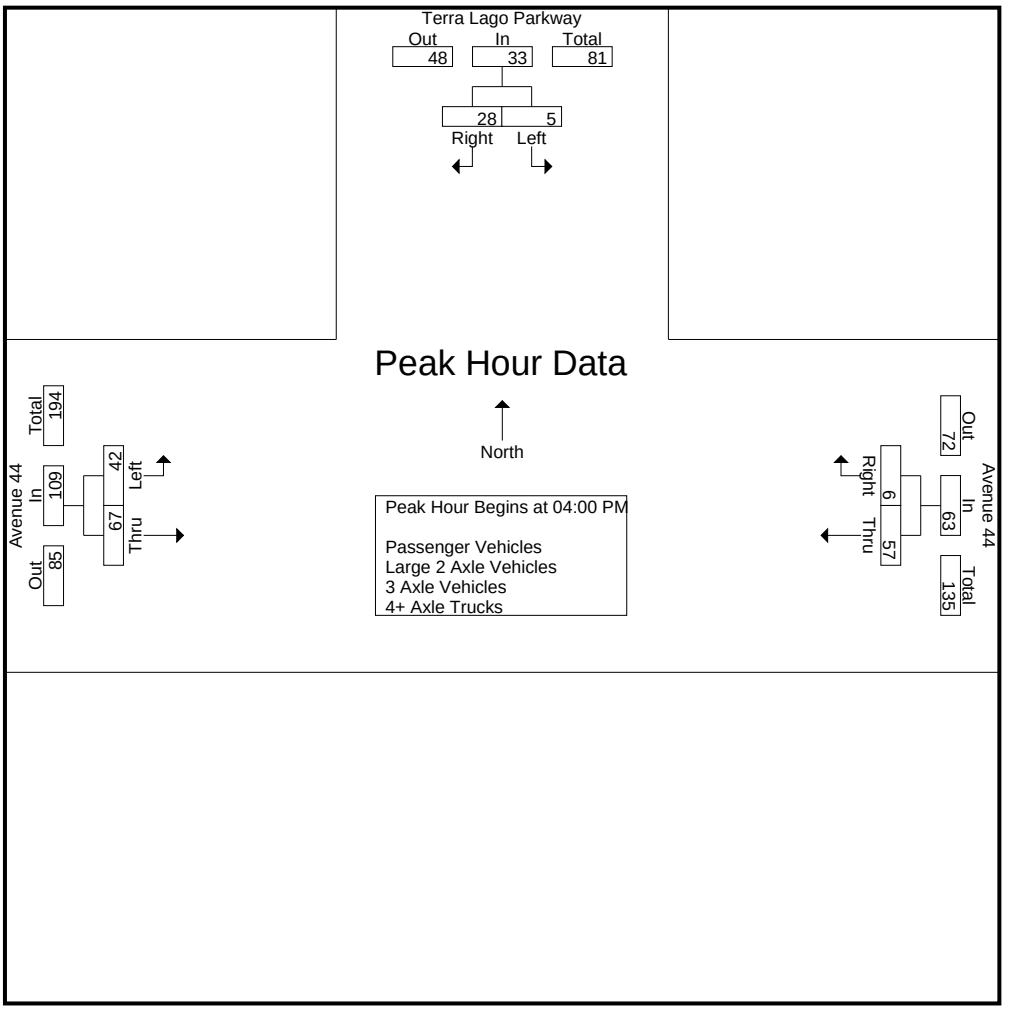

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:15 PM		
+0 mins.	3	5	8	**27**	**2**	**29**	**15**	**22**	**37**
+15 mins.	**4**	**10**	**14**	14	2	16	11	15	26
+30 mins.	1	8	9	9	0	9	9	20	29
+45 mins.	0	9	9	7	2	9	10	14	24
Total Volume	8	32	40	57	6	63	45	71	116
% App. Total	20	80		90.5	9.5		38.8	61.2	
PHF	.500	.800	.714	.528	.750	.543	.750	.807	.784

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Groups Printed- Passenger Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	9	10	26	2	28	7	10	17	55
04:15 PM	1	8	9	14	2	16	15	21	36	61
04:30 PM	0	6	6	9	0	9	11	15	26	41
04:45 PM	3	5	8	7	2	9	9	19	28	45
Total	5	28	33	56	6	62	42	65	107	202
05:00 PM	4	10	14	7	2	9	10	13	23	46
05:15 PM	1	8	9	11	2	13	8	19	27	49
05:30 PM	0	9	9	6	1	7	8	13	21	37
05:45 PM	0	4	4	11	2	13	9	11	20	37
Total	5	31	36	35	7	42	35	56	91	169
Grand Total	10	59	69	91	13	104	77	121	198	371
Apprch %	14.5	85.5		87.5	12.5		38.9	61.1		
Total %	2.7	15.9	18.6	24.5	3.5	28	20.8	32.6	53.4	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	**9**	**10**	**26**	**2**	**28**	7	10	17	55
04:15 PM	1	8	9	14	2	16	**15**	**21**	**36**	**61**
04:30 PM	0	6	6	9	0	9	11	15	26	41
04:45 PM	**3**	5	8	7	2	9	9	19	28	45
Total Volume	5	28	33	56	6	62	42	65	107	202
% App. Total	15.2	84.8		90.3	9.7		39.3	60.7		
PHF	.417	.778	.825	.538	.750	.554	.700	.774	.743	.828

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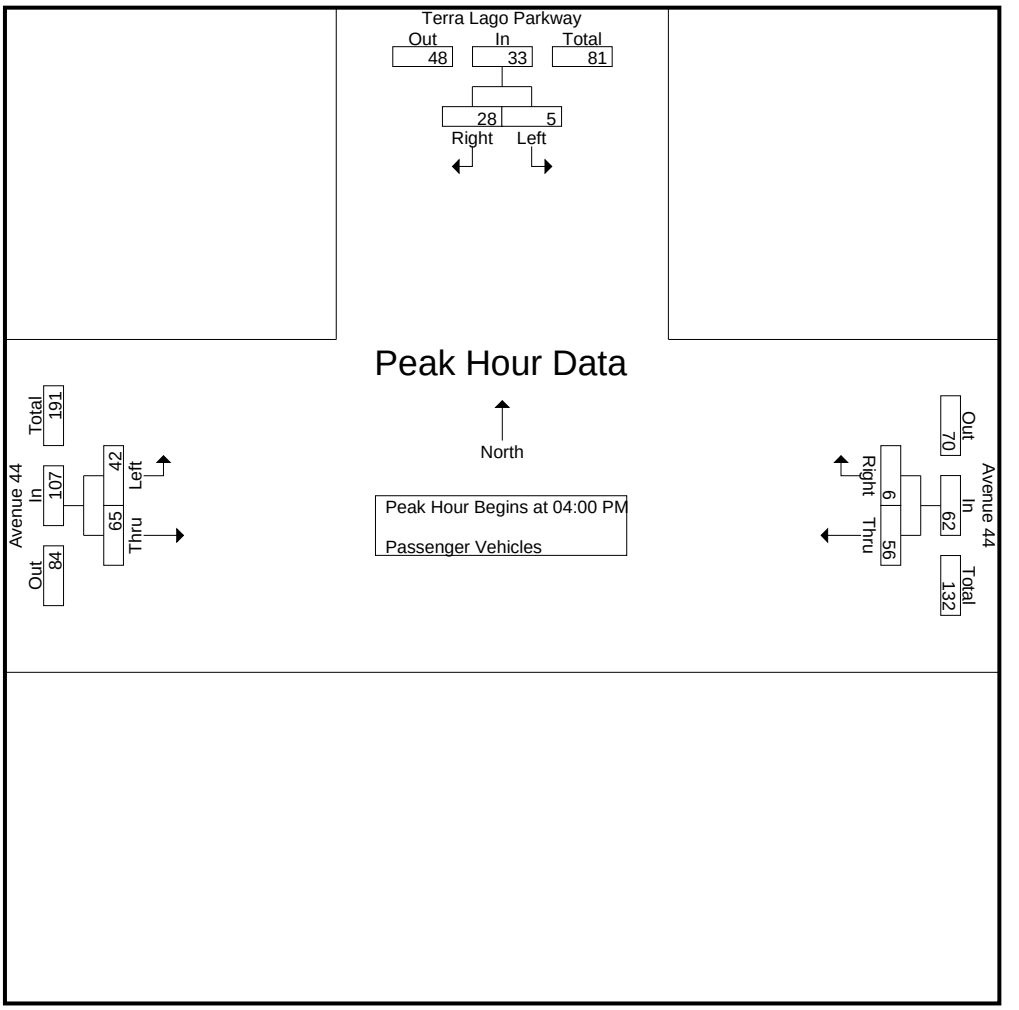

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	**9**	**10**	**26**	**2**	**28**	7	10	17
+15 mins.	1	8	9	14	2	16	**15**	**21**	**36**
+30 mins.	0	6	6	9	0	9	11	15	26
+45 mins.	**3**	5	8	7	2	9	9	19	28
Total Volume	5	28	33	56	6	62	42	65	107
% App. Total	15.2	84.8		90.3	9.7		39.3	60.7	
PHF	.417	.778	.825	.538	.750	.554	.700	.774	.743

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City of Indio
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Weather: Clear

File Name : 35_IND_Terra_Ave 44 PM
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Groups Printed- Large 2 Axle Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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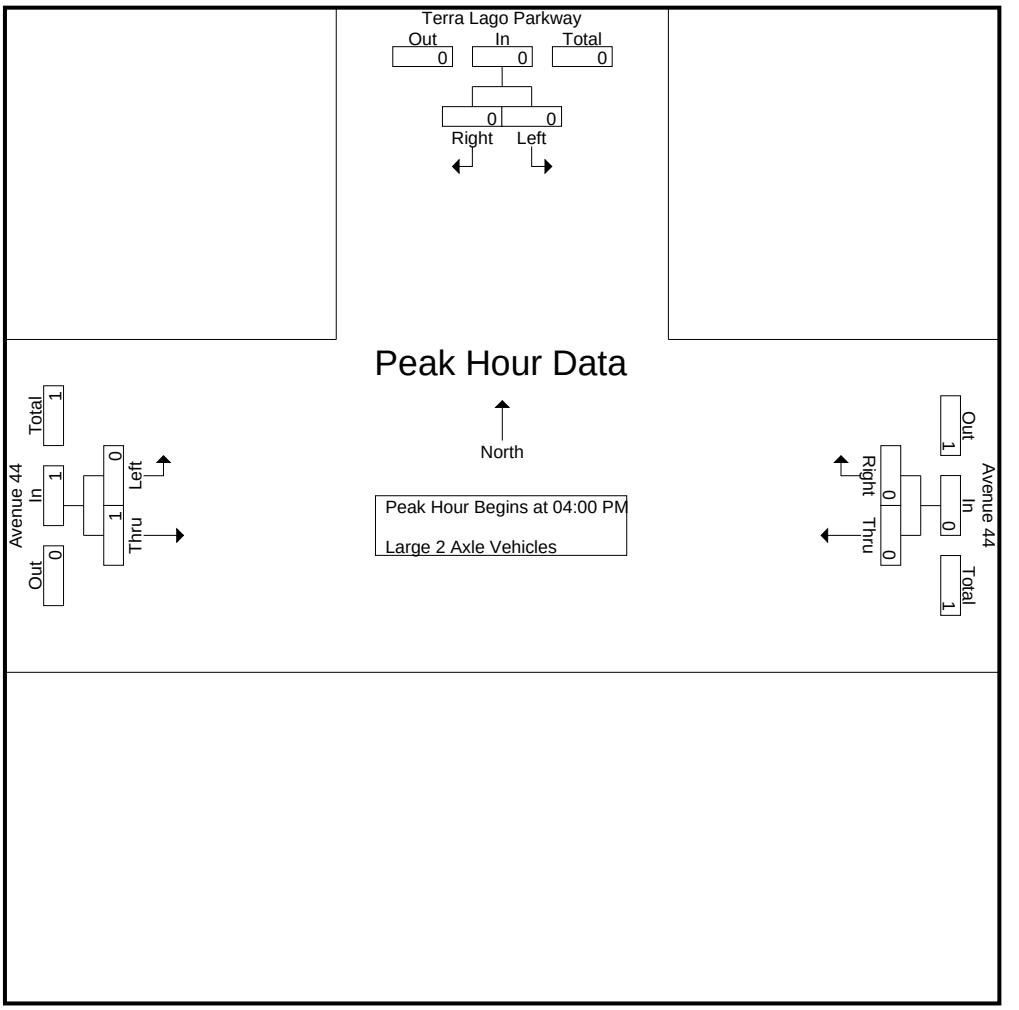

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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Groups Printed- 3 Axle Vehicles

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	2	2	2
05:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	2	0	2	0	3	3	5
Grand Total	0	0	0	3	0	3	0	4	4	7
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	42.9	0	42.9	0	57.1	57.1	

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	**1**	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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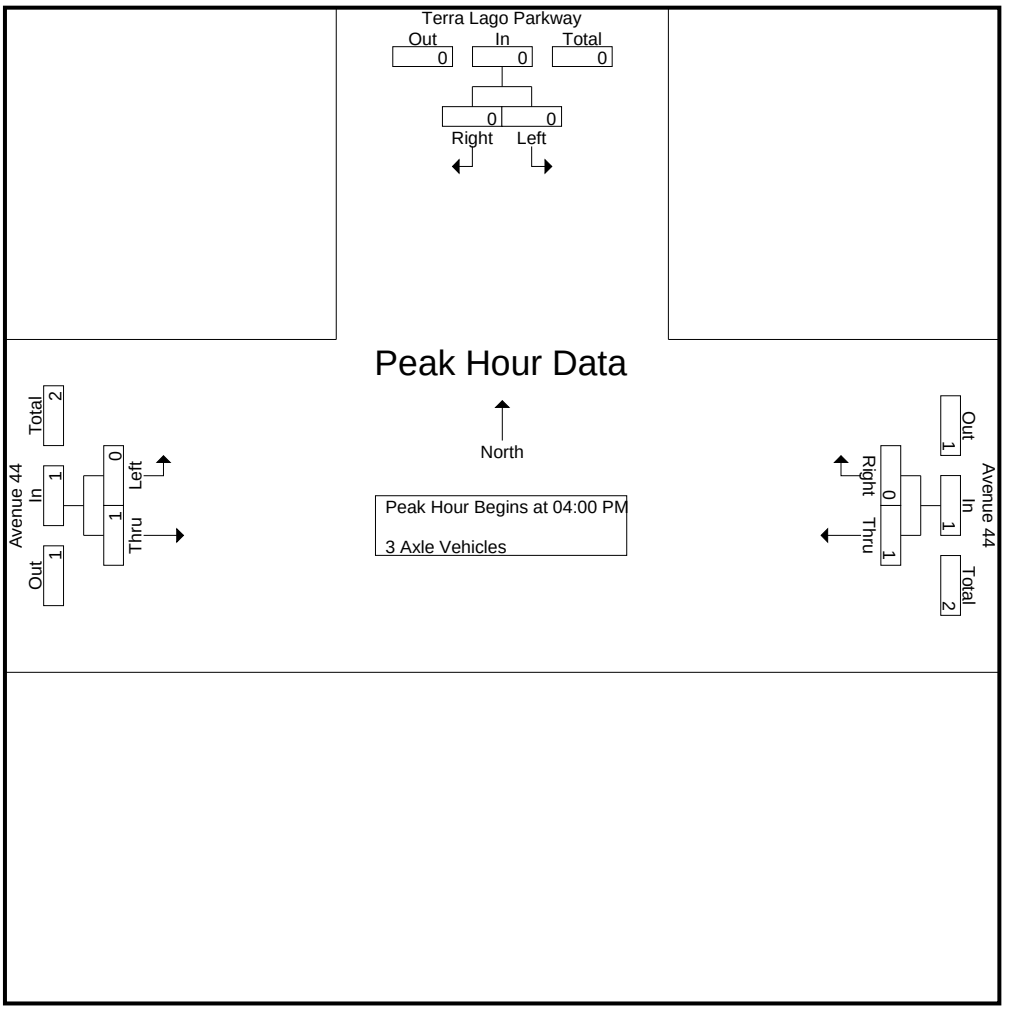

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Terra Lago Parkway Southbound			Avenue 44 Westbound			Avenue 44 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
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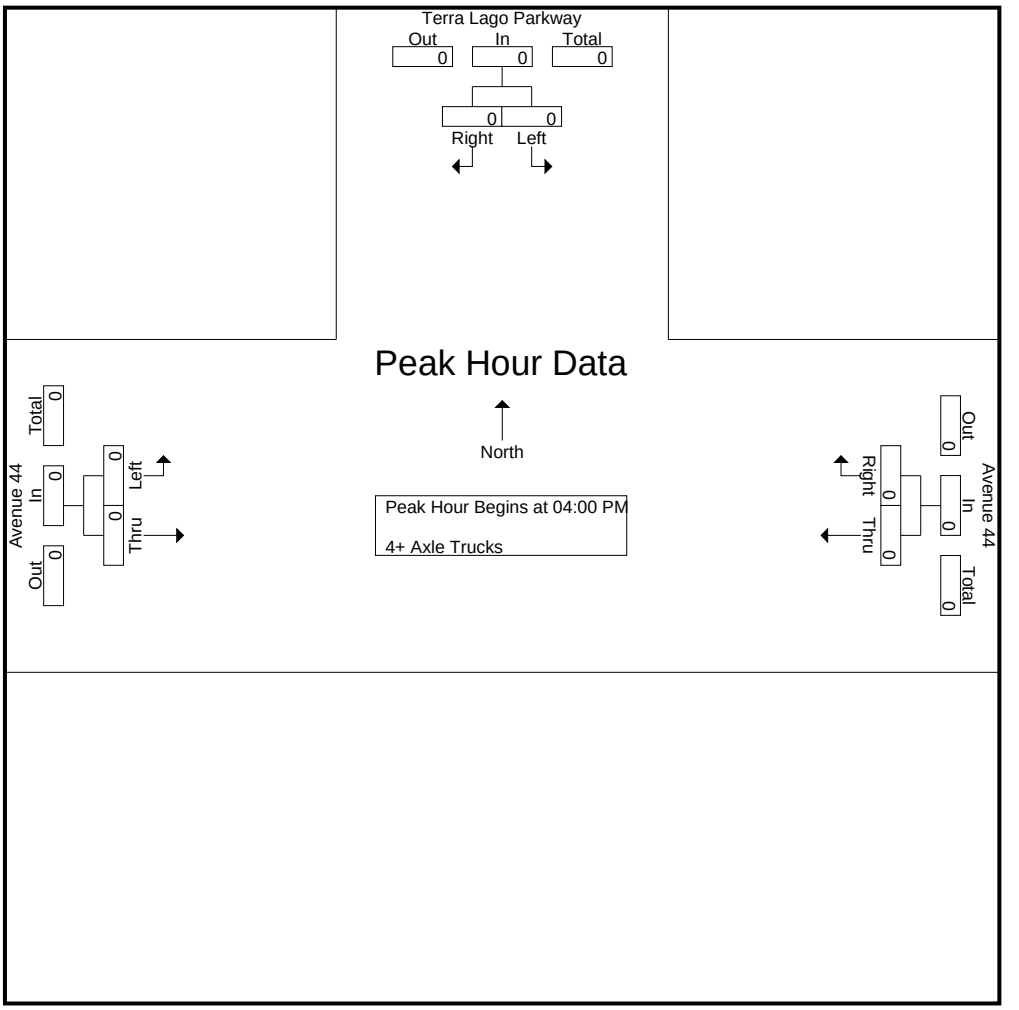

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Norte
Weather: Clear

File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	22	1	24	8	0	1	9	11	30	5	46	0	0	22	22	101
07:15 AM	1	38	4	43	17	1	0	18	22	29	2	53	2	0	28	30	144
07:30 AM	1	41	3	45	10	0	0	10	22	29	3	54	1	0	22	23	132
07:45 AM	2	33	1	36	12	2	1	15	15	48	7	70	2	0	16	18	139
Total	5	134	9	148	47	3	2	52	70	136	17	223	5	0	88	93	516
08:00 AM	5	42	2	49	5	1	1	7	21	53	9	83	1	3	26	30	169
08:15 AM	2	40	2	44	11	0	2	13	13	40	8	61	3	0	32	35	153
08:30 AM	1	45	6	52	6	0	0	6	12	41	6	59	2	2	20	24	141
08:45 AM	0	38	5	43	9	1	0	10	15	36	8	59	0	0	28	28	140
Total	8	165	15	188	31	2	3	36	61	170	31	262	6	5	106	117	603
Grand Total	13	299	24	336	78	5	5	88	131	306	48	485	11	5	194	210	1119
Apprch %	3.9	89	7.1		88.6	5.7	5.7		27	63.1	9.9		5.2	2.4	92.4		
Total %	1.2	26.7	2.1	30	7	0.4	0.4	7.9	11.7	27.3	4.3	43.3	1	0.4	17.3	18.8	
Passenger Vehicles	10	166	22	198	77	5	4	86	121	119	39	279	8	5	100	113	676
% Passenger Vehicles	76.9	55.5	91.7	58.9	98.7	100	80	97.7	92.4	38.9	81.2	57.5	72.7	100	51.5	53.8	60.4
Large 2 Axle Vehicles	3	17	2	22	1	0	1	2	2	16	2	20	1	0	4	5	49
% Large 2 Axle Vehicles	23.1	5.7	8.3	6.5	1.3	0	20	2.3	1.5	5.2	4.2	4.1	9.1	0	2.1	2.4	4.4
3 Axle Vehicles	0	68	0	68	0	0	0	0	3	80	7	90	0	0	6	6	164
% 3 Axle Vehicles	0	22.7	0	20.2	0	0	0	0	2.3	26.1	14.6	18.6	0	0	3.1	2.9	14.7
4+ Axle Trucks	0	48	0	48	0	0	0	0	5	91	0	96	2	0	84	86	230
% 4+ Axle Trucks	0	16.1	0	14.3	0	0	0	0	3.8	29.7	0	19.8	18.2	0	43.3	41	20.6

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**5**	42	2	49	5	**1**	1	7	**21**	**53**	**9**	**83**	1	**3**	26	30	**169**
08:15 AM	2	40	2	44	**11**	0	**2**	**13**	13	40	8	61	**3**	0	**32**	**35**	153
08:30 AM	1	**45**	**6**	**52**	6	0	0	6	12	41	6	59	2	2	20	24	141
08:45 AM	0	38	5	43	9	1	0	10	15	36	8	59	0	0	28	28	140
Total Volume	8	165	15	188	31	2	3	36	61	170	31	262	6	5	106	117	603
% App. Total	4.3	87.8	8		86.1	5.6	8.3		23.3	64.9	11.8		5.1	4.3	90.6		
PHF	.400	.917	.625	.904	.705	.500	.375	.692	.726	.802	.861	.789	.500	.417	.828	.836	.892

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Weather: Clear

File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
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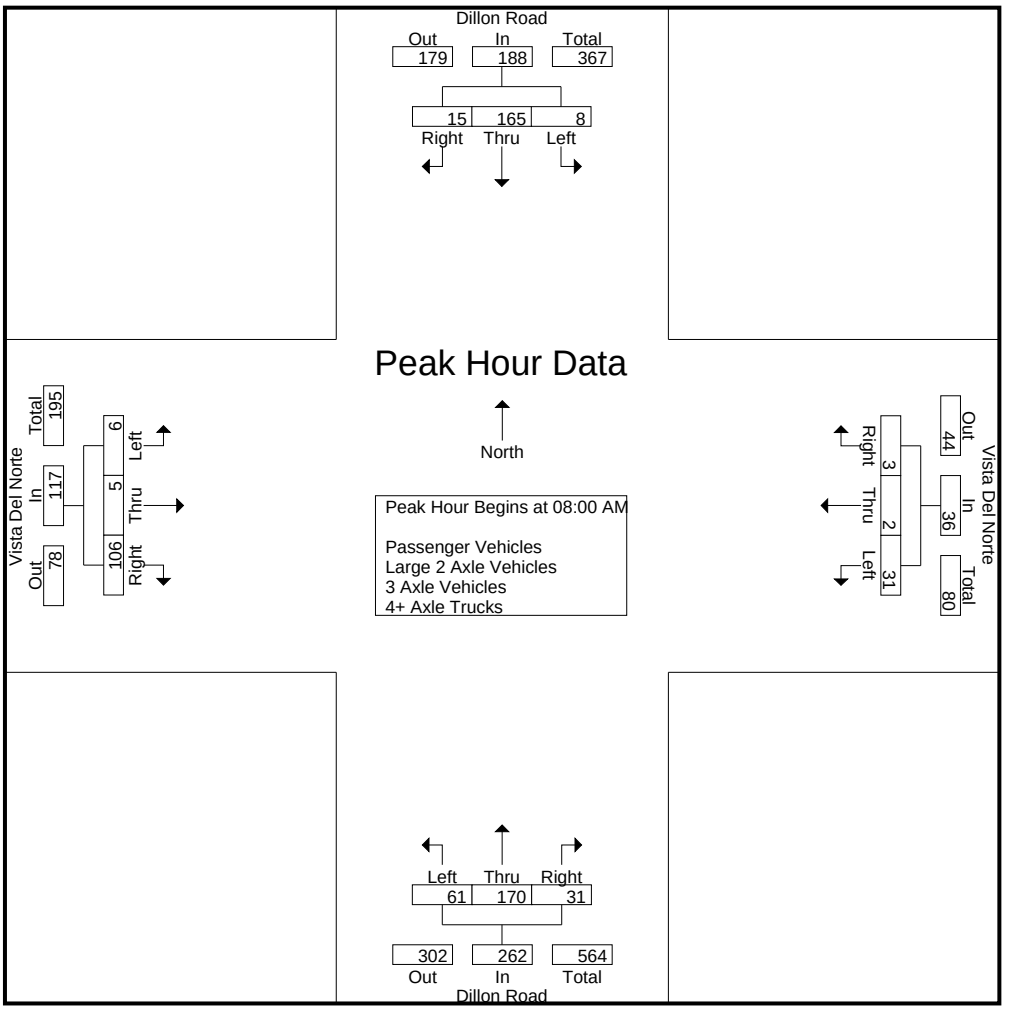

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	**5**	42	2	49	8	0	**1**	9	15	48	7	70	1	**3**	26	30
+15 mins.	2	40	2	44	**17**	1	0	**18**	**21**	**53**	**9**	**83**	**3**	0	**32**	**35**
+30 mins.	1	**45**	**6**	**52**	10	0	0	10	13	40	8	61	2	2	20	24
+45 mins.	0	38	5	43	12	**2**	1	15	12	41	6	59	0	0	28	28
Total Volume	8	165	15	188	47	3	2	52	61	182	30	273	6	5	106	117
% App. Total	4.3	87.8	8		90.4	5.8	3.8		22.3	66.7	11		5.1	4.3	90.6	
PHF	.400	.917	.625	.904	.691	.375	.500	.722	.726	.858	.833	.822	.500	.417	.828	.836

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City of Coachella
N/S: Dillon Road
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Weather: Clear

File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	14	1	15	8	0	1	9	11	11	5	27	0	0	8	8	59
07:15 AM	0	22	3	25	16	1	0	17	21	10	2	33	1	0	14	15	90
07:30 AM	1	27	3	31	10	0	0	10	19	13	2	34	1	0	14	15	90
07:45 AM	2	24	1	27	12	2	1	15	14	19	4	37	2	0	9	11	90
Total	3	87	8	98	46	3	2	51	65	53	13	131	4	0	45	49	329
08:00 AM	4	21	1	26	5	1	1	7	18	20	9	47	0	3	12	15	95
08:15 AM	2	17	2	21	11	0	1	12	12	18	5	35	2	0	15	17	85
08:30 AM	1	21	6	28	6	0	0	6	11	14	5	30	2	2	13	17	81
08:45 AM	0	20	5	25	9	1	0	10	15	14	7	36	0	0	15	15	86
Total	7	79	14	100	31	2	2	35	56	66	26	148	4	5	55	64	347
Grand Total	10	166	22	198	77	5	4	86	121	119	39	279	8	5	100	113	676
Apprch %	5.1	83.8	11.1		89.5	5.8	4.7		43.4	42.7	14		7.1	4.4	88.5		
Total %	1.5	24.6	3.3	29.3	11.4	0.7	0.6	12.7	17.9	17.6	5.8	41.3	1.2	0.7	14.8	16.7	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**4**	**21**	1	26	5	**1**	**1**	7	**18**	**20**	**9**	**47**	0	**3**	12	15	**95**
08:15 AM	2	17	2	21	**11**	0	1	**12**	12	18	5	35	**2**	0	**15**	**17**	85
08:30 AM	1	21	**6**	**28**	6	0	0	6	11	14	5	30	2	2	13	17	81
08:45 AM	0	20	5	25	9	1	0	10	15	14	7	36	0	0	15	15	86
Total Volume	7	79	14	100	31	2	2	35	56	66	26	148	4	5	55	64	347
% App. Total	7	79	14		88.6	5.7	5.7		37.8	44.6	17.6		6.2	7.8	85.9		
PHF	.438	.940	.583	.893	.705	.500	.500	.729	.778	.825	.722	.787	.500	.417	.917	.941	.913

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File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
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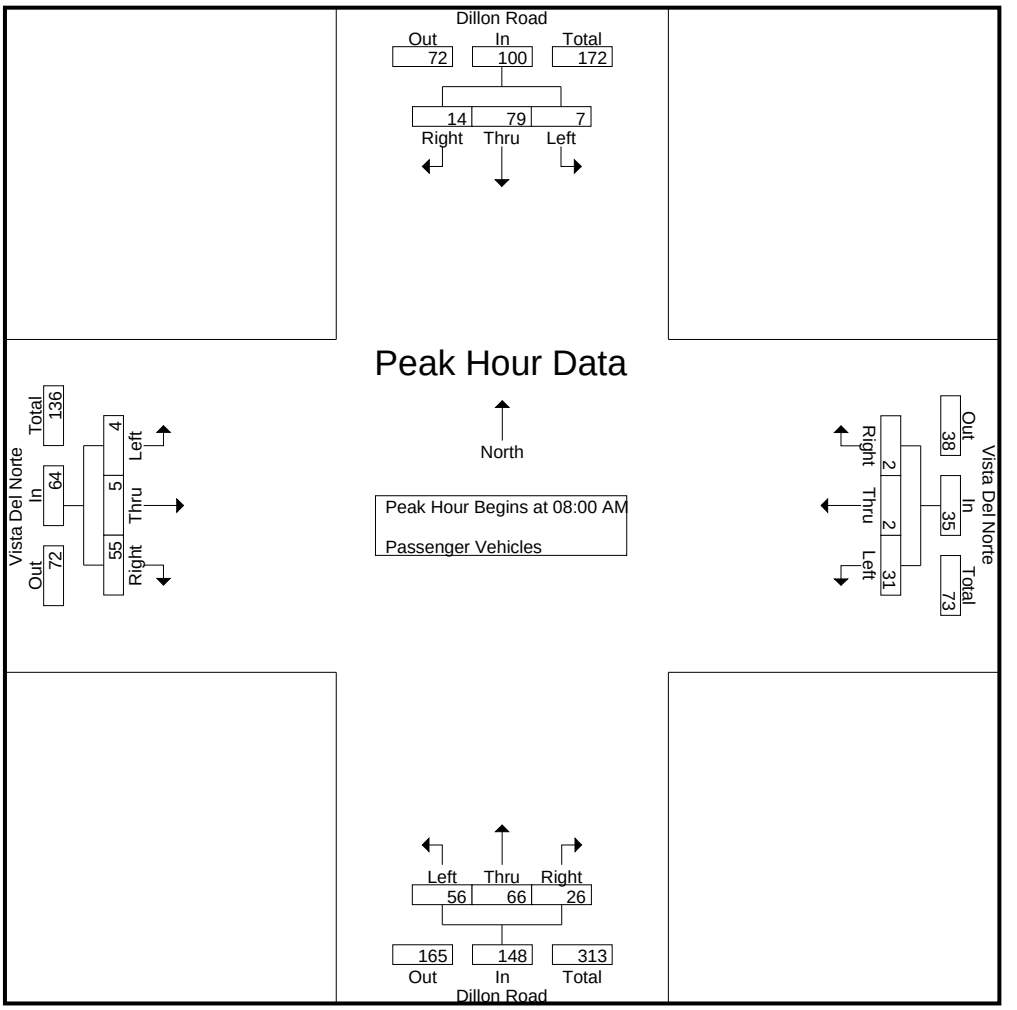

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**4**	**21**	1	26	5	**1**	**1**	7	**18**	**20**	**9**	**47**	0	**3**	12	15
+15 mins.	2	17	2	21	**11**	0	1	**12**	12	18	5	35	**2**	0	**15**	**17**
+30 mins.	1	21	**6**	**28**	6	0	0	6	11	14	5	30	2	2	13	17
+45 mins.	0	20	5	25	9	1	0	10	15	14	7	36	0	0	15	15
Total Volume	7	79	14	100	31	2	2	35	56	66	26	148	4	5	55	64
% App. Total	7	79	14		88.6	5.7	5.7		37.8	44.6	17.6		6.2	7.8	85.9	
PHF	.438	.940	.583	.893	.705	.500	.500	.729	.778	.825	.722	.787	.500	.417	.917	.941

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City of Coachella
N/S: Dillon Road
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Weather: Clear

File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
07:15 AM	1	3	1	5	1	0	0	1	0	2	0	2	0	0	1	1	9
07:30 AM	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	2	2	7
Total	2	7	1	10	1	0	0	1	1	10	1	12	0	0	3	3	26
08:00 AM	1	3	1	5	0	0	0	0	1	1	0	2	0	0	1	1	8
08:15 AM	0	3	0	3	0	0	1	1	0	2	0	2	1	0	0	1	7
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
Total	1	10	1	12	0	0	1	1	1	6	1	8	1	0	1	2	23
Grand Total	3	17	2	22	1	0	1	2	2	16	2	20	1	0	4	5	49
Apprch %	13.6	77.3	9.1		50	0	50		10	80	10		20	0	80		
Total %	6.1	34.7	4.1	44.9	2	0	2	4.1	4.1	32.7	4.1	40.8	2	0	8.2	10.2	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	**3**	**1**	**5**	0	0	0	0	**1**	1	0	2	0	0	**1**	**1**	**8**
08:15 AM	0	3	0	3	0	0	**1**	**1**	0	**2**	0	2	**1**	0	0	1	7
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	0	1	0	1	0	0	0	0	0	2	**1**	**3**	0	0	0	0	4
Total Volume	1	10	1	12	0	0	1	1	1	6	1	8	1	0	1	2	23
% App. Total	8.3	83.3	8.3		0	0	100		12.5	75	12.5		50	0	50		
PHF	.250	.833	.250	.600	.000	.000	.250	.250	.250	.750	.250	.667	.250	.000	.250	.500	.719

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File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
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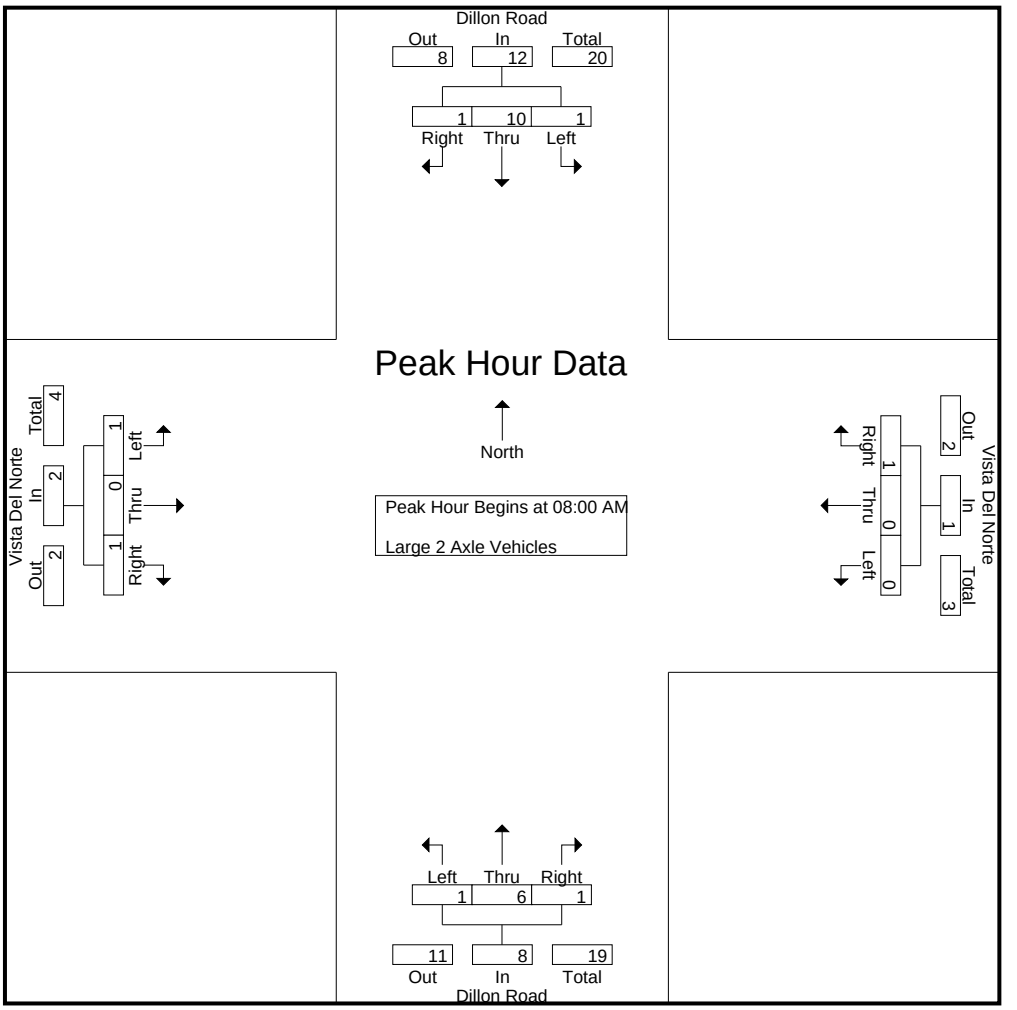

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	**3**	**1**	**5**	0	0	0	0	**1**	1	0	2	0	0	**1**	**1**
+15 mins.	0	3	0	3	0	0	**1**	**1**	0	**2**	0	2	**1**	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	**1**	**3**	0	0	0	0
Total Volume	1	10	1	12	0	0	1	1	1	6	1	8	1	0	1	2
% App. Total	8.3	83.3	8.3		0	0	100		12.5	75	12.5		50	0	50	
PHF	.250	.833	.250	.600	.000	.000	.250	.250	.250	.750	.250	.667	.250	.000	.250	.500

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City of Coachella
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File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	2	2	9
07:15 AM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
07:30 AM	0	8	0	8	0	0	0	0	1	7	1	9	0	0	1	1	18
07:45 AM	0	3	0	3	0	0	0	0	0	14	2	16	0	0	0	0	19
Total	0	17	0	17	0	0	0	0	1	34	3	38	0	0	3	3	58
08:00 AM	0	10	0	10	0	0	0	0	2	17	0	19	0	0	0	0	29
08:15 AM	0	13	0	13	0	0	0	0	0	11	3	14	0	0	2	2	29
08:30 AM	0	16	0	16	0	0	0	0	0	8	1	9	0	0	0	0	25
08:45 AM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	1	1	23
Total	0	51	0	51	0	0	0	0	2	46	4	52	0	0	3	3	106
Grand Total	0	68	0	68	0	0	0	0	3	80	7	90	0	0	6	6	164
Apprch %	0	100	0		0	0	0		3.3	88.9	7.8		0	0	100		
Total %	0	41.5	0	41.5	0	0	0	0	1.8	48.8	4.3	54.9	0	0	3.7	3.7	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	10	0	10	0	0	0	0	**2**	**17**	0	**19**	0	0	0	0	**29**
08:15 AM	0	13	0	13	0	0	0	0	0	11	**3**	14	0	0	**2**	**2**	29
08:30 AM	0	**16**	0	**16**	0	0	0	0	0	8	1	9	0	0	0	0	25
08:45 AM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	1	1	23
Total Volume	0	51	0	51	0	0	0	0	2	46	4	52	0	0	3	3	106
% App. Total	0	100	0		0	0	0		3.8	88.5	7.7		0	0	100		
PHF	.000	.797	.000	.797	.000	.000	.000	.000	.250	.676	.333	.684	.000	.000	.375	.375	.914

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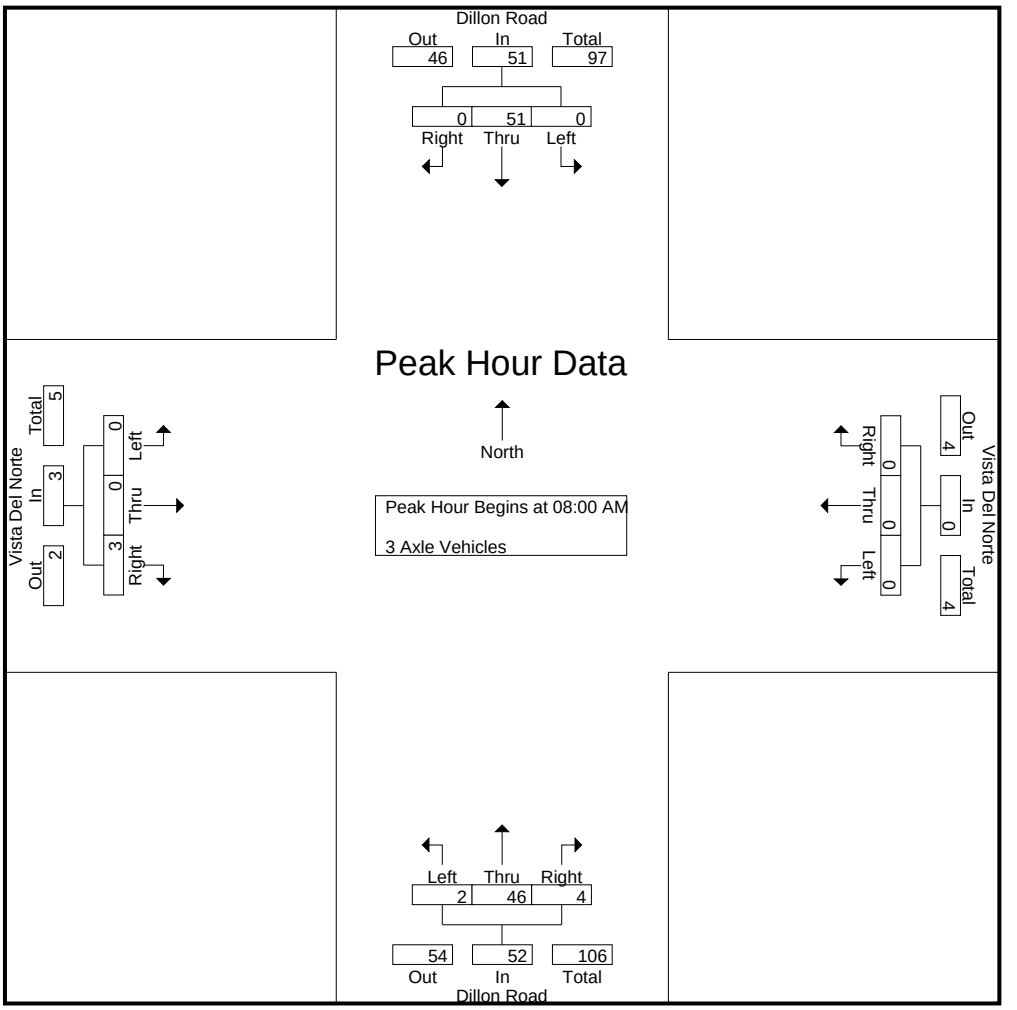

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	10	0	10	0	0	0	0	**2**	**17**	0	**19**	0	0	0	0
+15 mins.	0	13	0	13	0	0	0	0	0	11	**3**	14	0	0	**2**	**2**
+30 mins.	0	**16**	0	**16**	0	0	0	0	0	8	1	9	0	0	0	0
+45 mins.	0	12	0	12	0	0	0	0	0	10	0	10	0	0	1	1
Total Volume	0	51	0	51	0	0	0	0	2	46	4	52	0	0	3	3
% App. Total	0	100	0		0	0	0		3.8	88.5	7.7		0	0	100	
PHF	.000	.797	.000	.797	.000	.000	.000	.000	.250	.676	.333	.684	.000	.000	.375	.375

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N/S: Dillon Road
E/W: Vista Del Norte
Weather: Clear

File Name : 36_COA_Dil_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	10	0	10	0	0	12	12	27
07:15 AM	0	9	0	9	0	0	0	0	1	9	0	10	1	0	13	14	33
07:30 AM	0	4	0	4	0	0	0	0	1	8	0	9	0	0	7	7	20
07:45 AM	0	5	0	5	0	0	0	0	1	12	0	13	0	0	5	5	23
Total	0	23	0	23	0	0	0	0	3	39	0	42	1	0	37	38	103
08:00 AM	0	8	0	8	0	0	0	0	0	15	0	15	1	0	13	14	37
08:15 AM	0	7	0	7	0	0	0	0	1	9	0	10	0	0	15	15	32
08:30 AM	0	5	0	5	0	0	0	0	1	18	0	19	0	0	7	7	31
08:45 AM	0	5	0	5	0	0	0	0	0	10	0	10	0	0	12	12	27
Total	0	25	0	25	0	0	0	0	2	52	0	54	1	0	47	48	127
Grand Total	0	48	0	48	0	0	0	0	5	91	0	96	2	0	84	86	230
Apprch %	0	100	0		0	0	0		5.2	94.8	0		2.3	0	97.7		
Total %	0	20.9	0	20.9	0	0	0	0	2.2	39.6	0	41.7	0.9	0	36.5	37.4	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**8**	0	**8**	0	0	0	0	0	15	0	15	**1**	0	13	14	**37**
08:15 AM	0	7	0	7	0	0	0	0	**1**	9	0	10	0	0	**15**	**15**	32
08:30 AM	0	5	0	5	0	0	0	0	1	**18**	0	**19**	0	0	7	7	31
08:45 AM	0	5	0	5	0	0	0	0	0	10	0	10	0	0	12	12	27
Total Volume	0	25	0	25	0	0	0	0	2	52	0	54	1	0	47	48	127
% App. Total	0	100	0		0	0	0		3.7	96.3	0		2.1	0	97.9		
PHF	.000	.781	.000	.781	.000	.000	.000	.000	.500	.722	.000	.711	.250	.000	.783	.800	.858

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File Name : 36_COA_Dil_VDN AM
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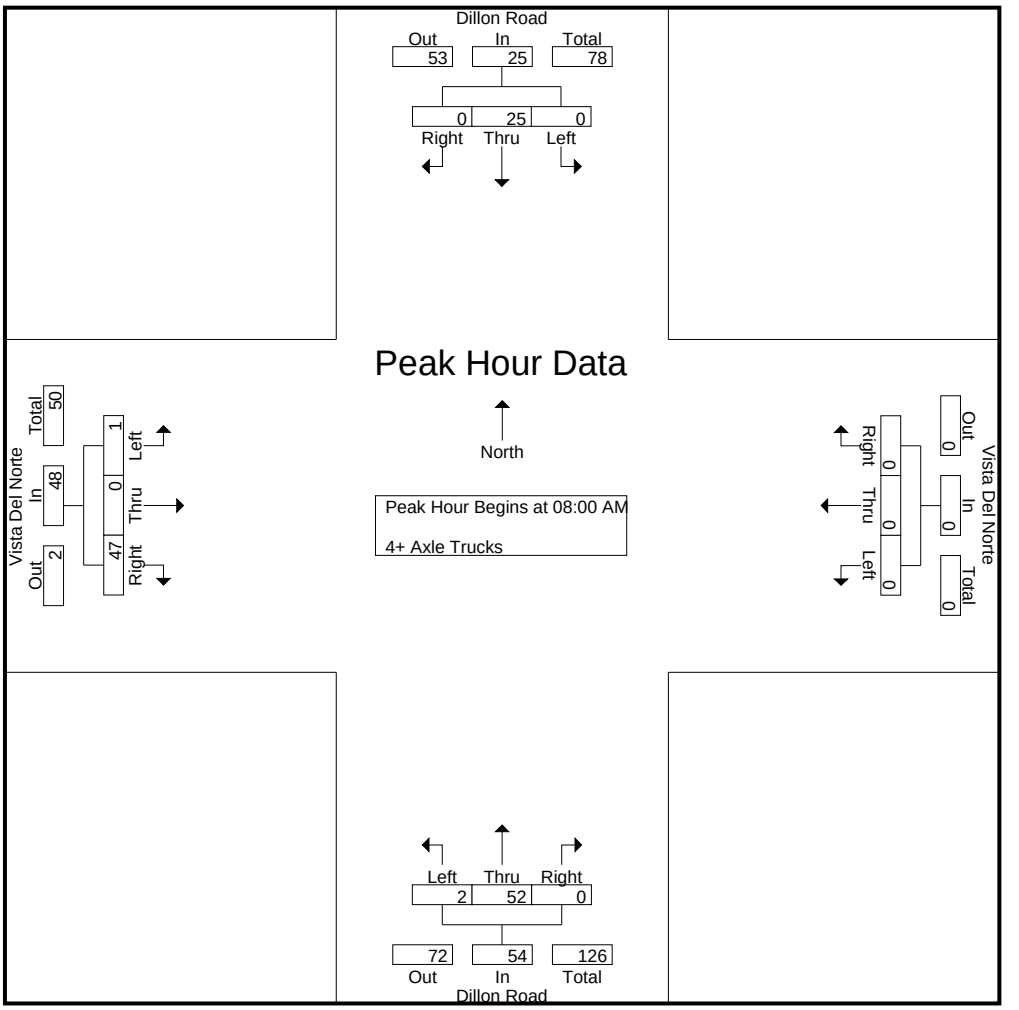

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**8**	0	**8**	0	0	0	0	0	15	0	15	**1**	0	13	14
+15 mins.	0	7	0	7	0	0	0	0	**1**	9	0	10	0	0	**15**	**15**
+30 mins.	0	5	0	5	0	0	0	0	1	**18**	0	**19**	0	0	7	7
+45 mins.	0	5	0	5	0	0	0	0	0	10	0	10	0	0	12	12
Total Volume	0	25	0	25	0	0	0	0	2	52	0	54	1	0	47	48
% App. Total	0	100	0		0	0	0		3.7	96.3	0		2.1	0	97.9	
PHF	.000	.781	.000	.781	.000	.000	.000	.000	.500	.722	.000	.711	.250	.000	.783	.800

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File Name : 36_COA_Dil_VDN PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	38	4	46	11	0	1	12	19	44	12	75	2	0	39	41	174
04:15 PM	0	36	1	37	10	0	0	10	13	37	7	57	1	2	35	38	142
04:30 PM	0	23	6	29	3	0	0	3	19	33	4	56	4	0	29	33	121
04:45 PM	2	37	4	43	1	1	0	2	24	26	9	59	5	1	33	39	143
Total	6	134	15	155	25	1	1	27	75	140	32	247	12	3	136	151	580
05:00 PM	1	42	4	47	4	1	0	5	18	39	11	68	3	0	25	28	148
05:15 PM	1	31	1	33	4	0	1	5	15	25	12	52	1	1	27	29	119
05:30 PM	2	15	3	20	4	0	0	4	30	29	9	68	1	2	25	28	120
05:45 PM	0	14	0	14	6	1	1	8	19	29	18	66	4	2	28	34	122
Total	4	102	8	114	18	2	2	22	82	122	50	254	9	5	105	119	509
Grand Total	10	236	23	269	43	3	3	49	157	262	82	501	21	8	241	270	1089
Apprch %	3.7	87.7	8.6		87.8	6.1	6.1		31.3	52.3	16.4		7.8	3	89.3		
Total %	0.9	21.7	2.1	24.7	3.9	0.3	0.3	4.5	14.4	24.1	7.5	46	1.9	0.7	22.1	24.8	
Passenger Vehicles	9	185	23	217	42	3	2	47	135	130	80	345	20	7	158	185	794
% Passenger Vehicles	90	78.4	100	80.7	97.7	100	66.7	95.9	86	49.6	97.6	68.9	95.2	87.5	65.6	68.5	72.9
Large 2 Axle Vehicles	1	12	0	13	1	0	0	1	3	7	1	11	0	0	5	5	30
% Large 2 Axle Vehicles	10	5.1	0	4.8	2.3	0	0	2	1.9	2.7	1.2	2.2	0	0	2.1	1.9	2.8
3 Axle Vehicles	0	23	0	23	0	0	1	1	3	22	0	25	1	1	2	4	53
% 3 Axle Vehicles	0	9.7	0	8.6	0	0	33.3	2	1.9	8.4	0	5	4.8	12.5	0.8	1.5	4.9
4+ Axle Trucks	0	16	0	16	0	0	0	0	16	103	1	120	0	0	76	76	212
% 4+ Axle Trucks	0	6.8	0	5.9	0	0	0	0	10.2	39.3	1.2	24	0	0	31.5	28.1	19.5

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**4**	**38**	4	**46**	**11**	0	**1**	**12**	19	**44**	**12**	**75**	2	0	**39**	**41**	**174**
04:15 PM	0	36	1	37	10	0	0	10	13	37	7	57	1	**2**	35	38	142
04:30 PM	0	23	**6**	29	3	0	0	3	19	33	4	56	4	0	29	33	121
04:45 PM	2	37	4	43	1	**1**	0	2	**24**	26	9	59	**5**	1	33	39	143
Total Volume	6	134	15	155	25	1	1	27	75	140	32	247	12	3	136	151	580
% App. Total	3.9	86.5	9.7		92.6	3.7	3.7		30.4	56.7	13		7.9	2	90.1		
PHF	.375	.882	.625	.842	.568	.250	.250	.563	.781	.795	.667	.823	.600	.375	.872	.921	.833

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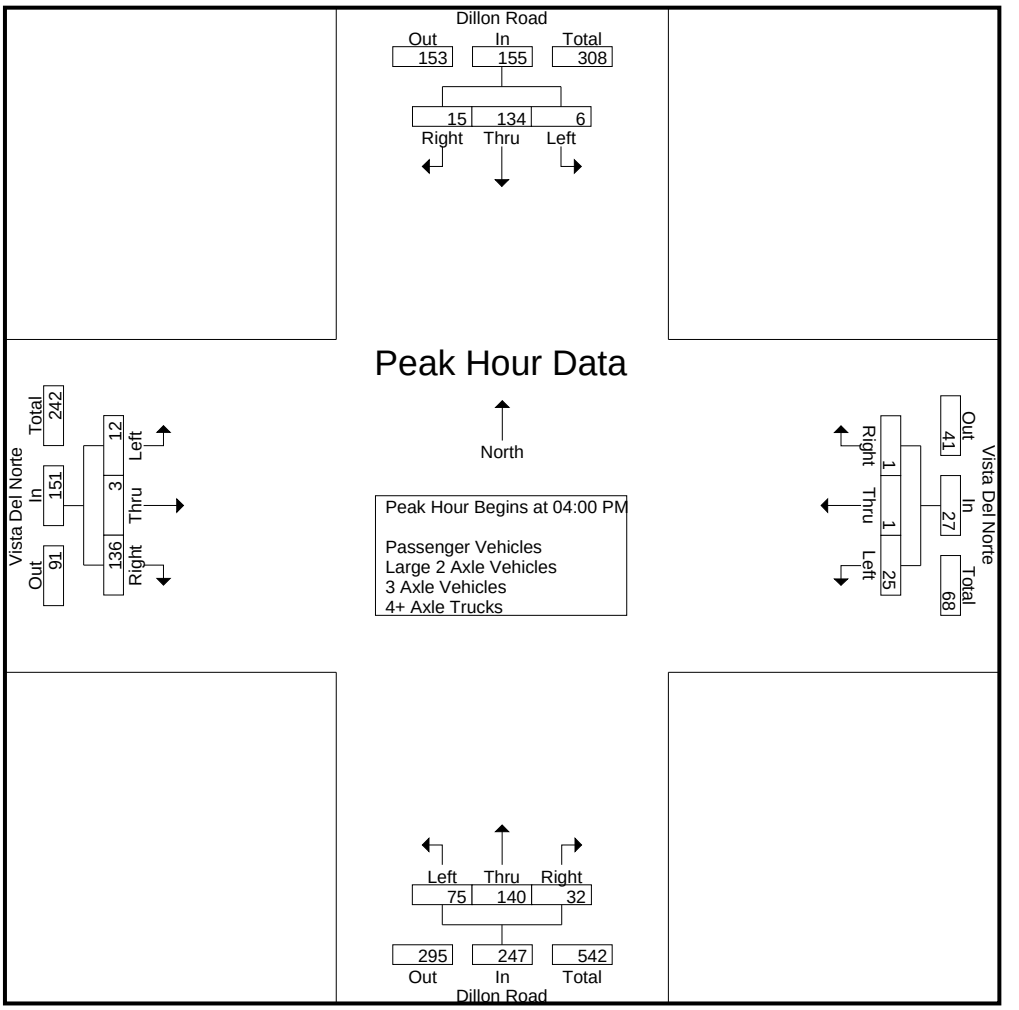

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	36	1	37	**11**	0	**1**	**12**	18	**39**	11	**68**	2	0	**39**	**41**
+15 mins.	0	23	**6**	29	10	0	0	10	15	25	12	52	1	**2**	35	38
+30 mins.	**2**	37	4	43	3	0	0	3	**30**	29	9	68	4	0	29	33
+45 mins.	1	**42**	4	**47**	1	**1**	0	2	19	29	**18**	66	**5**	1	33	39
Total Volume	3	138	15	156	25	1	1	27	82	122	50	254	12	3	136	151
% App. Total	1.9	88.5	9.6		92.6	3.7	3.7		32.3	48	19.7		7.9	2	90.1	
PHF	.375	.821	.625	.830	.568	.250	.250	.563	.683	.782	.694	.934	.600	.375	.872	.921

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	29	4	36	10	0	1	11	18	21	12	51	2	0	27	29	127
04:15 PM	0	27	1	28	10	0	0	10	12	20	7	39	1	2	26	29	106
04:30 PM	0	20	6	26	3	0	0	3	17	15	4	36	4	0	14	18	83
04:45 PM	2	28	4	34	1	1	0	2	18	13	8	39	5	1	22	28	103
Total	5	104	15	124	24	1	1	26	65	69	31	165	12	3	89	104	419
05:00 PM	1	37	4	42	4	1	0	5	12	19	11	42	2	0	19	21	110
05:15 PM	1	20	1	22	4	0	1	5	13	13	12	38	1	0	17	18	83
05:30 PM	2	11	3	16	4	0	0	4	29	13	9	51	1	2	14	17	88
05:45 PM	0	13	0	13	6	1	0	7	16	16	17	49	4	2	19	25	94
Total	4	81	8	93	18	2	1	21	70	61	49	180	8	4	69	81	375
Grand Total	9	185	23	217	42	3	2	47	135	130	80	345	20	7	158	185	794
Apprch %	4.1	85.3	10.6		89.4	6.4	4.3		39.1	37.7	23.2		10.8	3.8	85.4		
Total %	1.1	23.3	2.9	27.3	5.3	0.4	0.3	5.9	17	16.4	10.1	43.5	2.5	0.9	19.9	23.3	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	**29**	4	**36**	**10**	0	**1**	**11**	**18**	**21**	**12**	**51**	2	0	**27**	**29**	**127**
04:15 PM	0	27	1	28	10	0	0	10	12	20	7	39	1	**2**	26	29	106
04:30 PM	0	20	**6**	26	3	0	0	3	17	15	4	36	4	0	14	18	83
04:45 PM	2	28	4	34	1	**1**	0	2	18	13	8	39	**5**	1	22	28	103
Total Volume	5	104	15	124	24	1	1	26	65	69	31	165	12	3	89	104	419
% App. Total	4	83.9	12.1		92.3	3.8	3.8		39.4	41.8	18.8		11.5	2.9	85.6		
PHF	.417	.897	.625	.861	.600	.250	.250	.591	.903	.821	.646	.809	.600	.375	.824	.897	.825

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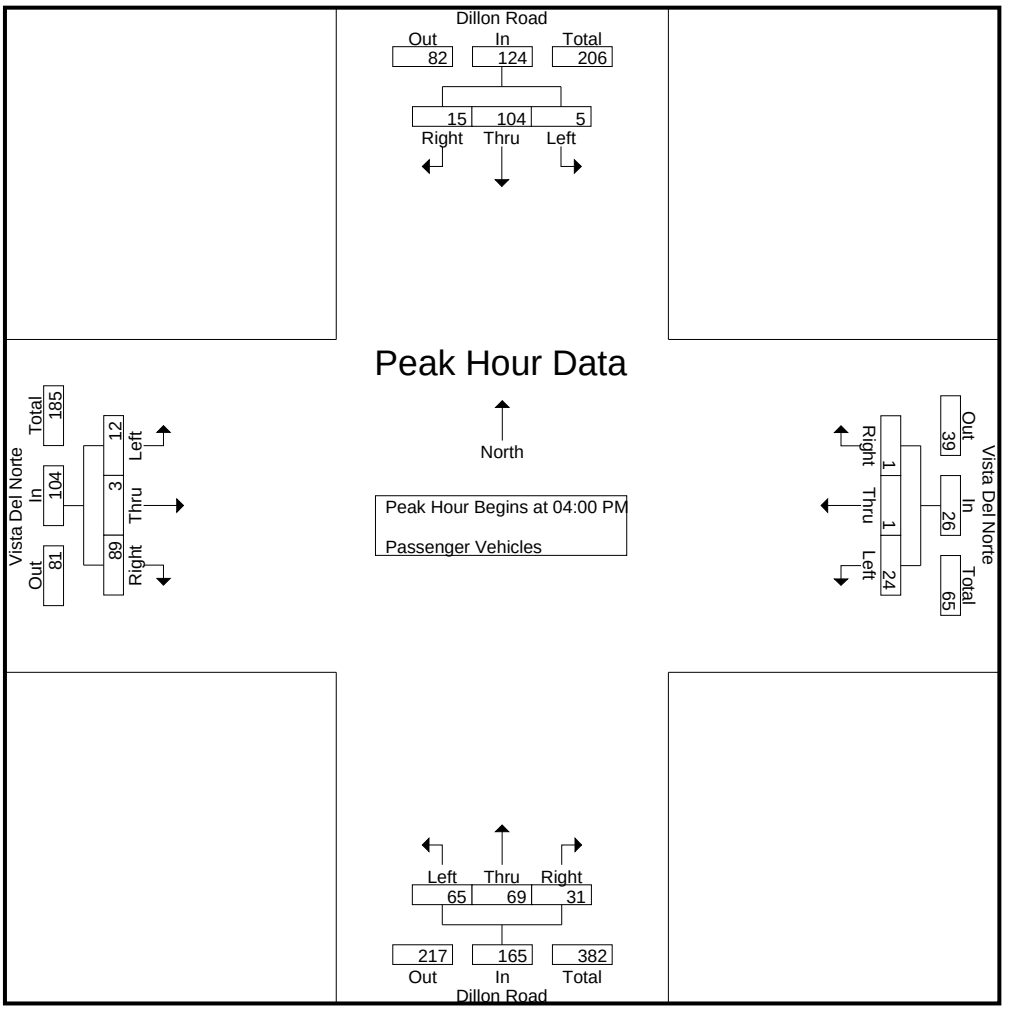

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**3**	**29**	4	**36**	**10**	0	**1**	**11**	**18**	**21**	**12**	**51**	2	0	**27**	**29**
+15 mins.	0	27	1	28	10	0	0	10	12	20	7	39	1	**2**	26	29
+30 mins.	0	20	**6**	26	3	0	0	3	17	15	4	36	4	0	14	18
+45 mins.	2	28	4	34	1	**1**	0	2	18	13	8	39	**5**	1	22	28
Total Volume	5	104	15	124	24	1	1	26	65	69	31	165	12	3	89	104
% App. Total	4	83.9	12.1		92.3	3.8	3.8		39.4	41.8	18.8		11.5	2.9	85.6	
PHF	.417	.897	.625	.861	.600	.250	.250	.591	.903	.821	.646	.809	.600	.375	.824	.897

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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	0	5	1	0	0	1	0	2	0	2	0	0	0	0	8
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	2	2	5
Total	1	10	0	11	1	0	0	1	1	3	1	5	0	0	3	3	20
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	2	0	2	0	0	0	0	2	4	0	6	0	0	2	2	10
Grand Total	1	12	0	13	1	0	0	1	3	7	1	11	0	0	5	5	30
Apprch %	7.7	92.3	0		100	0	0		27.3	63.6	9.1		0	0	100		
Total %	3.3	40	0	43.3	3.3	0	0	3.3	10	23.3	3.3	36.7	0	0	16.7	16.7	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	**4**	0	**5**	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0	**8**
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	1	1	2
04:45 PM	0	2	0	2	0	0	0	0	0	0	**1**	1	0	0	**2**	**2**	5
Total Volume	1	10	0	11	1	0	0	1	1	3	1	5	0	0	3	3	20
% App. Total	9.1	90.9	0		100	0	0		20	60	20		0	0	100		
PHF	.250	.625	.000	.550	.250	.000	.000	.250	.250	.375	.250	.625	.000	.000	.375	.375	.625

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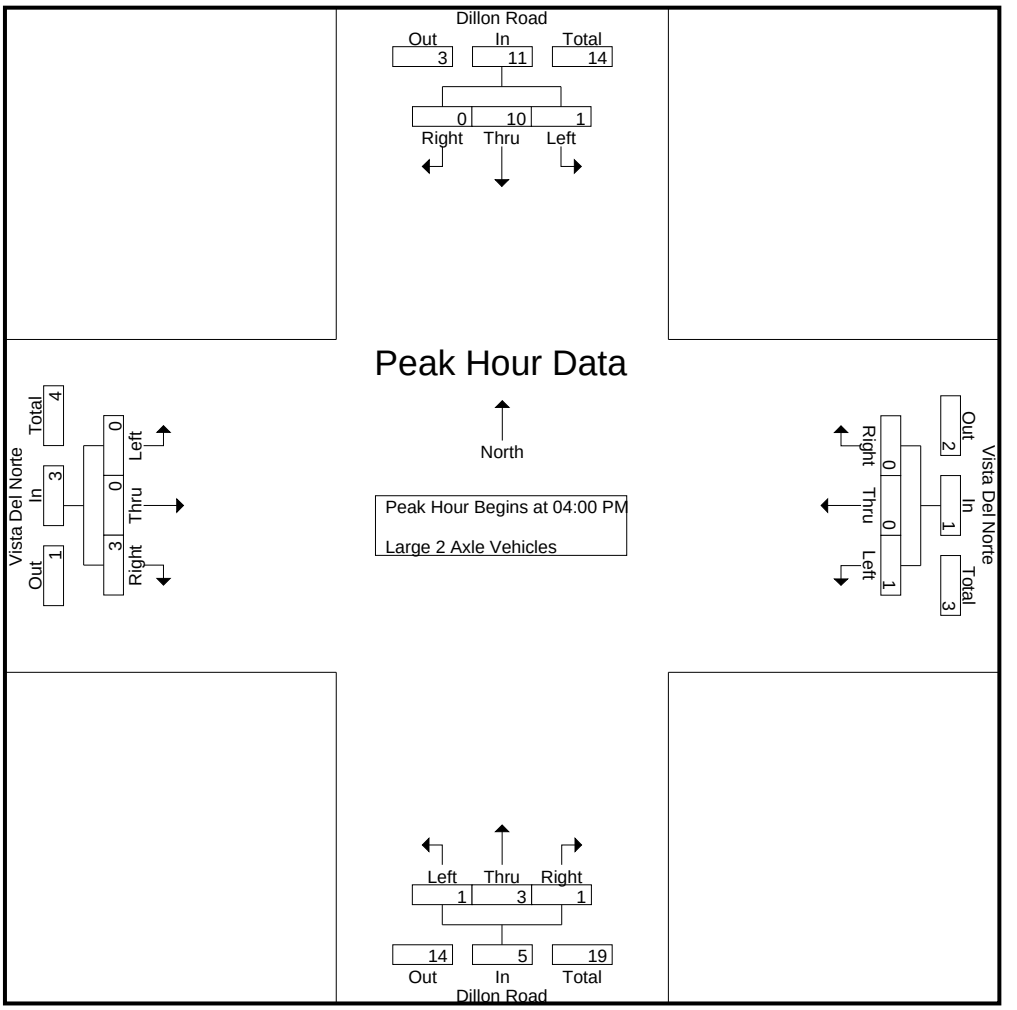

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	**4**	0	**5**	**1**	0	0	**1**	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	1	1
+45 mins.	0	2	0	2	0	0	0	0	0	0	**1**	1	0	0	**2**	**2**
Total Volume	1	10	0	11	1	0	0	1	1	3	1	5	0	0	3	3
% App. Total	9.1	90.9	0		100	0	0		20	60	20		0	0	100	
PHF	.250	.625	.000	.550	.250	.000	.000	.250	.250	.375	.250	.625	.000	.000	.375	.375

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
04:45 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
Total	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
05:00 PM	0	3	0	3	0	0	0	0	2	2	0	4	1	0	1	2	9
05:15 PM	0	5	0	5	0	0	0	0	1	1	0	2	0	1	0	1	8
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	1	1	5
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	10	0	10	0	0	1	1	3	5	0	8	1	1	2	4	23
Grand Total	0	23	0	23	0	0	1	1	3	22	0	25	1	1	2	4	53
Apprch %	0	100	0		0	0	100		12	88	0		25	25	50		
Total %	0	43.4	0	43.4	0	0	1.9	1.9	5.7	41.5	0	47.2	1.9	1.9	3.8	7.5	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	0	**5**	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**11**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
04:45 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0	30
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000	.682

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Norte
Weather: Clear

File Name : 36_COA_Dil_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
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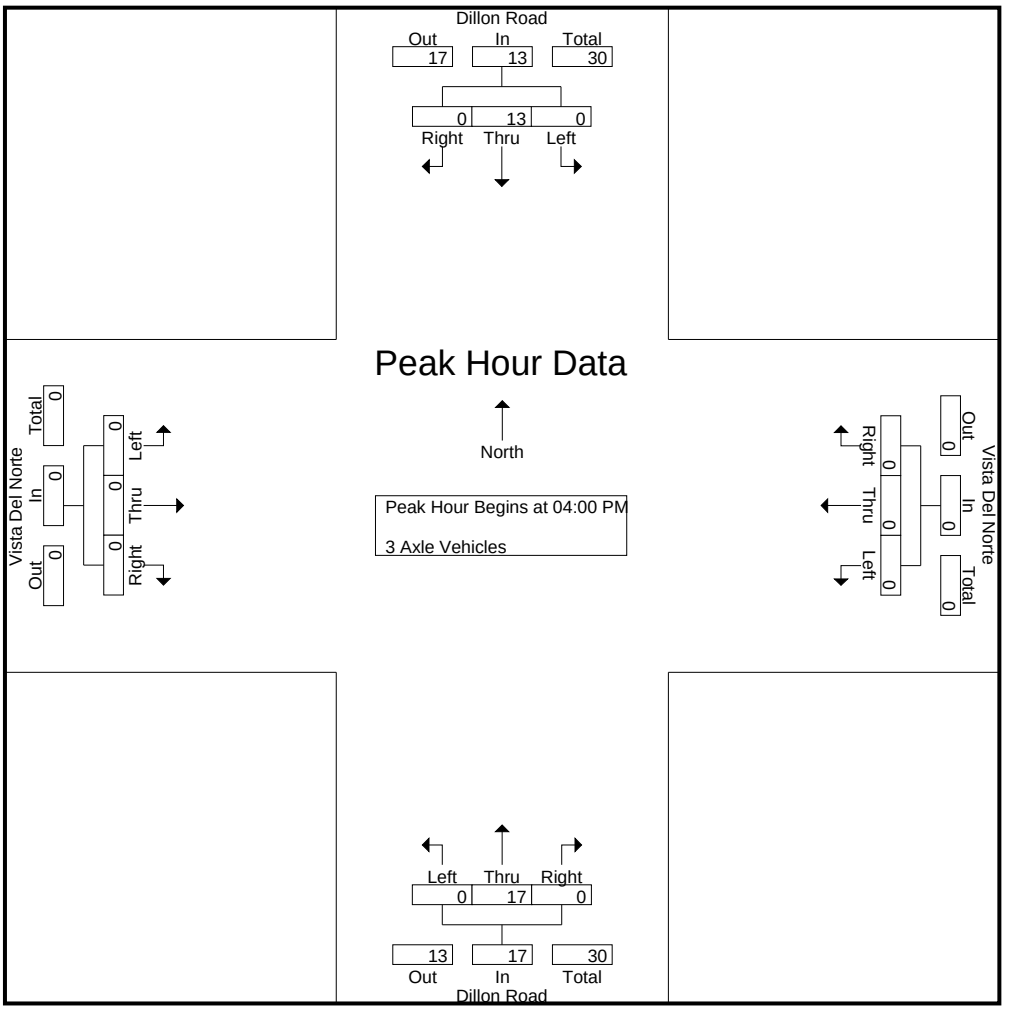

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	13	0	13	0	0	0	0	0	17	0	17	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.650	.000	.650	.000	.000	.000	.000	.000	.708	.000	.708	.000	.000	.000	.000

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N/S: Dillon Road
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Weather: Clear

File Name : 36_COA_Dil_VDN PM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	15	0	16	0	0	12	12	28
04:15 PM	0	5	0	5	0	0	0	0	1	15	0	16	0	0	9	9	30
04:30 PM	0	0	0	0	0	0	0	0	1	13	0	14	0	0	14	14	28
04:45 PM	0	2	0	2	0	0	0	0	6	8	0	14	0	0	9	9	25
Total	0	7	0	7	0	0	0	0	9	51	0	60	0	0	44	44	111
05:00 PM	0	2	0	2	0	0	0	0	3	17	0	20	0	0	5	5	27
05:15 PM	0	5	0	5	0	0	0	0	1	11	0	12	0	0	9	9	26
05:30 PM	0	1	0	1	0	0	0	0	0	12	0	12	0	0	10	10	23
05:45 PM	0	1	0	1	0	0	0	0	3	12	1	16	0	0	8	8	25
Total	0	9	0	9	0	0	0	0	7	52	1	60	0	0	32	32	101
Grand Total	0	16	0	16	0	0	0	0	16	103	1	120	0	0	76	76	212
Apprch %	0	100	0		0	0	0		13.3	85.8	0.8		0	0	100		
Total %	0	7.5	0	7.5	0	0	0	0	7.5	48.6	0.5	56.6	0	0	35.8	35.8	

	Dillon Road Southbound				Vista Del Norte Westbound				Dillon Road Northbound				Vista Del Norte Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	**15**	0	**16**	0	0	12	12	28
04:15 PM	0	**5**	0	**5**	0	0	0	0	1	15	0	16	0	0	9	9	**30**
04:30 PM	0	0	0	0	0	0	0	0	1	13	0	14	0	0	**14**	**14**	28
04:45 PM	0	2	0	2	0	0	0	0	**6**	8	0	14	0	0	9	9	25
Total Volume	0	7	0	7	0	0	0	0	9	51	0	60	0	0	44	44	111
% App. Total	0	100	0		0	0	0		15	85	0		0	0	100		
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.375	.850	.000	.938	.000	.000	.786	.786	.925

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City of Coachella
N/S: Dillon Road
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File Name : 36_COA_Dil_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
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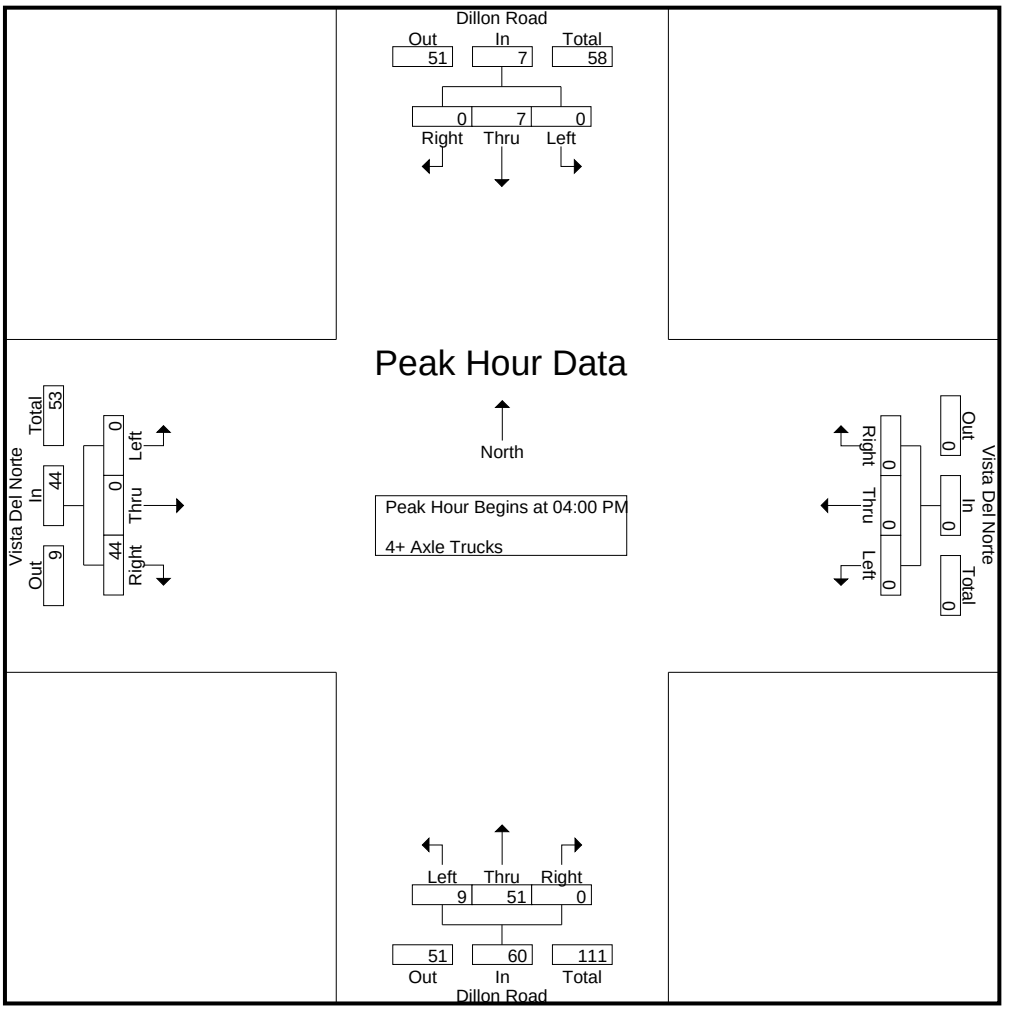

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	**15**	0	**16**	0	0	12	12
+15 mins.	0	**5**	0	**5**	0	0	0	0	1	15	0	16	0	0	9	9
+30 mins.	0	0	0	0	0	0	0	0	1	13	0	14	0	0	**14**	**14**
+45 mins.	0	2	0	2	0	0	0	0	**6**	8	0	14	0	0	9	9
Total Volume	0	7	0	7	0	0	0	0	9	51	0	60	0	0	44	44
% App. Total	0	100	0		0	0	0		15	85	0		0	0	100	
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.375	.850	.000	.938	.000	.000	.786	.786

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	22	30	52	6	0	7	13	4	38	0	42	0	0	0	0	107
07:15 AM	0	48	33	81	10	2	5	17	9	44	0	53	0	0	0	0	151
07:30 AM	0	42	31	73	7	2	7	16	13	54	0	67	0	0	0	0	156
07:45 AM	0	35	25	60	5	2	8	15	11	59	0	70	0	0	0	0	145
Total	0	147	119	266	28	6	27	61	37	195	0	232	0	0	0	0	559
08:00 AM	0	39	35	74	6	1	12	19	11	71	0	82	0	0	0	0	175
08:15 AM	0	42	39	81	6	0	9	15	8	53	0	61	0	0	0	0	157
08:30 AM	0	40	32	72	6	2	19	27	6	38	0	44	0	0	0	0	143
08:45 AM	0	43	35	78	8	0	7	15	7	52	0	59	0	0	0	0	152
Total	0	164	141	305	26	3	47	76	32	214	0	246	0	0	0	0	627
Grand Total	0	311	260	571	54	9	74	137	69	409	0	478	0	0	0	0	1186
Apprch %	0	54.5	45.5		39.4	6.6	54		14.4	85.6	0		0	0	0		
Total %	0	26.2	21.9	48.1	4.6	0.8	6.2	11.6	5.8	34.5	0	40.3	0	0	0	0	
Passenger Vehicles	0	220	131	351	16	1	29	46	29	259	0	288	0	0	0	0	685
% Passenger Vehicles	0	70.7	50.4	61.5	29.6	11.1	39.2	33.6	42	63.3	0	60.3	0	0	0	0	57.8
Large 2 Axle Vehicles	0	7	11	18	1	0	0	1	2	13	0	15	0	0	0	0	34
% Large 2 Axle Vehicles	0	2.3	4.2	3.2	1.9	0	0	0.7	2.9	3.2	0	3.1	0	0	0	0	2.9
3 Axle Vehicles	0	25	28	53	0	0	2	2	1	79	0	80	0	0	0	0	135
% 3 Axle Vehicles	0	8	10.8	9.3	0	0	2.7	1.5	1.4	19.3	0	16.7	0	0	0	0	11.4
4+ Axle Trucks	0	59	90	149	37	8	43	88	37	58	0	95	0	0	0	0	332
% 4+ Axle Trucks	0	19	34.6	26.1	68.5	88.9	58.1	64.2	53.6	14.2	0	19.9	0	0	0	0	28

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**42**	31	73	**7**	**2**	7	16	**13**	54	0	67	0	0	0	0	156
07:45 AM	0	35	25	60	5	2	8	15	11	59	0	70	0	0	0	0	145
08:00 AM	0	39	35	74	6	1	**12**	**19**	11	**71**	0	**82**	0	0	0	0	**175**
08:15 AM	0	42	**39**	**81**	6	0	9	15	8	53	0	61	0	0	0	0	157
Total Volume	0	158	130	288	24	5	36	65	43	237	0	280	0	0	0	0	633
% App. Total	0	54.9	45.1		36.9	7.7	55.4		15.4	84.6	0		0	0	0		
PHF	.000	.940	.833	.889	.857	.625	.750	.855	.827	.835	.000	.854	.000	.000	.000	.000	.904

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City of Coachella
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W AM
Site Code : 05722739
Start Date : 8/24/2022
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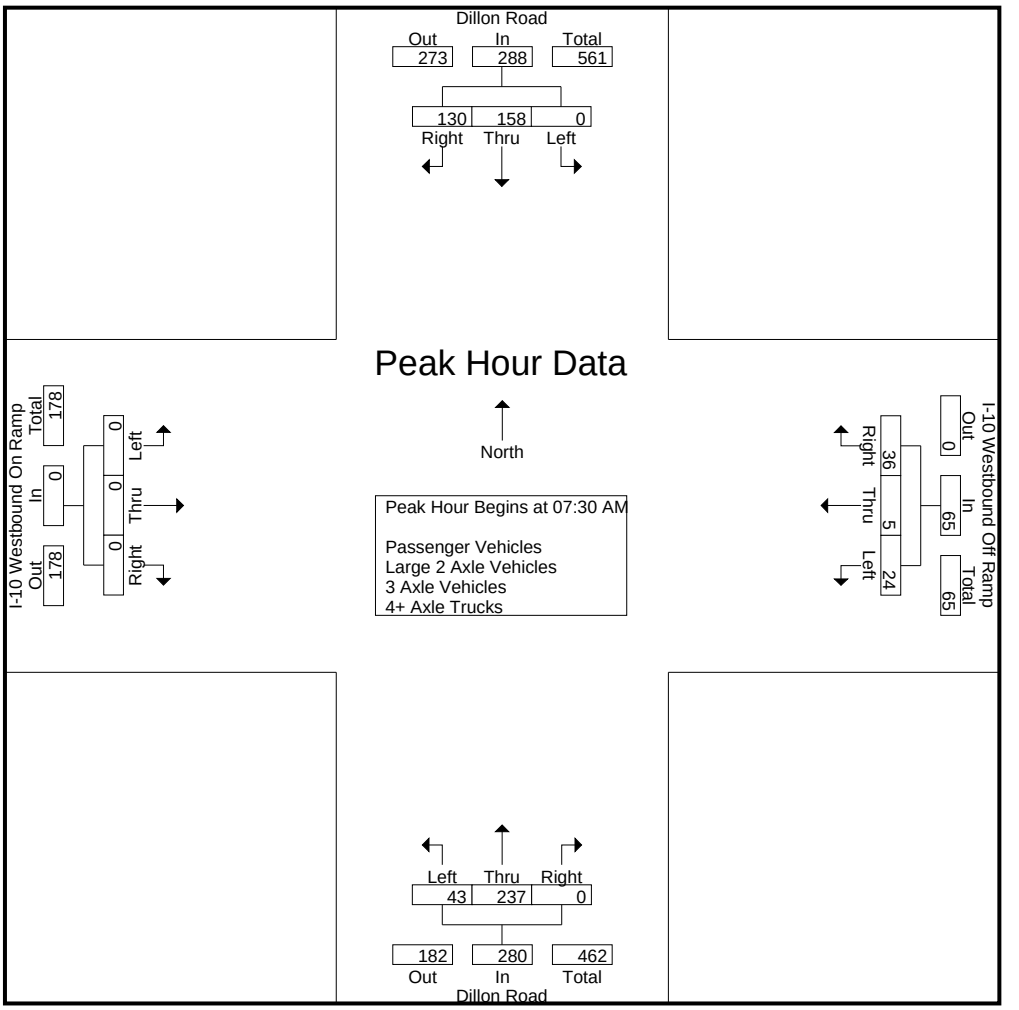

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				07:00 AM			
+0 mins.	0	39	35	74	5	**2**	8	15	**13**	54	0	67	0	0	0	0
+15 mins.	0	42	**39**	**81**	**6**	1	12	19	11	59	0	70	0	0	0	0
+30 mins.	0	40	32	72	6	0	9	15	11	**71**	0	**82**	0	0	0	0
+45 mins.	0	**43**	35	78	6	2	**19**	**27**	8	53	0	61	0	0	0	0
Total Volume	0	164	141	305	23	5	48	76	43	237	0	280	0	0	0	0
% App. Total	0	53.8	46.2		30.3	6.6	63.2		15.4	84.6	0		0	0	0	
PHF	.000	.953	.904	.941	.958	.625	.632	.704	.827	.835	.000	.854	.000	.000	.000	.000

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File Name : 37_COA_Dil_10W AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	14	15	29	3	0	3	6	1	23	0	24	0	0	0	0	59
07:15 AM	0	33	21	54	4	0	5	9	4	30	0	34	0	0	0	0	97
07:30 AM	0	32	20	52	3	0	5	8	6	37	0	43	0	0	0	0	103
07:45 AM	0	29	17	46	2	0	3	5	3	33	0	36	0	0	0	0	87
Total	0	108	73	181	12	0	16	28	14	123	0	137	0	0	0	0	346
08:00 AM	0	26	14	40	1	0	4	5	5	43	0	48	0	0	0	0	93
08:15 AM	0	29	17	46	0	0	1	1	4	35	0	39	0	0	0	0	86
08:30 AM	0	27	9	36	1	1	5	7	3	24	0	27	0	0	0	0	70
08:45 AM	0	30	18	48	2	0	3	5	3	34	0	37	0	0	0	0	90
Total	0	112	58	170	4	1	13	18	15	136	0	151	0	0	0	0	339
Grand Total	0	220	131	351	16	1	29	46	29	259	0	288	0	0	0	0	685
Apprch %	0	62.7	37.3		34.8	2.2	63		10.1	89.9	0		0	0	0		
Total %	0	32.1	19.1	51.2	2.3	0.1	4.2	6.7	4.2	37.8	0	42	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**32**	**20**	**52**	**3**	0	**5**	**8**	**6**	37	0	43	0	0	0	0	**103**
07:45 AM	0	29	17	46	2	0	3	5	3	33	0	36	0	0	0	0	87
08:00 AM	0	26	14	40	1	0	4	5	5	**43**	0	**48**	0	0	0	0	93
08:15 AM	0	29	17	46	0	0	1	1	4	35	0	39	0	0	0	0	86
Total Volume	0	116	68	184	6	0	13	19	18	148	0	166	0	0	0	0	369
% App. Total	0	63	37		31.6	0	68.4		10.8	89.2	0		0	0	0		
PHF	.000	.906	.850	.885	.500	.000	.650	.594	.750	.860	.000	.865	.000	.000	.000	.000	.896

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File Name : 37_COA_Dil_10W AM
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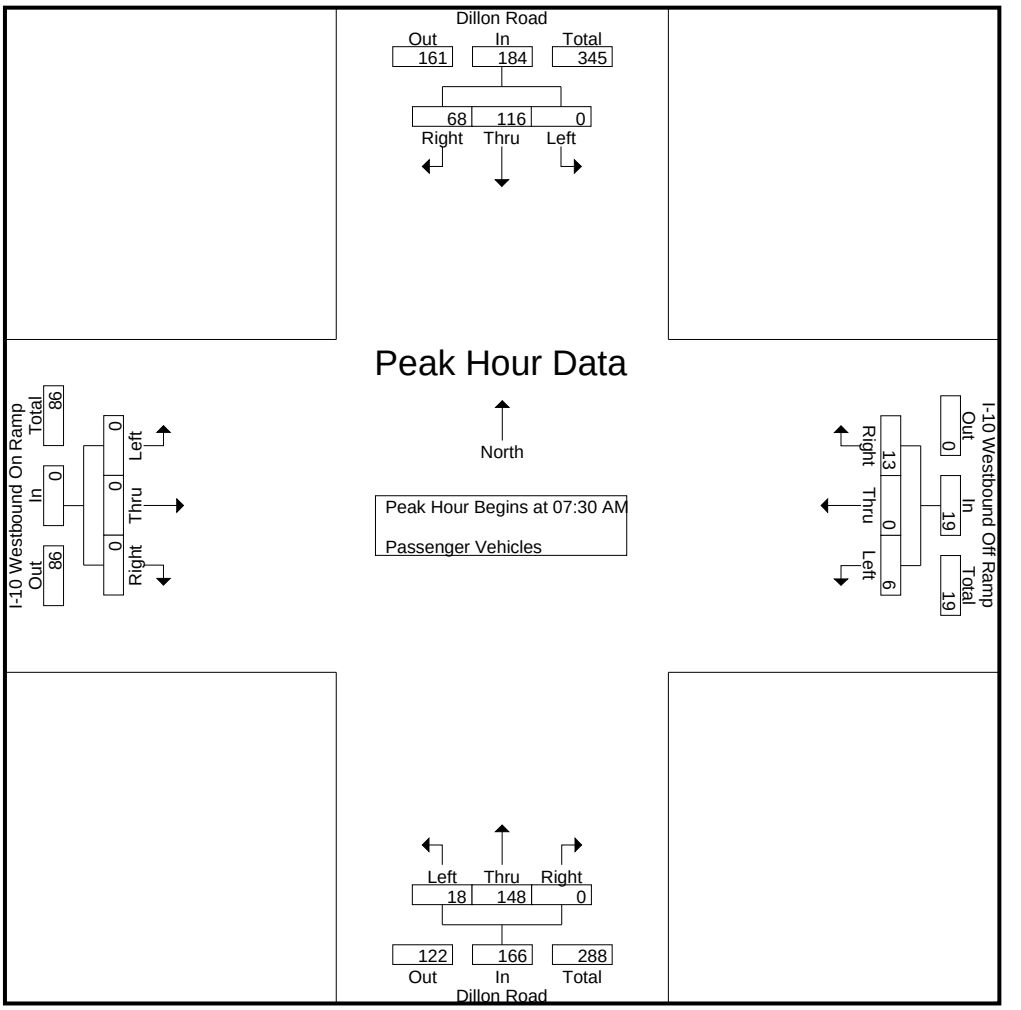

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**32**	**20**	**52**	**3**	0	**5**	**8**	**6**	37	0	43	0	0	0	0
+15 mins.	0	29	17	46	2	0	3	5	3	33	0	36	0	0	0	0
+30 mins.	0	26	14	40	1	0	4	5	5	**43**	0	**48**	0	0	0	0
+45 mins.	0	29	17	46	0	0	1	1	4	35	0	39	0	0	0	0
Total Volume	0	116	68	184	6	0	13	19	18	148	0	166	0	0	0	0
% App. Total	0	63	37		31.6	0	68.4		10.8	89.2	0		0	0	0	
PHF	.000	.906	.850	.885	.500	.000	.650	.594	.750	.860	.000	.865	.000	.000	.000	.000

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City of Coachella
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E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	2	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:45 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	4	4	8	0	0	0	0	1	9	0	10	0	0	0	0	18
08:00 AM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	3	4	0	0	0	0	1	0	0	1	0	0	0	0	5
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	1	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	0	3	7	10	1	0	0	1	1	4	0	5	0	0	0	0	16
Grand Total	0	7	11	18	1	0	0	1	2	13	0	15	0	0	0	0	34
Apprch %	0	38.9	61.1		100	0	0		13.3	86.7	0		0	0	0		
Total %	0	20.6	32.4	52.9	2.9	0	0	2.9	5.9	38.2	0	44.1	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	2	3	0	0	0	0	**1**	1	0	**2**	0	0	0	0	**5**
07:45 AM	0	0	2	2	0	0	0	0	0	**2**	0	2	0	0	0	0	4
08:00 AM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	**3**	**4**	0	0	0	0	1	0	0	1	0	0	0	0	5
Total Volume	0	3	9	12	0	0	0	0	2	5	0	7	0	0	0	0	19
% App. Total	0	25	75		0	0	0		28.6	71.4	0		0	0	0		
PHF	.000	.750	.750	.750	.000	.000	.000	.000	.500	.625	.000	.875	.000	.000	.000	.000	.950

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W AM
Site Code : 05722739
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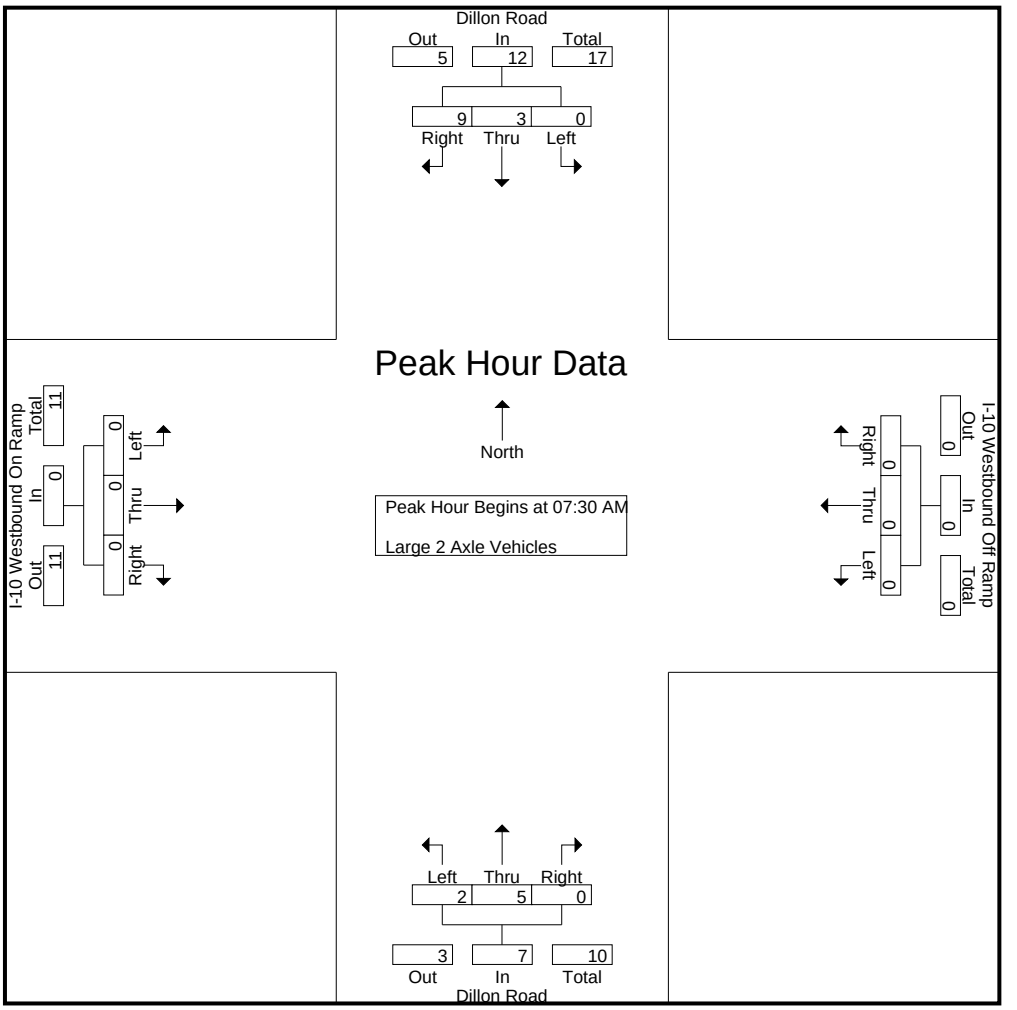

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	2	3	0	0	0	0	**1**	1	0	**2**	0	0	0	0
+15 mins.	0	0	2	2	0	0	0	0	0	**2**	0	2	0	0	0	0
+30 mins.	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	**3**	**4**	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	3	9	12	0	0	0	0	2	5	0	7	0	0	0	0
% App. Total	0	25	75		0	0	0		28.6	71.4	0		0	0	0	
PHF	.000	.750	.750	.750	.000	.000	.000	.000	.500	.625	.000	.875	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
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File Name : 37_COA_Dil_10W AM
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	6	8	0	0	0	0	1	3	0	4	0	0	0	0	12
07:15 AM	0	2	1	3	0	0	0	0	0	8	0	8	0	0	0	0	11
07:30 AM	0	5	2	7	0	0	0	0	0	4	0	4	0	0	0	0	11
07:45 AM	0	1	1	2	0	0	0	0	0	15	0	15	0	0	0	0	17
Total	0	10	10	20	0	0	0	0	1	30	0	31	0	0	0	0	51
08:00 AM	0	3	3	6	0	0	1	1	0	18	0	18	0	0	0	0	25
08:15 AM	0	5	2	7	0	0	1	1	0	12	0	12	0	0	0	0	20
08:30 AM	0	2	9	11	0	0	0	0	0	9	0	9	0	0	0	0	20
08:45 AM	0	5	4	9	0	0	0	0	0	10	0	10	0	0	0	0	19
Total	0	15	18	33	0	0	2	2	0	49	0	49	0	0	0	0	84
Grand Total	0	25	28	53	0	0	2	2	1	79	0	80	0	0	0	0	135
Apprch %	0	47.2	52.8		0	0	100		1.2	98.8	0		0	0	0		
Total %	0	18.5	20.7	39.3	0	0	1.5	1.5	0.7	58.5	0	59.3	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	2	**7**	0	0	0	0	0	4	0	4	0	0	0	0	11
07:45 AM	0	1	1	2	0	0	0	0	0	15	0	15	0	0	0	0	17
08:00 AM	0	3	**3**	6	0	0	**1**	**1**	0	**18**	0	**18**	0	0	0	0	**25**
08:15 AM	0	5	2	7	0	0	1	1	0	12	0	12	0	0	0	0	20
Total Volume	0	14	8	22	0	0	2	2	0	49	0	49	0	0	0	0	73
% App. Total	0	63.6	36.4		0	0	100		0	100	0		0	0	0		
PHF	.000	.700	.667	.786	.000	.000	.500	.500	.000	.681	.000	.681	.000	.000	.000	.000	.730

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File Name : 37_COA_Dil_10W AM
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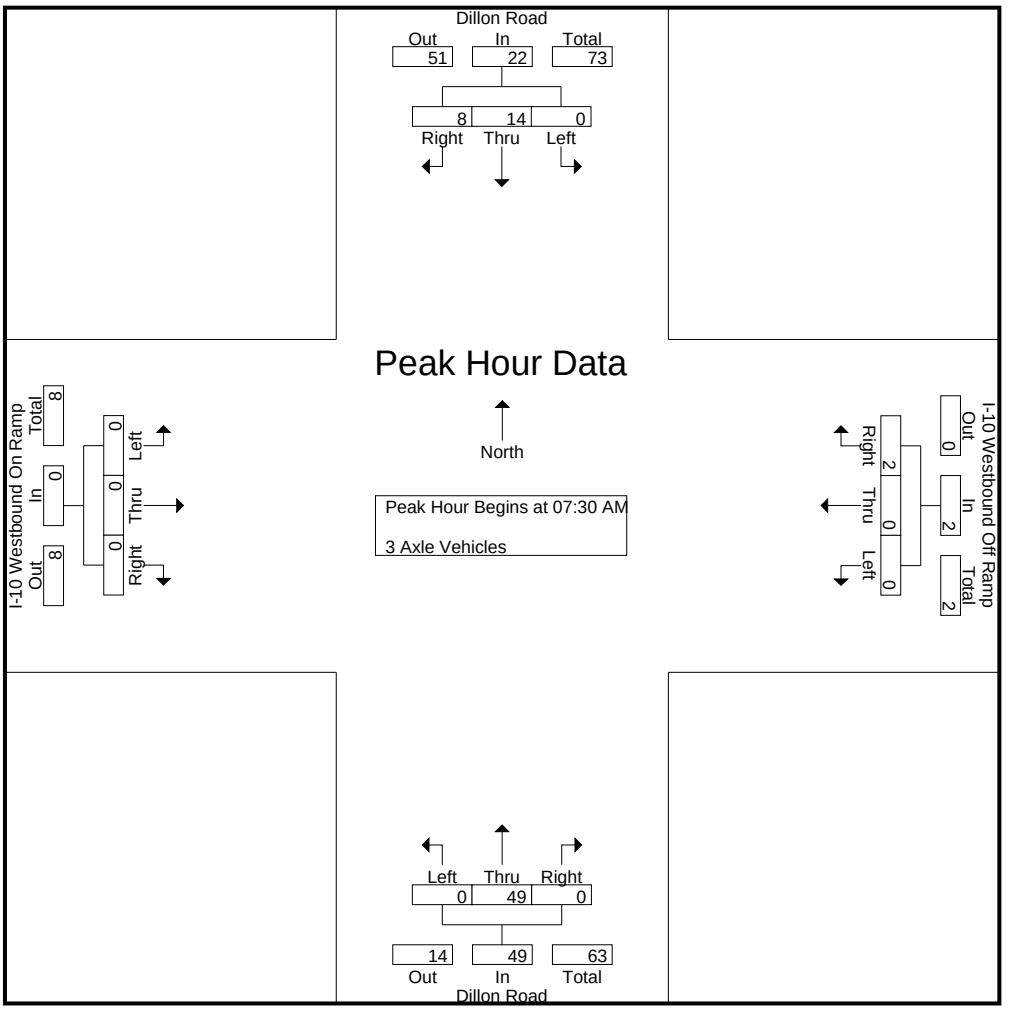

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	2	**7**	0	0	0	0	0	4	0	4	0	0	0	0
+15 mins.	0	1	1	2	0	0	0	0	0	15	0	15	0	0	0	0
+30 mins.	0	3	**3**	6	0	0	**1**	**1**	0	**18**	0	**18**	0	0	0	0
+45 mins.	0	5	2	7	0	0	1	1	0	12	0	12	0	0	0	0
Total Volume	0	14	8	22	0	0	2	2	0	49	0	49	0	0	0	0
% App. Total	0	63.6	36.4		0	0	100		0	100	0		0	0	0	
PHF	.000	.700	.667	.786	.000	.000	.500	.500	.000	.681	.000	.681	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	9	15	3	0	4	7	2	8	0	10	0	0	0	0	32
07:15 AM	0	10	11	21	6	2	0	8	5	4	0	9	0	0	0	0	38
07:30 AM	0	4	7	11	4	2	2	8	6	12	0	18	0	0	0	0	37
07:45 AM	0	5	5	10	3	2	5	10	8	9	0	17	0	0	0	0	37
Total	0	25	32	57	16	6	11	33	21	33	0	54	0	0	0	0	144
08:00 AM	0	9	16	25	5	1	7	13	6	8	0	14	0	0	0	0	52
08:15 AM	0	7	17	24	6	0	7	13	3	6	0	9	0	0	0	0	46
08:30 AM	0	10	13	23	5	1	14	20	3	5	0	8	0	0	0	0	51
08:45 AM	0	8	12	20	5	0	4	9	4	6	0	10	0	0	0	0	39
Total	0	34	58	92	21	2	32	55	16	25	0	41	0	0	0	0	188
Grand Total	0	59	90	149	37	8	43	88	37	58	0	95	0	0	0	0	332
Apprch %	0	39.6	60.4		42	9.1	48.9		38.9	61.1	0		0	0	0		
Total %	0	17.8	27.1	44.9	11.1	2.4	13	26.5	11.1	17.5	0	28.6	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	7	11	4	**2**	2	8	6	**12**	0	**18**	0	0	0	0	37
07:45 AM	0	5	5	10	3	2	5	10	**8**	9	0	17	0	0	0	0	37
08:00 AM	0	**9**	16	**25**	5	1	**7**	**13**	6	8	0	14	0	0	0	0	**52**
08:15 AM	0	7	**17**	24	**6**	0	7	13	3	6	0	9	0	0	0	0	46
Total Volume	0	25	45	70	18	5	21	44	23	35	0	58	0	0	0	0	172
% App. Total	0	35.7	64.3		40.9	11.4	47.7		39.7	60.3	0		0	0	0		
PHF	.000	.694	.662	.700	.750	.625	.750	.846	.719	.729	.000	.806	.000	.000	.000	.000	.827

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File Name : 37_COA_Dil_10W AM
Site Code : 05722739
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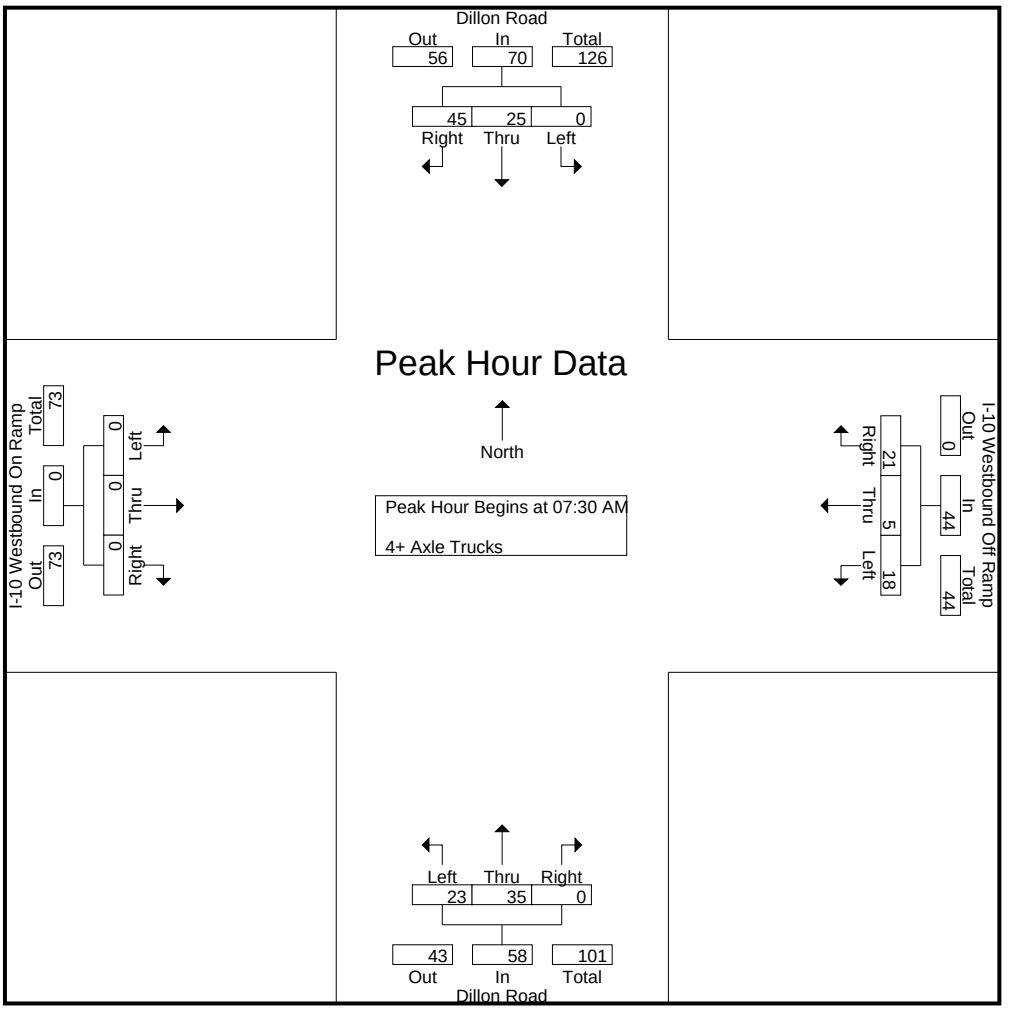

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	4	7	11	4	**2**	2	8	6	**12**	0	**18**	0	0	0	0
+15 mins.	0	5	5	10	3	2	5	10	**8**	9	0	17	0	0	0	0
+30 mins.	0	**9**	16	**25**	5	1	**7**	**13**	6	8	0	14	0	0	0	0
+45 mins.	0	7	**17**	24	**6**	0	7	13	3	6	0	9	0	0	0	0
Total Volume	0	25	45	70	18	5	21	44	23	35	0	58	0	0	0	0
% App. Total	0	35.7	64.3		40.9	11.4	47.7		39.7	60.3	0		0	0	0	
PHF	.000	.694	.662	.700	.750	.625	.750	.846	.719	.729	.000	.806	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	58	28	86	20	2	21	43	11	56	0	67	0	0	0	0	196
04:15 PM	0	52	26	78	11	2	20	33	6	38	0	44	0	0	0	0	155
04:30 PM	0	32	18	50	13	0	19	32	11	38	0	49	0	0	0	0	131
04:45 PM	0	52	18	70	18	1	11	30	10	47	0	57	0	0	0	0	157
Total	0	194	90	284	62	5	71	138	38	179	0	217	0	0	0	0	639
05:00 PM	0	50	14	64	17	0	21	38	10	46	0	56	0	0	0	0	158
05:15 PM	0	39	26	65	12	1	13	26	11	40	0	51	0	0	0	0	142
05:30 PM	0	35	13	48	11	1	17	29	7	51	0	58	0	0	0	0	135
05:45 PM	0	29	18	47	14	0	16	30	3	48	0	51	0	0	0	0	128
Total	0	153	71	224	54	2	67	123	31	185	0	216	0	0	0	0	563
Grand Total	0	347	161	508	116	7	138	261	69	364	0	433	0	0	0	0	1202
Apprch %	0	68.3	31.7		44.4	2.7	52.9		15.9	84.1	0		0	0	0		
Total %	0	28.9	13.4	42.3	9.7	0.6	11.5	21.7	5.7	30.3	0	36	0	0	0	0	
Passenger Vehicles	0	273	106	379	69	2	71	142	33	274	0	307	0	0	0	0	828
% Passenger Vehicles	0	78.7	65.8	74.6	59.5	28.6	51.4	54.4	47.8	75.3	0	70.9	0	0	0	0	68.9
Large 2 Axle Vehicles	0	16	6	22	3	0	4	7	1	7	0	8	0	0	0	0	37
% Large 2 Axle Vehicles	0	4.6	3.7	4.3	2.6	0	2.9	2.7	1.4	1.9	0	1.8	0	0	0	0	3.1
3 Axle Vehicles	0	8	4	12	1	0	2	3	2	23	0	25	0	0	0	0	40
% 3 Axle Vehicles	0	2.3	2.5	2.4	0.9	0	1.4	1.1	2.9	6.3	0	5.8	0	0	0	0	3.3
4+ Axle Trucks	0	50	45	95	43	5	61	109	33	60	0	93	0	0	0	0	297
% 4+ Axle Trucks	0	14.4	28	18.7	37.1	71.4	44.2	41.8	47.8	16.5	0	21.5	0	0	0	0	24.7

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**58**	**28**	**86**	**20**	**2**	**21**	**43**	**11**	**56**	0	**67**	0	0	0	0	**196**
04:15 PM	0	52	26	78	11	2	20	33	6	38	0	44	0	0	0	0	155
04:30 PM	0	32	18	50	13	0	19	32	11	38	0	49	0	0	0	0	131
04:45 PM	0	52	18	70	18	1	11	30	10	47	0	57	0	0	0	0	157
Total Volume	0	194	90	284	62	5	71	138	38	179	0	217	0	0	0	0	639
% App. Total	0	68.3	31.7		44.9	3.6	51.4		17.5	82.5	0		0	0	0		
PHF	.000	.836	.804	.826	.775	.625	.845	.802	.864	.799	.000	.810	.000	.000	.000	.000	.815

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City of Coachella
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File Name : 37_COA_Dil_10W PM
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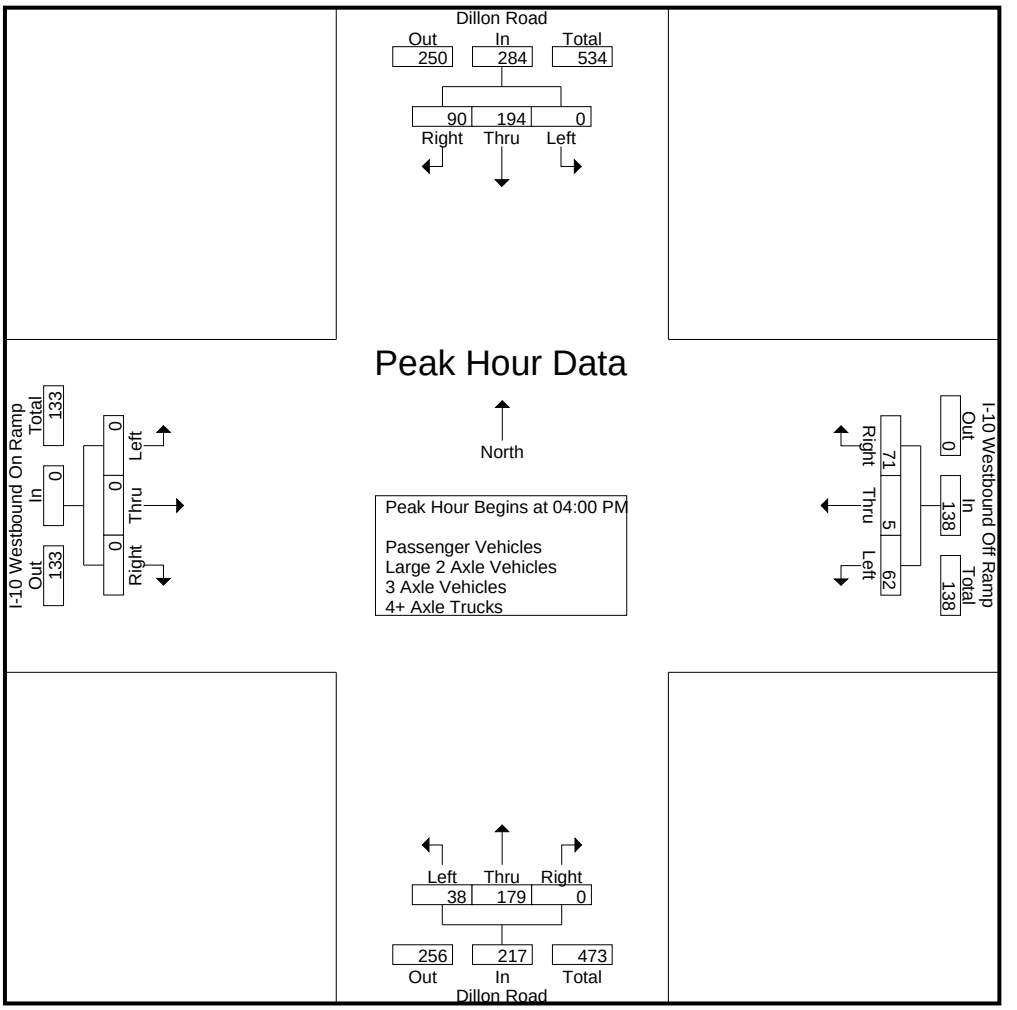

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	**58**	**28**	**86**	**20**	**2**	**21**	**43**	10	47	0	57	0	0	0	0
+15 mins.	0	52	26	78	11	2	20	33	10	46	0	56	0	0	0	0
+30 mins.	0	32	18	50	13	0	19	32	**11**	40	0	51	0	0	0	0
+45 mins.	0	52	18	70	18	1	11	30	7	**51**	0	**58**	0	0	0	0
Total Volume	0	194	90	284	62	5	71	138	38	184	0	222	0	0	0	0
% App. Total	0	68.3	31.7		44.9	3.6	51.4		17.1	82.9	0		0	0	0	
PHF	.000	.836	.804	.826	.775	.625	.845	.802	.864	.902	.000	.957	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	47	18	65	11	0	11	22	5	43	0	48	0	0	0	0	135
04:15 PM	0	45	18	63	6	2	8	16	3	30	0	33	0	0	0	0	112
04:30 PM	0	23	9	32	8	0	12	20	5	26	0	31	0	0	0	0	83
04:45 PM	0	36	15	51	15	0	5	20	5	33	0	38	0	0	0	0	109
Total	0	151	60	211	40	2	36	78	18	132	0	150	0	0	0	0	439
05:00 PM	0	43	12	55	8	0	11	19	4	31	0	35	0	0	0	0	109
05:15 PM	0	27	16	43	7	0	7	14	6	32	0	38	0	0	0	0	95
05:30 PM	0	25	7	32	6	0	12	18	3	39	0	42	0	0	0	0	92
05:45 PM	0	27	11	38	8	0	5	13	2	40	0	42	0	0	0	0	93
Total	0	122	46	168	29	0	35	64	15	142	0	157	0	0	0	0	389
Grand Total	0	273	106	379	69	2	71	142	33	274	0	307	0	0	0	0	828
Apprch %	0	72	28		48.6	1.4	50		10.7	89.3	0		0	0	0		
Total %	0	33	12.8	45.8	8.3	0.2	8.6	17.1	4	33.1	0	37.1	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**47**	**18**	**65**	11	0	11	**22**	**5**	**43**	0	**48**	0	0	0	0	**135**
04:15 PM	0	45	18	63	6	**2**	8	16	3	30	0	33	0	0	0	0	112
04:30 PM	0	23	9	32	8	0	**12**	20	5	26	0	31	0	0	0	0	83
04:45 PM	0	36	15	51	**15**	0	5	20	5	33	0	38	0	0	0	0	109
Total Volume	0	151	60	211	40	2	36	78	18	132	0	150	0	0	0	0	439
% App. Total	0	71.6	28.4		51.3	2.6	46.2		12	88	0		0	0	0		
PHF	.000	.803	.833	.812	.667	.250	.750	.886	.900	.767	.000	.781	.000	.000	.000	.000	.813

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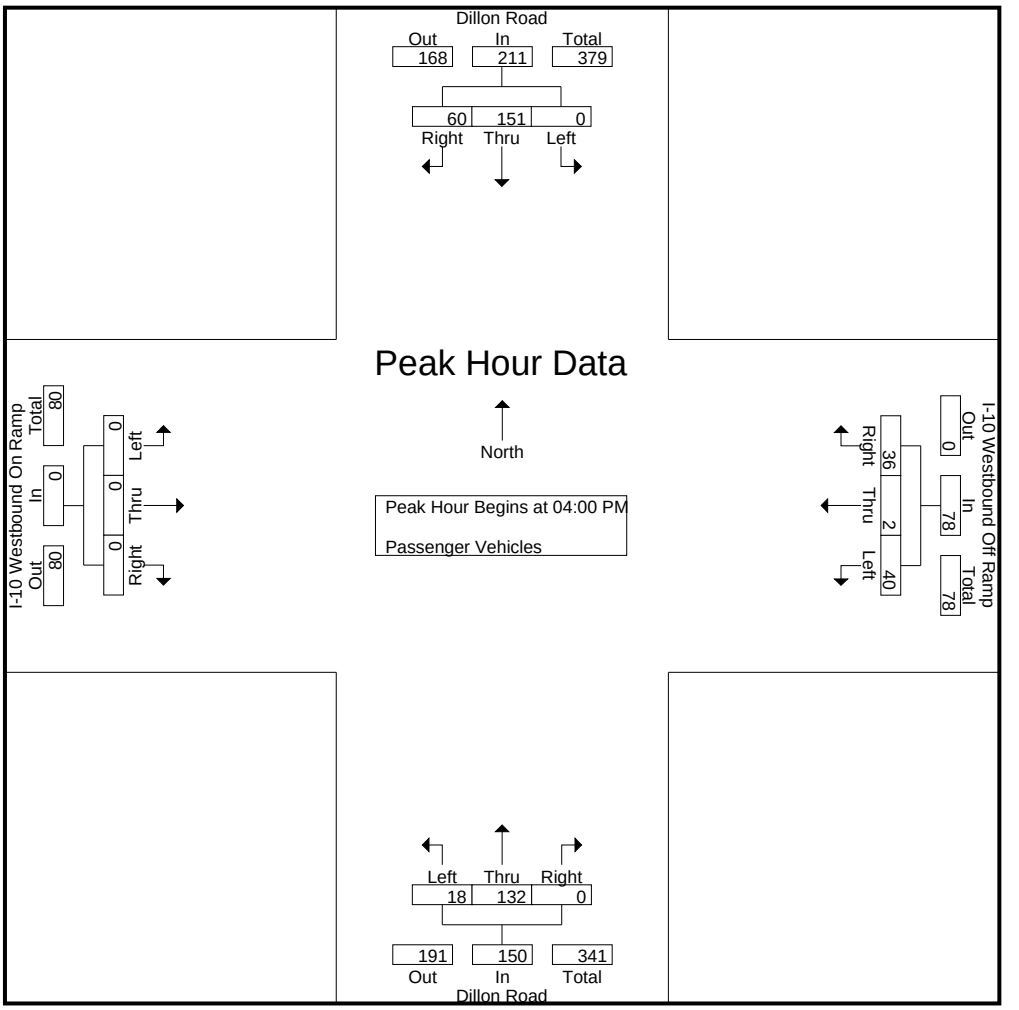

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**47**	**18**	**65**	11	0	11	**22**	**5**	**43**	0	**48**	0	0	0	0
+15 mins.	0	45	18	63	6	**2**	8	16	3	30	0	33	0	0	0	0
+30 mins.	0	23	9	32	8	0	**12**	20	5	26	0	31	0	0	0	0
+45 mins.	0	36	15	51	**15**	0	5	20	5	33	0	38	0	0	0	0
Total Volume	0	151	60	211	40	2	36	78	18	132	0	150	0	0	0	0
% App. Total	0	71.6	28.4		51.3	2.6	46.2		12	88	0		0	0	0	
PHF	.000	.803	.833	.812	.667	.250	.750	.886	.900	.767	.000	.781	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	1	4	1	0	0	1	0	1	0	1	0	0	0	0	6
04:15 PM	0	1	1	2	0	0	1	1	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	6	0	6	0	0	0	0	1	2	0	3	0	0	0	0	9
Total	0	10	4	14	1	0	1	2	1	4	0	5	0	0	0	0	21
05:00 PM	0	3	0	3	1	0	2	3	0	0	0	0	0	0	0	0	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	1	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:45 PM	0	0	1	1	1	0	1	2	0	1	0	1	0	0	0	0	4
Total	0	6	2	8	2	0	3	5	0	3	0	3	0	0	0	0	16
Grand Total	0	16	6	22	3	0	4	7	1	7	0	8	0	0	0	0	37
Apprch %	0	72.7	27.3		42.9	0	57.1		12.5	87.5	0		0	0	0		
Total %	0	43.2	16.2	59.5	8.1	0	10.8	18.9	2.7	18.9	0	21.6	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	1	4	**1**	0	0	**1**	0	1	0	1	0	0	0	0	6
04:15 PM	0	1	1	2	0	0	**1**	1	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	**6**	0	**6**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0	**9**
Total Volume	0	10	4	14	1	0	1	2	1	4	0	5	0	0	0	0	21
% App. Total	0	71.4	28.6		50	0	50		20	80	0		0	0	0		
PHF	.000	.417	.500	.583	.250	.000	.250	.500	.250	.500	.000	.417	.000	.000	.000	.000	.583

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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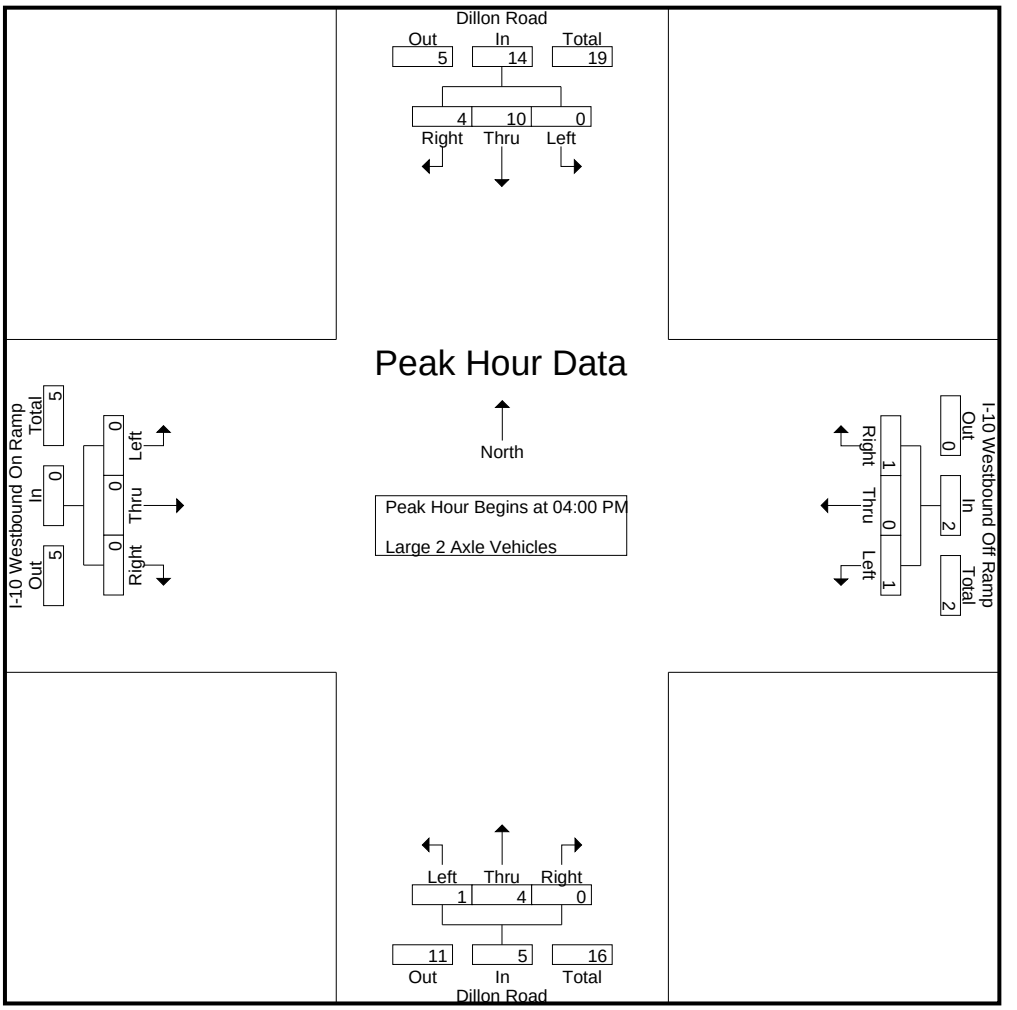

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	1	4	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+15 mins.	0	1	1	2	0	0	**1**	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	**2**	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**6**	0	**6**	0	0	0	0	**1**	**2**	0	**3**	0	0	0	0
Total Volume	0	10	4	14	1	0	1	2	1	4	0	5	0	0	0	0
% App. Total	0	71.4	28.6		50	0	50		20	80	0		0	0	0	
PHF	.000	.417	.500	.583	.250	.000	.250	.500	.250	.500	.000	.417	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	0	0	1	6	0	7	0	0	0	0	10
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:30 PM	0	0	1	1	0	0	0	0	0	6	0	6	0	0	0	0	7
04:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total	0	4	2	6	0	0	0	0	2	17	0	19	0	0	0	0	25
05:00 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:15 PM	0	3	0	3	1	0	1	2	0	1	0	1	0	0	0	0	6
05:30 PM	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	2	6	1	0	2	3	0	6	0	6	0	0	0	0	15
Grand Total	0	8	4	12	1	0	2	3	2	23	0	25	0	0	0	0	40
Apprch %	0	66.7	33.3		33.3	0	66.7		8	92	0		0	0	0		
Total %	0	20	10	30	2.5	0	5	7.5	5	57.5	0	62.5	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**1**	**3**	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	**10**
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:30 PM	0	0	1	1	0	0	0	0	0	6	0	6	0	0	0	0	7
04:45 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	0	4	2	6	0	0	0	0	2	17	0	19	0	0	0	0	25
% App. Total	0	66.7	33.3		0	0	0		10.5	89.5	0		0	0	0		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.500	.708	.000	.679	.000	.000	.000	.000	.625

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
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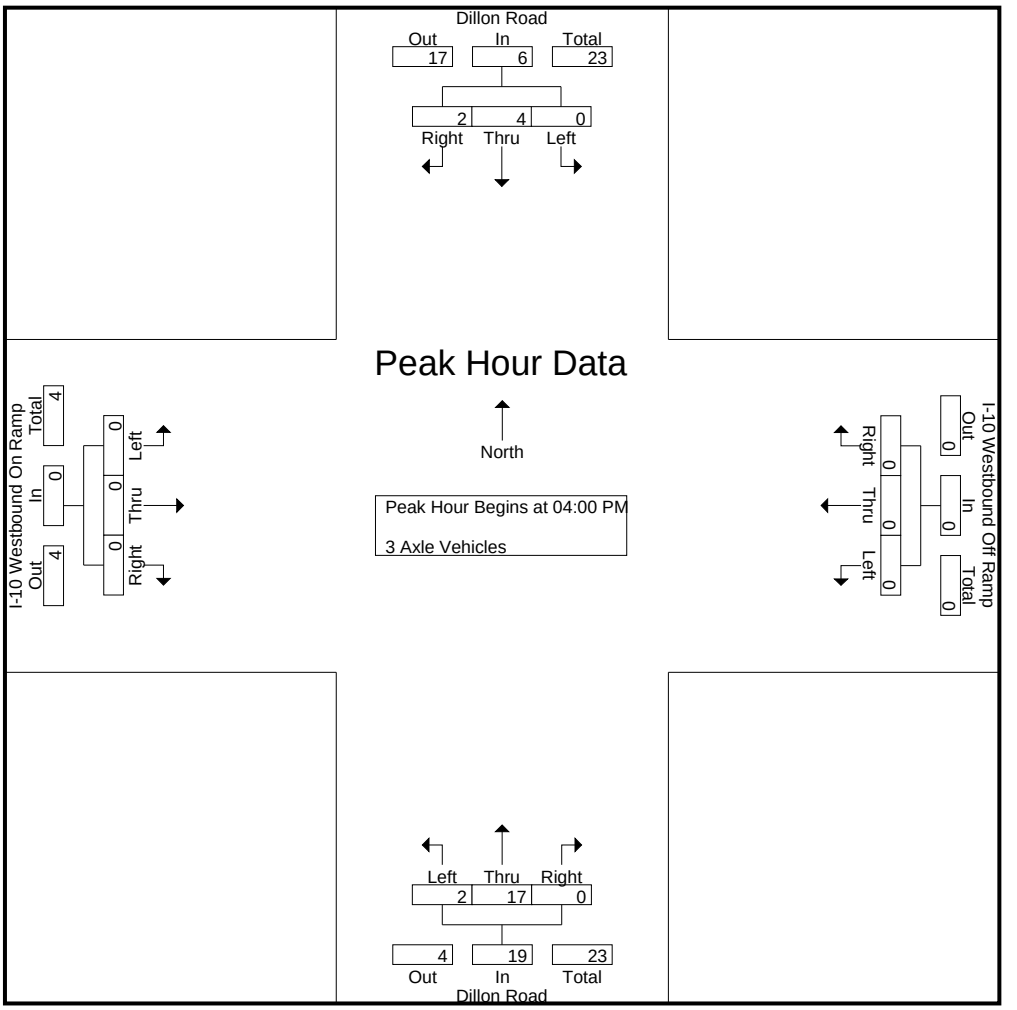

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**1**	**3**	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	6	0	6	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	4	2	6	0	0	0	0	2	17	0	19	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		10.5	89.5	0		0	0	0	
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.500	.708	.000	.679	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	6	8	14	8	2	10	20	5	6	0	11	0	0	0	0	45
04:15 PM	0	6	7	13	5	0	11	16	2	6	0	8	0	0	0	0	37
04:30 PM	0	9	6	15	5	0	7	12	6	6	0	12	0	0	0	0	39
04:45 PM	0	8	3	11	3	1	6	10	4	8	0	12	0	0	0	0	33
Total	0	29	24	53	21	3	34	58	17	26	0	43	0	0	0	0	154
05:00 PM	0	3	2	5	8	0	8	16	6	11	0	17	0	0	0	0	38
05:15 PM	0	8	10	18	4	1	5	10	5	7	0	12	0	0	0	0	40
05:30 PM	0	8	3	11	5	1	4	10	4	10	0	14	0	0	0	0	35
05:45 PM	0	2	6	8	5	0	10	15	1	6	0	7	0	0	0	0	30
Total	0	21	21	42	22	2	27	51	16	34	0	50	0	0	0	0	143
Grand Total	0	50	45	95	43	5	61	109	33	60	0	93	0	0	0	0	297
Apprch %	0	52.6	47.4		39.4	4.6	56		35.5	64.5	0		0	0	0		
Total %	0	16.8	15.2	32	14.5	1.7	20.5	36.7	11.1	20.2	0	31.3	0	0	0	0	

	Dillon Road Southbound				I-10 Westbound Off Ramp Westbound				Dillon Road Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	6	**8**	14	**8**	**2**	10	**20**	5	6	0	11	0	0	0	0	**45**
04:15 PM	0	6	7	13	5	0	**11**	16	2	6	0	8	0	0	0	0	37
04:30 PM	0	**9**	6	**15**	5	0	7	12	**6**	6	0	**12**	0	0	0	0	39
04:45 PM	0	8	3	11	3	1	6	10	4	**8**	0	12	0	0	0	0	33
Total Volume	0	29	24	53	21	3	34	58	17	26	0	43	0	0	0	0	154
% App. Total	0	54.7	45.3		36.2	5.2	58.6		39.5	60.5	0		0	0	0		
PHF	.000	.806	.750	.883	.656	.375	.773	.725	.708	.813	.000	.896	.000	.000	.000	.000	.856

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City of Coachella
N/S: Dillon Road
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 37_COA_Dil_10W PM
Site Code : 05722739
Start Date : 8/24/2022
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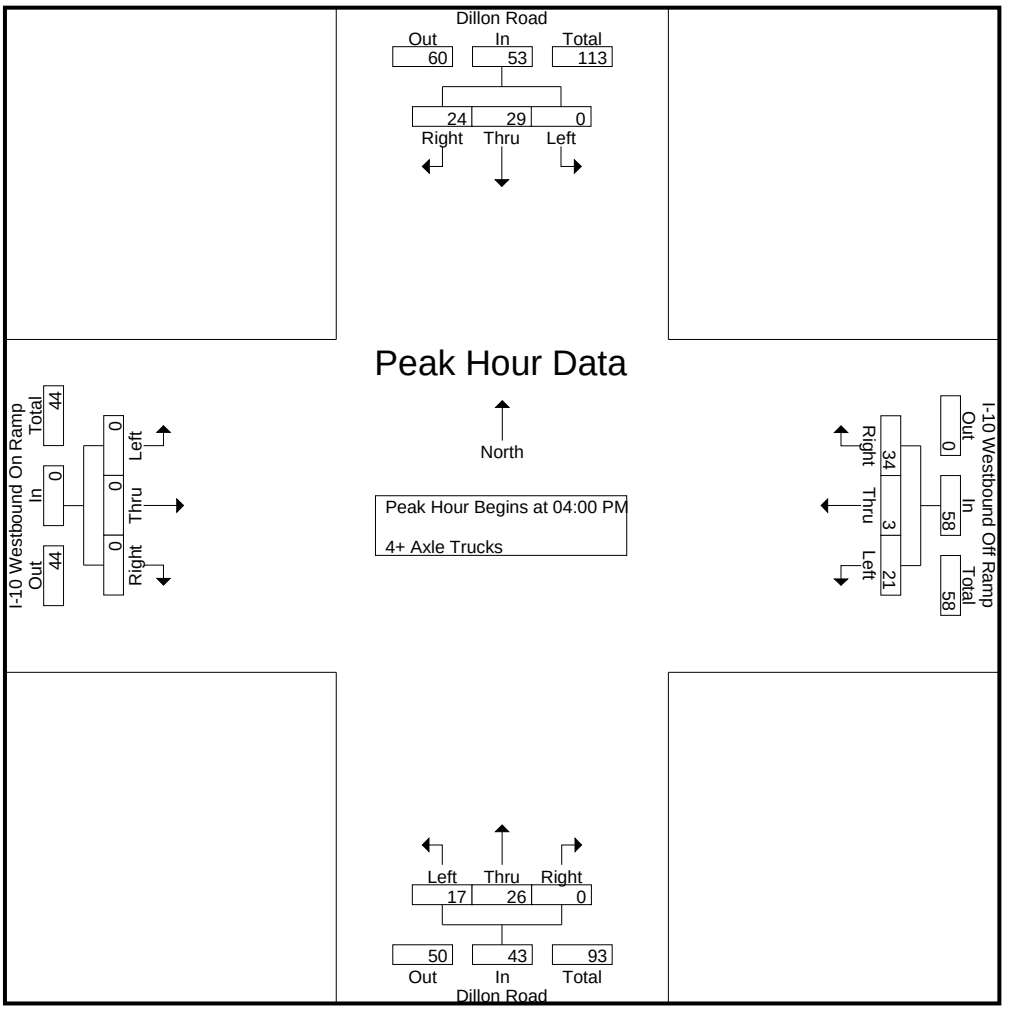

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	6	**8**	14	**8**	**2**	10	**20**	5	6	0	11	0	0	0	0
+15 mins.	0	6	7	13	5	0	**11**	16	2	6	0	8	0	0	0	0
+30 mins.	0	**9**	6	**15**	5	0	7	12	**6**	6	0	**12**	0	0	0	0
+45 mins.	0	8	3	11	3	1	6	10	4	**8**	0	12	0	0	0	0
Total Volume	0	29	24	53	21	3	34	58	17	26	0	43	0	0	0	0
% App. Total	0	54.7	45.3		36.2	5.2	58.6		39.5	60.5	0		0	0	0	
PHF	.000	.806	.750	.883	.656	.375	.773	.725	.708	.813	.000	.896	.000	.000	.000	.000

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	21	0	32	0	0	0	0	0	50	17	67	3	0	24	27	126
07:15 AM	15	46	0	61	0	0	0	0	0	32	13	45	15	0	10	25	131
07:30 AM	6	43	0	49	0	0	0	0	0	51	16	67	10	0	12	22	138
07:45 AM	8	38	0	46	0	0	0	0	0	55	15	70	19	0	20	39	155
Total	40	148	0	188	0	0	0	0	0	188	61	249	47	0	66	113	550
08:00 AM	5	39	0	44	0	0	0	0	1	57	20	78	24	1	11	36	158
08:15 AM	9	39	0	48	0	0	0	0	0	41	20	61	21	0	8	29	138
08:30 AM	7	41	0	48	0	0	0	0	0	33	12	45	10	0	17	27	120
08:45 AM	7	42	0	49	0	0	0	0	0	41	21	62	20	1	17	38	149
Total	28	161	0	189	0	0	0	0	1	172	73	246	75	2	53	130	565
Grand Total	68	309	0	377	0	0	0	0	1	360	134	495	122	2	119	243	1115
Apprch %	18	82	0		0	0	0		0.2	72.7	27.1		50.2	0.8	49		
Total %	6.1	27.7	0	33.8	0	0	0	0	0.1	32.3	12	44.4	10.9	0.2	10.7	21.8	
Passenger Vehicles	29	215	0	244	0	0	0	0	1	240	64	305	52	1	70	123	672
% Passenger Vehicles	42.6	69.6	0	64.7	0	0	0	0	100	66.7	47.8	61.6	42.6	50	58.8	50.6	60.3
Large 2 Axle Vehicles	3	6	0	9	0	0	0	0	0	11	5	16	5	0	2	7	32
% Large 2 Axle Vehicles	4.4	1.9	0	2.4	0	0	0	0	0	3.1	3.7	3.2	4.1	0	1.7	2.9	2.9
3 Axle Vehicles	2	31	0	33	0	0	0	0	0	49	2	51	44	0	7	51	135
% 3 Axle Vehicles	2.9	10	0	8.8	0	0	0	0	0	13.6	1.5	10.3	36.1	0	5.9	21	12.1
4+ Axle Trucks	34	57	0	91	0	0	0	0	0	60	63	123	21	1	40	62	276
% 4+ Axle Trucks	50	18.4	0	24.1	0	0	0	0	0	16.7	47	24.8	17.2	50	33.6	25.5	24.8

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	**43**	0	**49**	0	0	0	0	0	51	16	67	10	0	12	22	138
07:45 AM	8	38	0	46	0	0	0	0	0	55	15	70	19	0	**20**	**39**	155
08:00 AM	5	39	0	44	0	0	0	0	**1**	**57**	**20**	**78**	**24**	**1**	11	36	**158**
08:15 AM	**9**	39	0	48	0	0	0	0	0	41	20	61	21	0	8	29	138
Total Volume	28	159	0	187	0	0	0	0	1	204	71	276	74	1	51	126	589
% App. Total	15	85	0		0	0	0		0.4	73.9	25.7		58.7	0.8	40.5		
PHF	.778	.924	.000	.954	.000	.000	.000	.000	.250	.895	.888	.885	.771	.250	.638	.808	.932

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
Site Code : 05722739
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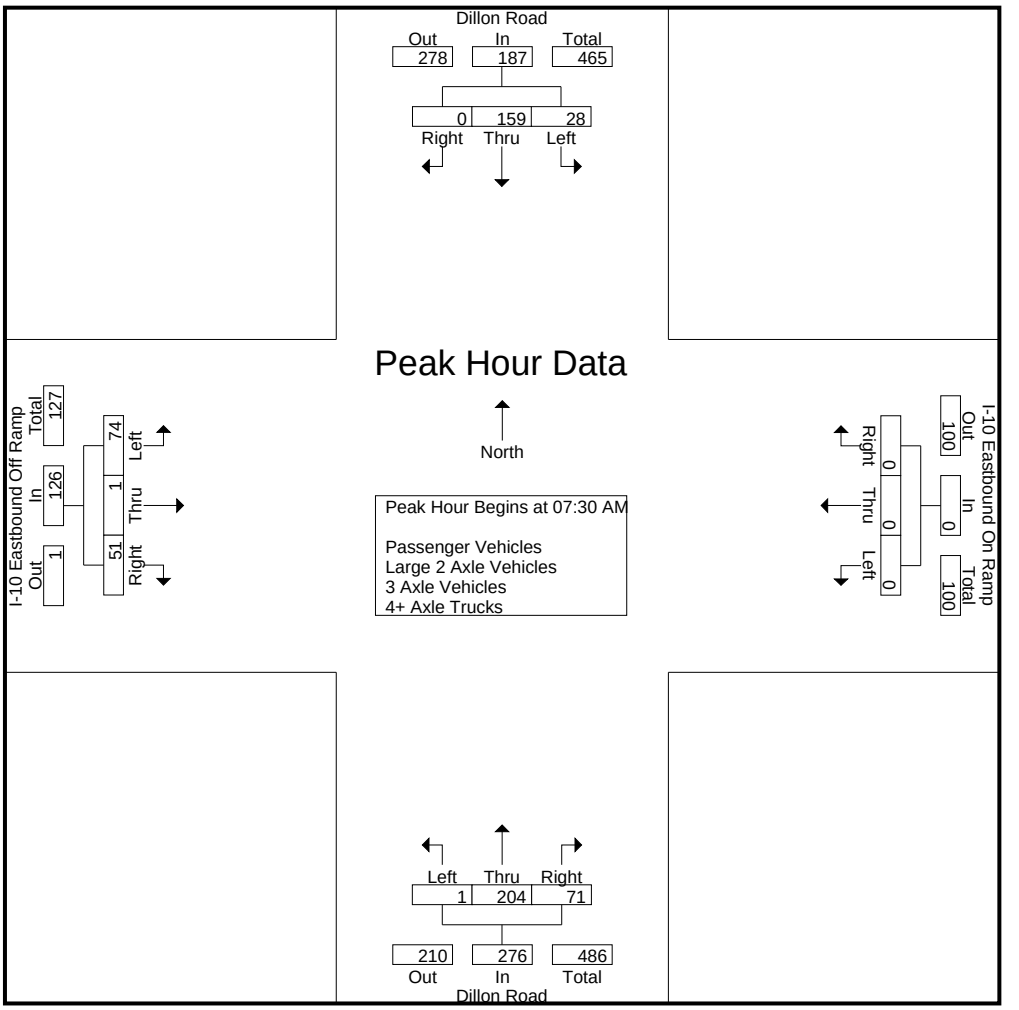

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	**15**	**46**	0	**61**	0	0	0	0	0	51	16	67	19	0	**20**	**39**
+15 mins.	6	43	0	49	0	0	0	0	0	55	15	70	**24**	**1**	11	36
+30 mins.	8	38	0	46	0	0	0	0	**1**	**57**	**20**	**78**	21	0	8	29
+45 mins.	5	39	0	44	0	0	0	0	0	41	20	61	10	0	17	27
Total Volume	34	166	0	200	0	0	0	0	1	204	71	276	74	1	56	131
% App. Total	17	83	0		0	0	0		0.4	73.9	25.7		56.5	0.8	42.7	
PHF	.567	.902	.000	.820	.000	.000	.000	.000	.250	.895	.888	.885	.771	.250	.700	.840

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(951)268-6268

City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	14	0	19	0	0	0	0	0	31	6	37	2	0	14	16	72
07:15 AM	9	32	0	41	0	0	0	0	0	19	2	21	10	0	4	14	76
07:30 AM	4	31	0	35	0	0	0	0	0	35	9	44	3	0	6	9	88
07:45 AM	4	30	0	34	0	0	0	0	0	33	5	38	5	0	11	16	88
Total	22	107	0	129	0	0	0	0	0	118	22	140	20	0	35	55	324
08:00 AM	0	26	0	26	0	0	0	0	1	39	12	52	10	1	9	20	98
08:15 AM	3	26	0	29	0	0	0	0	0	33	13	46	7	0	6	13	88
08:30 AM	2	28	0	30	0	0	0	0	0	25	6	31	2	0	11	13	74
08:45 AM	2	28	0	30	0	0	0	0	0	25	11	36	13	0	9	22	88
Total	7	108	0	115	0	0	0	0	1	122	42	165	32	1	35	68	348
Grand Total	29	215	0	244	0	0	0	0	1	240	64	305	52	1	70	123	672
Apprch %	11.9	88.1	0		0	0	0		0.3	78.7	21		42.3	0.8	56.9		
Total %	4.3	32	0	36.3	0	0	0	0	0.1	35.7	9.5	45.4	7.7	0.1	10.4	18.3	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**9**	**32**	0	**41**	0	0	0	0	0	19	2	21	**10**	0	4	14	76
07:30 AM	4	31	0	35	0	0	0	0	0	35	9	44	3	0	6	9	88
07:45 AM	4	30	0	34	0	0	0	0	0	33	5	38	5	0	**11**	16	88
08:00 AM	0	26	0	26	0	0	0	0	**1**	**39**	**12**	**52**	10	**1**	9	**20**	**98**
Total Volume	17	119	0	136	0	0	0	0	1	126	28	155	28	1	30	59	350
% App. Total	12.5	87.5	0		0	0	0		0.6	81.3	18.1		47.5	1.7	50.8		
PHF	.472	.930	.000	.829	.000	.000	.000	.000	.250	.808	.583	.745	.700	.250	.682	.738	.893

Counts Unlimited, Inc.
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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
Site Code : 05722739
Start Date : 8/24/2022
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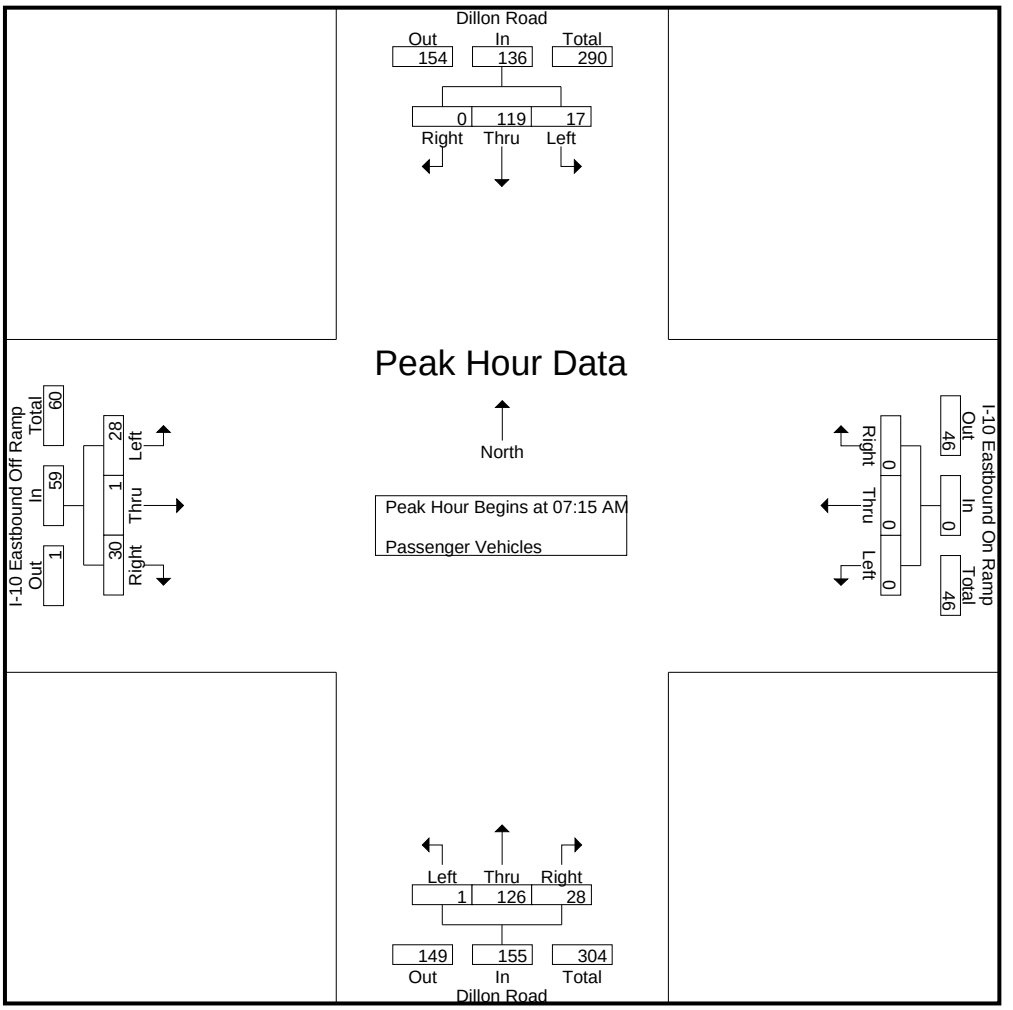

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**9**	**32**	0	**41**	0	0	0	0	0	19	2	21	**10**	0	4	14
+15 mins.	4	31	0	35	0	0	0	0	0	35	9	44	3	0	6	9
+30 mins.	4	30	0	34	0	0	0	0	0	33	5	38	5	0	**11**	16
+45 mins.	0	26	0	26	0	0	0	0	**1**	**39**	**12**	**52**	10	**1**	9	**20**
Total Volume	17	119	0	136	0	0	0	0	1	126	28	155	28	1	30	59
% App. Total	12.5	87.5	0		0	0	0		0.6	81.3	18.1		47.5	1.7	50.8	
PHF	.472	.930	.000	.829	.000	.000	.000	.000	.250	.808	.583	.745	.700	.250	.682	.738

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	5	0	5	0	0	1	1	7
07:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	2	0	1	3	6
07:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
Total	2	3	0	5	0	0	0	0	0	8	1	9	4	0	2	6	20
08:00 AM	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
08:15 AM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
Total	1	3	0	4	0	0	0	0	0	3	4	7	1	0	0	1	12
Grand Total	3	6	0	9	0	0	0	0	0	11	5	16	5	0	2	7	32
Apprch %	33.3	66.7	0		0	0	0		0	68.8	31.2		71.4	0	28.6		
Total %	9.4	18.8	0	28.1	0	0	0	0	0	34.4	15.6	50	15.6	0	6.2	21.9	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	1	**2**	0	**1**	**3**	**6**
07:30 AM	**1**	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
07:45 AM	0	1	0	1	0	0	0	0	0	1	**1**	**2**	1	0	0	1	4
08:00 AM	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
Total Volume	2	3	0	5	0	0	0	0	0	4	2	6	5	0	1	6	17
% App. Total	40	60	0		0	0	0		0	66.7	33.3		83.3	0	16.7		
PHF	.500	.375	.000	.625	.000	.000	.000	.000	.000	1.00	.500	.750	.625	.000	.250	.500	.708

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City of Coachella
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E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
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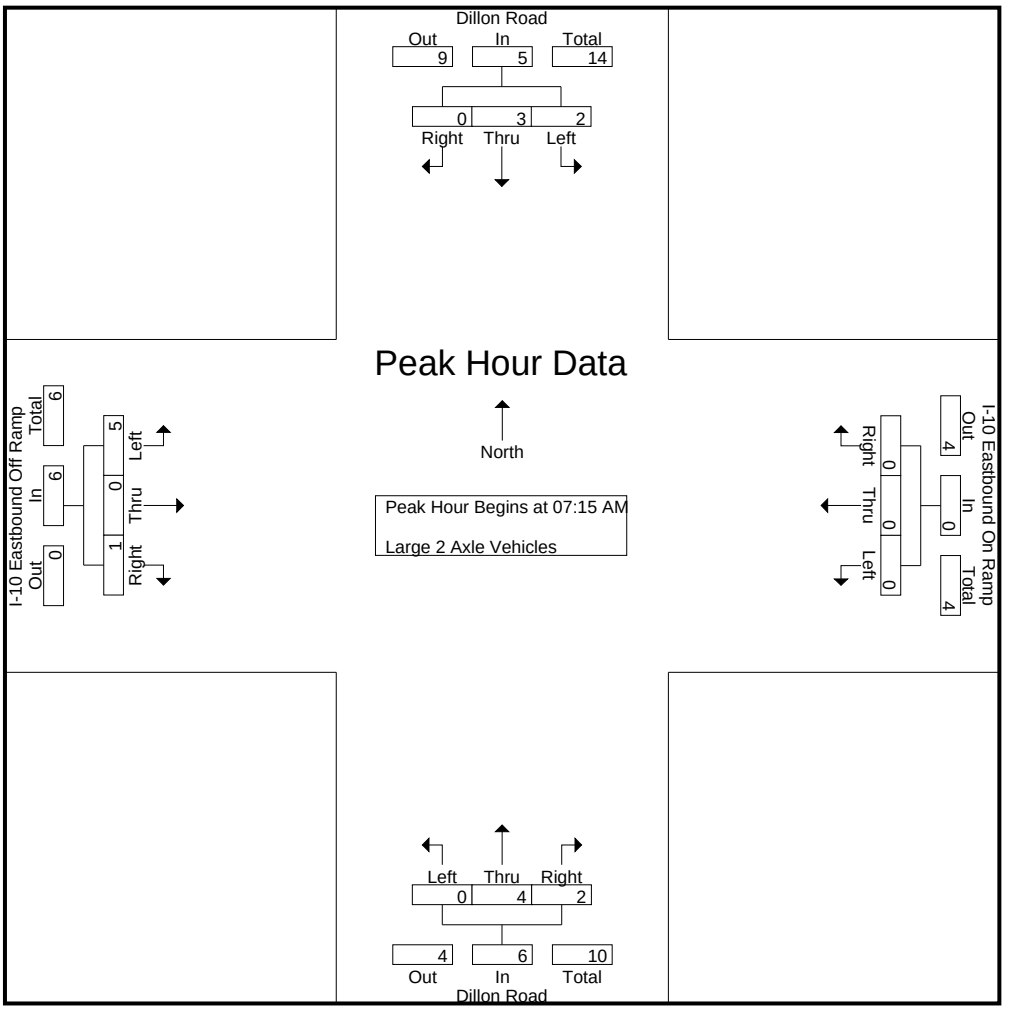

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	1	**2**	0	**1**	**3**
+15 mins.	**1**	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	1	**1**	**2**	1	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	1	1	2	1	0	0	1
Total Volume	2	3	0	5	0	0	0	0	0	4	2	6	5	0	1	6
% App. Total	40	60	0		0	0	0		0	66.7	33.3		83.3	0	16.7	
PHF	.500	.375	.000	.625	.000	.000	.000	.000	.000	1.000	.500	.750	.625	.000	.250	.500

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	4	0	4	1	0	4	5	10
07:15 AM	0	2	0	2	0	0	0	0	0	5	1	6	1	0	0	1	9
07:30 AM	0	5	0	5	0	0	0	0	0	8	0	8	3	0	0	3	16
07:45 AM	0	2	0	2	0	0	0	0	0	10	0	10	8	0	2	10	22
Total	0	10	0	10	0	0	0	0	0	27	1	28	13	0	6	19	57
08:00 AM	1	5	0	6	0	0	0	0	0	8	1	9	10	0	1	11	26
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	10	0	0	10	15
08:30 AM	1	8	0	9	0	0	0	0	0	5	0	5	6	0	0	6	20
08:45 AM	0	6	0	6	0	0	0	0	0	6	0	6	5	0	0	5	17
Total	2	21	0	23	0	0	0	0	0	22	1	23	31	0	1	32	78
Grand Total	2	31	0	33	0	0	0	0	0	49	2	51	44	0	7	51	135
Apprch %	6.1	93.9	0		0	0	0		0	96.1	3.9		86.3	0	13.7		
Total %	1.5	23	0	24.4	0	0	0	0	0	36.3	1.5	37.8	32.6	0	5.2	37.8	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	0	0	0	0	0	5	**1**	6	1	0	0	1	9
07:30 AM	0	**5**	0	5	0	0	0	0	0	8	0	8	3	0	0	3	16
07:45 AM	0	2	0	2	0	0	0	0	0	**10**	0	**10**	8	0	**2**	10	22
08:00 AM	**1**	5	0	**6**	0	0	0	0	0	8	1	9	**10**	0	1	**11**	**26**
Total Volume	1	14	0	15	0	0	0	0	0	31	2	33	22	0	3	25	73
% App. Total	6.7	93.3	0		0	0	0		0	93.9	6.1		88	0	12		
PHF	.250	.700	.000	.625	.000	.000	.000	.000	.000	.775	.500	.825	.550	.000	.375	.568	.702

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City of Coachella
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E/W: I-10 Eastbound Ramps
Weather: Clear

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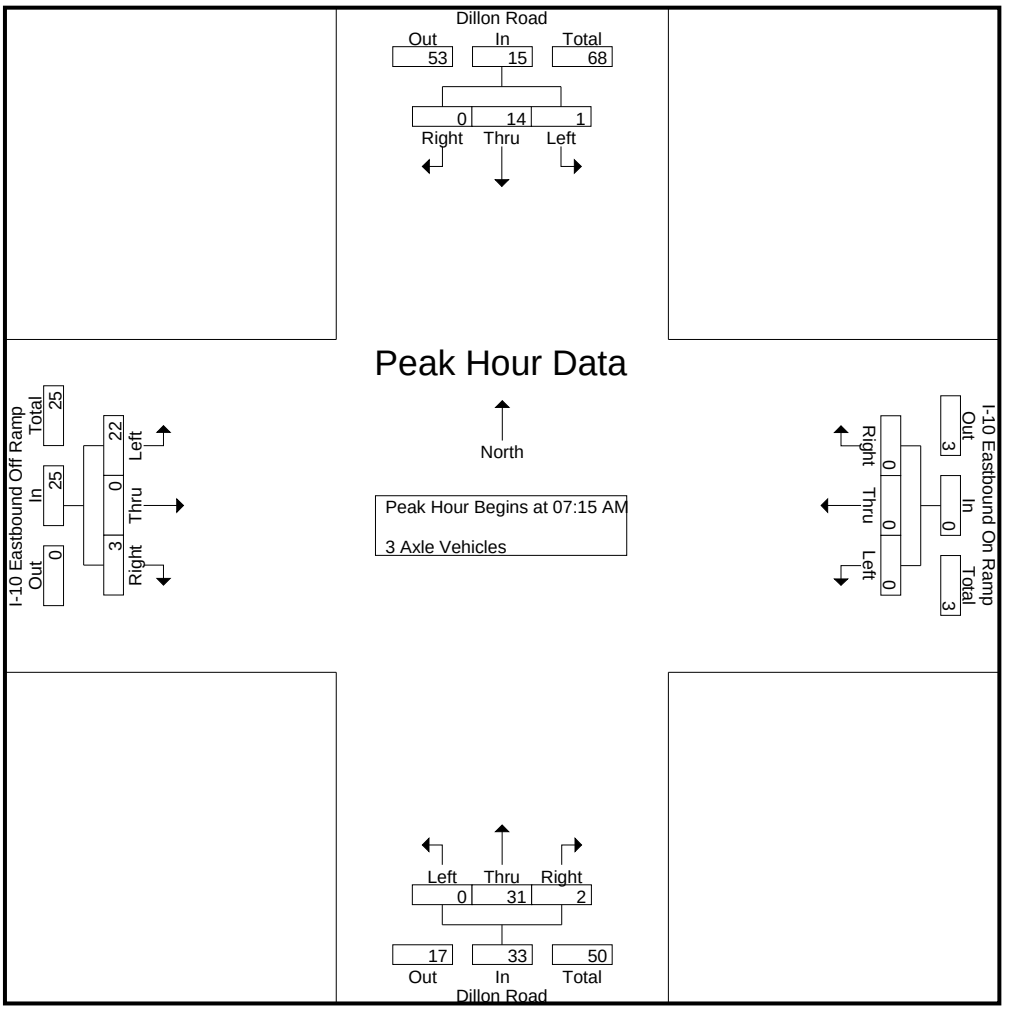

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	5	**1**	6	1	0	0	1
+15 mins.	0	**5**	0	5	0	0	0	0	0	8	0	8	3	0	0	3
+30 mins.	0	2	0	2	0	0	0	0	0	**10**	0	**10**	8	0	**2**	10
+45 mins.	**1**	5	0	**6**	0	0	0	0	0	8	1	9	**10**	0	1	**11**
Total Volume	1	14	0	15	0	0	0	0	0	31	2	33	22	0	3	25
% App. Total	6.7	93.3	0		0	0	0		0	93.9	6.1		88	0	12	
PHF	.250	.700	.000	.625	.000	.000	.000	.000	.000	.775	.500	.825	.550	.000	.375	.568

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E AM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	6	0	11	0	0	0	0	0	10	11	21	0	0	5	5	37
07:15 AM	6	10	0	16	0	0	0	0	0	7	10	17	2	0	5	7	40
07:30 AM	1	7	0	8	0	0	0	0	0	7	7	14	3	0	6	9	31
07:45 AM	4	5	0	9	0	0	0	0	0	11	9	20	5	0	7	12	41
Total	16	28	0	44	0	0	0	0	0	35	37	72	10	0	23	33	149
08:00 AM	3	8	0	11	0	0	0	0	0	9	6	15	3	0	1	4	30
08:15 AM	6	9	0	15	0	0	0	0	0	4	6	10	4	0	2	6	31
08:30 AM	4	4	0	8	0	0	0	0	0	3	6	9	2	0	6	8	25
08:45 AM	5	8	0	13	0	0	0	0	0	9	8	17	2	1	8	11	41
Total	18	29	0	47	0	0	0	0	0	25	26	51	11	1	17	29	127
Grand Total	34	57	0	91	0	0	0	0	0	60	63	123	21	1	40	62	276
Apprch %	37.4	62.6	0		0	0	0		0	48.8	51.2		33.9	1.6	64.5		
Total %	12.3	20.7	0	33	0	0	0	0	0	21.7	22.8	44.6	7.6	0.4	14.5	22.5	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**6**	**10**	0	**16**	0	0	0	0	0	7	**10**	17	2	0	5	7	40
07:30 AM	1	7	0	8	0	0	0	0	0	7	7	14	3	0	6	9	31
07:45 AM	4	5	0	9	0	0	0	0	0	**11**	9	**20**	**5**	0	**7**	**12**	**41**
08:00 AM	3	8	0	11	0	0	0	0	0	9	6	15	3	0	1	4	30
Total Volume	14	30	0	44	0	0	0	0	0	34	32	66	13	0	19	32	142
% App. Total	31.8	68.2	0		0	0	0		0	51.5	48.5		40.6	0	59.4		
PHF	.583	.750	.000	.688	.000	.000	.000	.000	.000	.773	.800	.825	.650	.000	.679	.667	.866

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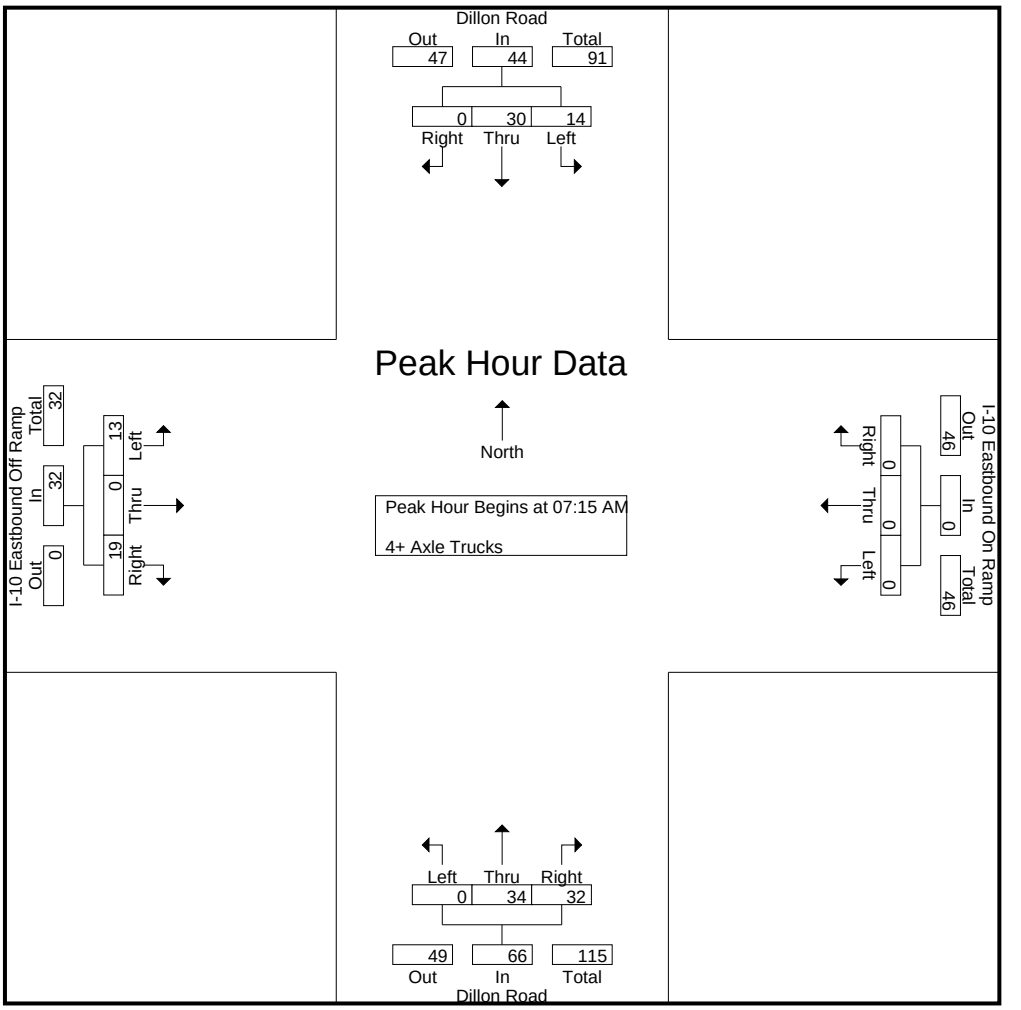

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**6**	**10**	0	**16**	0	0	0	0	0	7	**10**	17	2	0	5	7
+15 mins.	1	7	0	8	0	0	0	0	0	7	7	14	3	0	6	9
+30 mins.	4	5	0	9	0	0	0	0	0	**11**	9	**20**	**5**	0	**7**	**12**
+45 mins.	3	8	0	11	0	0	0	0	0	9	6	15	3	0	1	4
Total Volume	14	30	0	44	0	0	0	0	0	34	32	66	13	0	19	32
% App. Total	31.8	68.2	0		0	0	0		0	51.5	48.5		40.6	0	59.4	
PHF	.583	.750	.000	.688	.000	.000	.000	.000	.000	.773	.800	.825	.650	.000	.679	.667

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	70	0	78	0	0	0	0	1	47	19	67	14	0	19	33	178
04:15 PM	7	56	0	63	0	0	0	0	0	36	22	58	10	0	28	38	159
04:30 PM	10	39	0	49	0	0	0	0	0	34	20	54	14	0	22	36	139
04:45 PM	10	63	0	73	0	0	0	0	0	48	15	63	8	0	20	28	164
Total	35	228	0	263	0	0	0	0	1	165	76	242	46	0	89	135	640
05:00 PM	5	66	0	71	0	0	0	0	0	47	18	65	9	0	15	24	160
05:15 PM	7	45	0	52	0	0	0	0	0	33	16	49	18	0	26	44	145
05:30 PM	14	31	0	45	0	0	0	0	0	34	13	47	25	1	22	48	140
05:45 PM	4	38	0	42	0	0	0	0	0	33	21	54	20	1	17	38	134
Total	30	180	0	210	0	0	0	0	0	147	68	215	72	2	80	154	579
Grand Total	65	408	0	473	0	0	0	0	1	312	144	457	118	2	169	289	1219
Apprch %	13.7	86.3	0		0	0	0		0.2	68.3	31.5		40.8	0.7	58.5		
Total %	5.3	33.5	0	38.8	0	0	0	0	0.1	25.6	11.8	37.5	9.7	0.2	13.9	23.7	
Passenger Vehicles	21	326	0	347	0	0	0	0	1	237	47	285	69	0	72	141	773
% Passenger Vehicles	32.3	79.9	0	73.4	0	0	0	0	100	76	32.6	62.4	58.5	0	42.6	48.8	63.4
Large 2 Axle Vehicles	3	7	0	10	0	0	0	0	0	4	2	6	4	0	1	5	21
% Large 2 Axle Vehicles	4.6	1.7	0	2.1	0	0	0	0	0	1.3	1.4	1.3	3.4	0	0.6	1.7	1.7
3 Axle Vehicles	0	20	0	20	0	0	0	0	0	19	5	24	2	0	2	4	48
% 3 Axle Vehicles	0	4.9	0	4.2	0	0	0	0	0	6.1	3.5	5.3	1.7	0	1.2	1.4	3.9
4+ Axle Trucks	41	55	0	96	0	0	0	0	0	52	90	142	43	2	94	139	377
% 4+ Axle Trucks	63.1	13.5	0	20.3	0	0	0	0	0	16.7	62.5	31.1	36.4	100	55.6	48.1	30.9

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	**70**	0	**78**	0	0	0	0	**1**	47	19	**67**	**14**	0	19	33	**178**
04:15 PM	7	56	0	63	0	0	0	0	0	36	**22**	58	10	0	**28**	**38**	159
04:30 PM	**10**	39	0	49	0	0	0	0	0	34	20	54	14	0	22	36	139
04:45 PM	10	63	0	73	0	0	0	0	0	**48**	15	63	8	0	20	28	164
Total Volume	35	228	0	263	0	0	0	0	1	165	76	242	46	0	89	135	640
% App. Total	13.3	86.7	0		0	0	0		0.4	68.2	31.4		34.1	0	65.9		
PHF	.875	.814	.000	.843	.000	.000	.000	.000	.250	.859	.864	.903	.821	.000	.795	.888	.899

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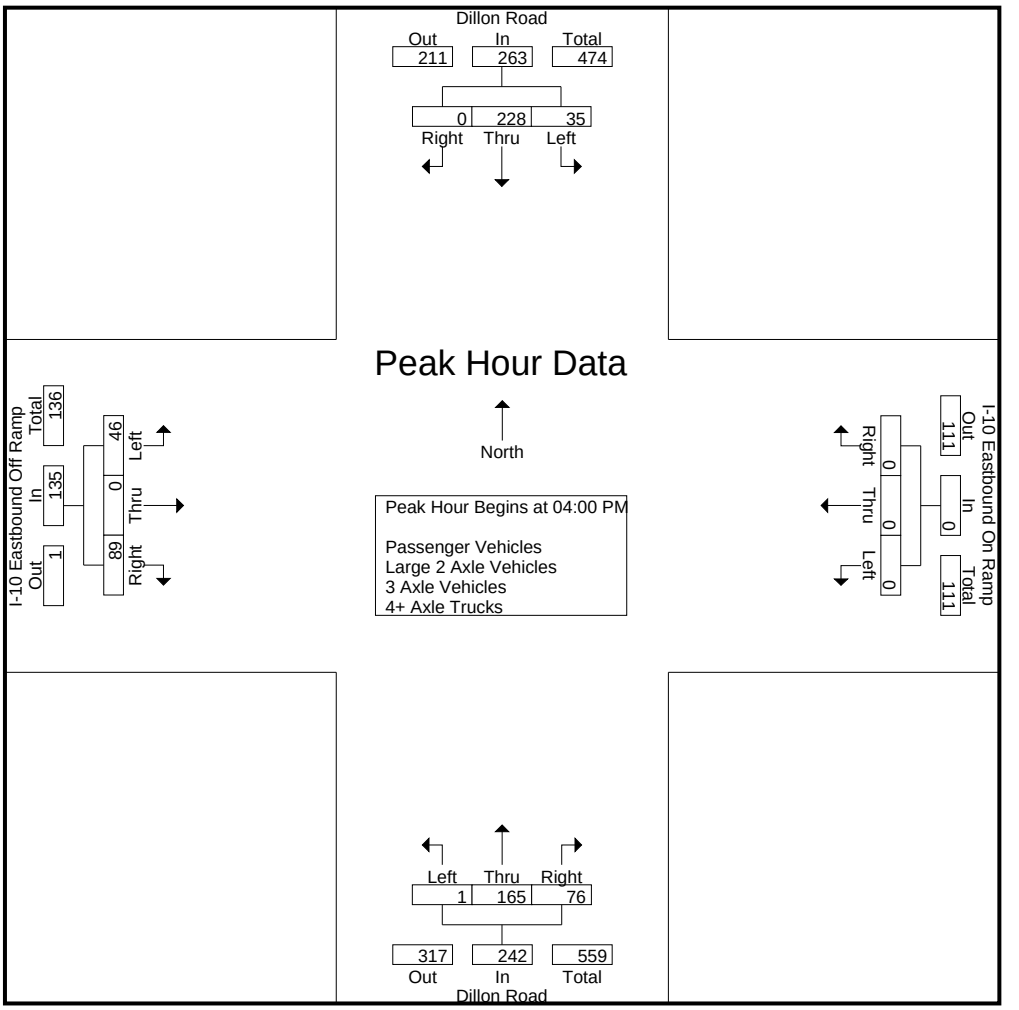
City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	8	**70**	0	**78**	0	0	0	0	**1**	47	19	**67**	9	0	15	24
+15 mins.	7	56	0	63	0	0	0	0	0	36	**22**	58	18	0	**26**	44
+30 mins.	**10**	39	0	49	0	0	0	0	0	34	20	54	**25**	**1**	22	**48**
+45 mins.	10	63	0	73	0	0	0	0	0	**48**	15	63	20	1	17	38
Total Volume	35	228	0	263	0	0	0	0	1	165	76	242	72	2	80	154
% App. Total	13.3	86.7	0		0	0	0		0.4	68.2	31.4		46.8	1.3	51.9	
PHF	.875	.814	.000	.843	.000	.000	.000	.000	.250	.859	.864	.903	.720	.500	.769	.802

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	56	0	58	0	0	0	0	1	34	6	41	9	0	11	20	119
04:15 PM	2	46	0	48	0	0	0	0	0	30	6	36	4	0	12	16	100
04:30 PM	4	31	0	35	0	0	0	0	0	25	8	33	6	0	9	15	83
04:45 PM	2	50	0	52	0	0	0	0	0	31	6	37	5	0	10	15	104
Total	10	183	0	193	0	0	0	0	1	120	26	147	24	0	42	66	406
05:00 PM	3	53	0	56	0	0	0	0	0	31	7	38	4	0	7	11	105
05:15 PM	0	35	0	35	0	0	0	0	0	27	7	34	11	0	8	19	88
05:30 PM	7	24	0	31	0	0	0	0	0	28	3	31	16	0	7	23	85
05:45 PM	1	31	0	32	0	0	0	0	0	31	4	35	14	0	8	22	89
Total	11	143	0	154	0	0	0	0	0	117	21	138	45	0	30	75	367
Grand Total	21	326	0	347	0	0	0	0	1	237	47	285	69	0	72	141	773
Apprch %	6.1	93.9	0		0	0	0		0.4	83.2	16.5		48.9	0	51.1		
Total %	2.7	42.2	0	44.9	0	0	0	0	0.1	30.7	6.1	36.9	8.9	0	9.3	18.2	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**56**	0	**58**	0	0	0	0	**1**	**34**	6	**41**	**9**	0	11	**20**	**119**
04:15 PM	2	46	0	48	0	0	0	0	0	30	6	36	4	0	**12**	16	100
04:30 PM	**4**	31	0	35	0	0	0	0	0	25	**8**	33	6	0	9	15	83
04:45 PM	2	50	0	52	0	0	0	0	0	31	6	37	5	0	10	15	104
Total Volume	10	183	0	193	0	0	0	0	1	120	26	147	24	0	42	66	406
% App. Total	5.2	94.8	0		0	0	0		0.7	81.6	17.7		36.4	0	63.6		
PHF	.625	.817	.000	.832	.000	.000	.000	.000	.250	.882	.813	.896	.667	.000	.875	.825	.853

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
Start Date : 8/24/2022
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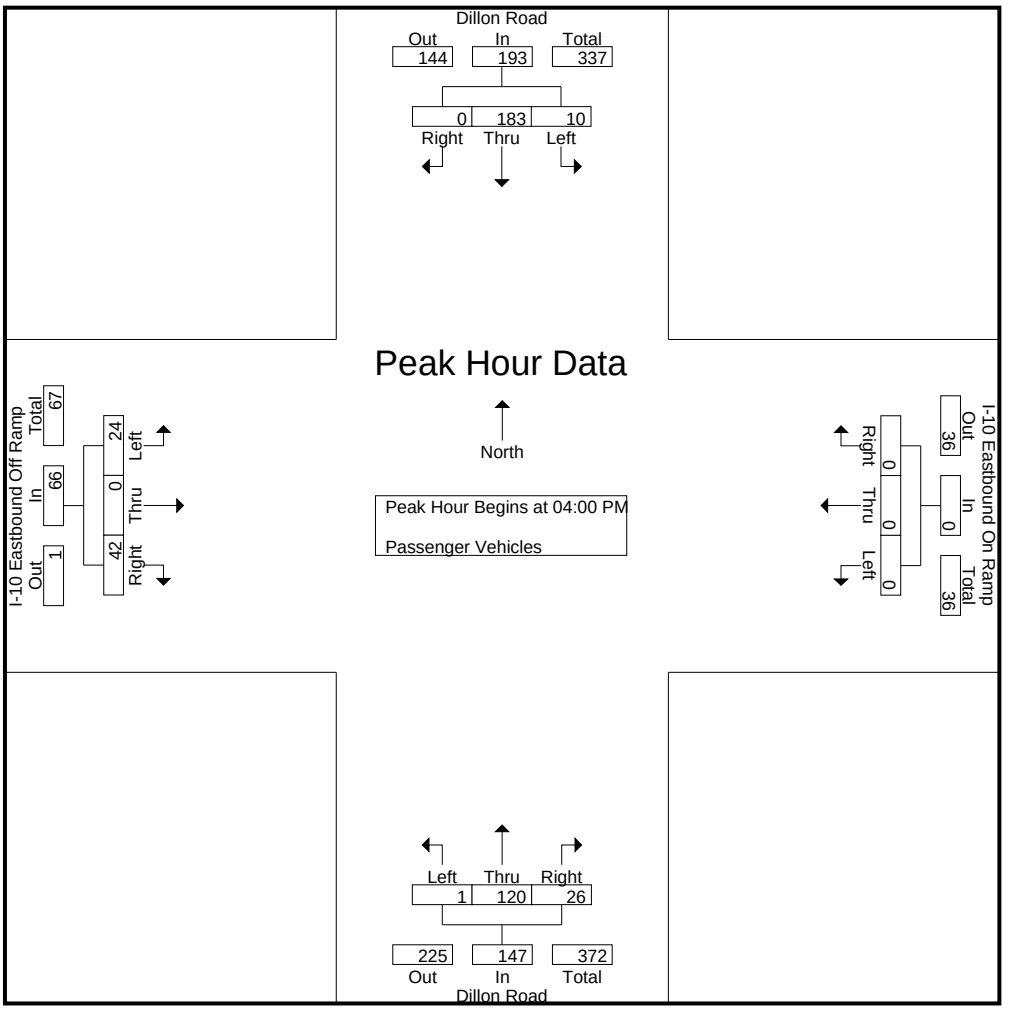

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	**56**	0	**58**	0	0	0	0	**1**	**34**	6	**41**	**9**	0	11	**20**
+15 mins.	2	46	0	48	0	0	0	0	0	30	6	36	4	0	**12**	16
+30 mins.	**4**	31	0	35	0	0	0	0	0	25	**8**	33	6	0	9	15
+45 mins.	2	50	0	52	0	0	0	0	0	31	6	37	5	0	10	15
Total Volume	10	183	0	193	0	0	0	0	1	120	26	147	24	0	42	66
% App. Total	5.2	94.8	0		0	0	0		0.7	81.6	17.7		36.4	0	63.6	
PHF	.625	.817	.000	.832	.000	.000	.000	.000	.250	.882	.813	.896	.667	.000	.875	.825

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	2	3
04:45 PM	2	2	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
Total	2	6	0	8	0	0	0	0	0	2	2	4	3	0	1	4	16
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	1	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
Grand Total	3	7	0	10	0	0	0	0	0	4	2	6	4	0	1	5	21
Apprch %	30	70	0		0	0	0		0	66.7	33.3		80	0	20		
Total %	14.3	33.3	0	47.6	0	0	0	0	0	19	9.5	28.6	19	0	4.8	23.8	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	2	0	0	0	0	0	**1**	0	1	**1**	0	0	1	4
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	**1**	**2**	3
04:45 PM	**2**	2	0	**4**	0	0	0	0	0	1	1	**2**	0	0	0	0	**6**
Total Volume	2	6	0	8	0	0	0	0	0	2	2	4	3	0	1	4	16
% App. Total	25	75	0		0	0	0		0	50	50		75	0	25		
PHF	.250	.750	.000	.500	.000	.000	.000	.000	.000	.500	.500	.500	.750	.000	.250	.500	.667

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

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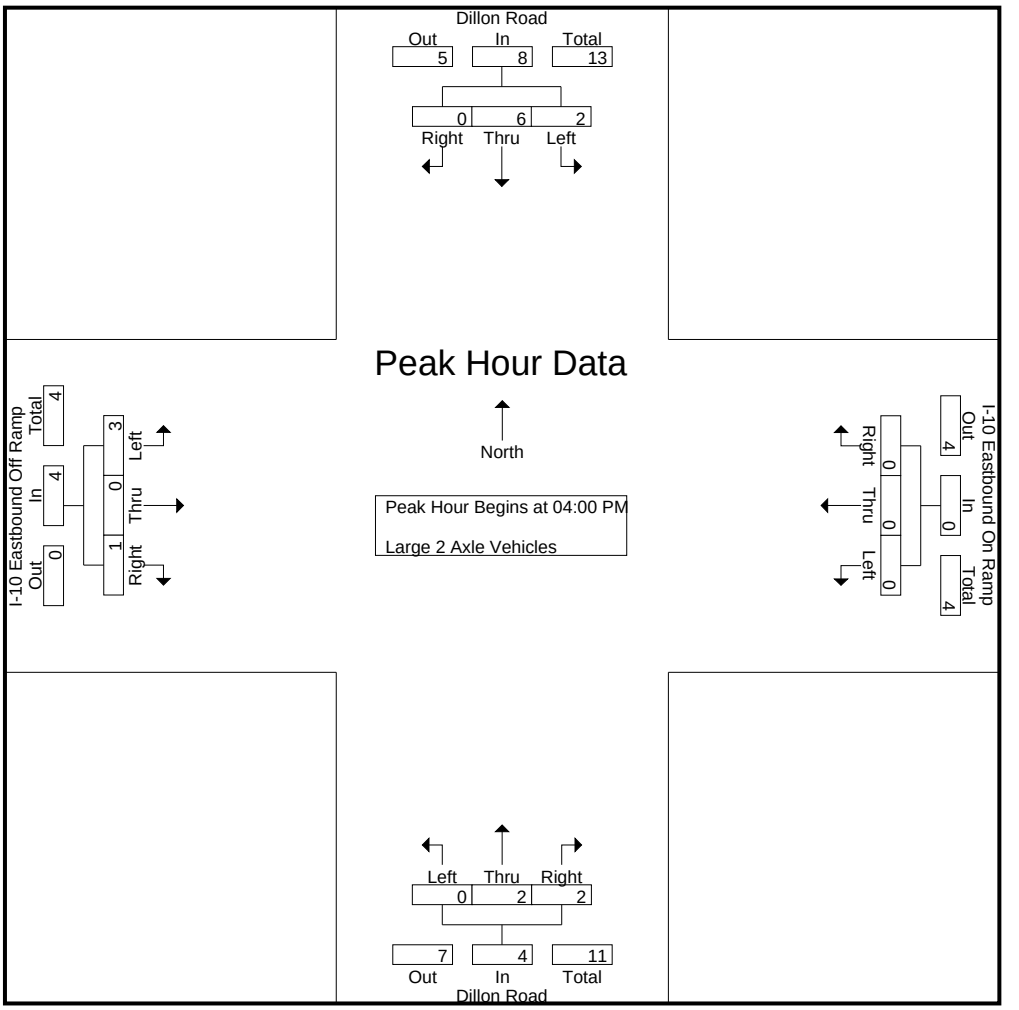

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	**1**	0	1	**1**	0	0	1
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	1	0	**1**	**2**
+45 mins.	**2**	2	0	**4**	0	0	0	0	0	1	1	**2**	0	0	0	0
Total Volume	2	6	0	8	0	0	0	0	0	2	2	4	3	0	1	4
% App. Total	25	75	0		0	0	0		0	50	50		75	0	25	
PHF	.250	.750	.000	.500	.000	.000	.000	.000	.000	.500	.500	.500	.750	.000	.250	.500

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	1	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	4	1	5	1	0	0	1	7
04:45 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
Total	0	10	0	10	0	0	0	0	0	15	2	17	1	0	1	2	29
05:00 PM	0	4	0	4	0	0	0	0	0	2	1	3	1	0	0	1	8
05:15 PM	0	5	0	5	0	0	0	0	0	1	1	2	0	0	1	1	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	10	0	10	0	0	0	0	0	4	3	7	1	0	1	2	19
Grand Total	0	20	0	20	0	0	0	0	0	19	5	24	2	0	2	4	48
Apprch %	0	100	0		0	0	0		0	79.2	20.8		50	0	50		
Total %	0	41.7	0	41.7	0	0	0	0	0	39.6	10.4	50	4.2	0	4.2	8.3	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	0	0	0	1	**1**	2	0	0	**1**	**1**	3
04:30 PM	0	1	0	1	0	0	0	0	0	4	1	5	**1**	0	0	1	7
04:45 PM	0	**5**	0	**5**	0	0	0	0	0	5	0	5	0	0	0	0	**10**
Total Volume	0	10	0	10	0	0	0	0	0	15	2	17	1	0	1	2	29
% App. Total	0	100	0		0	0	0		0	88.2	11.8		50	0	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.850	.250	.000	.250	.500	.725

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
Site Code : 05722739
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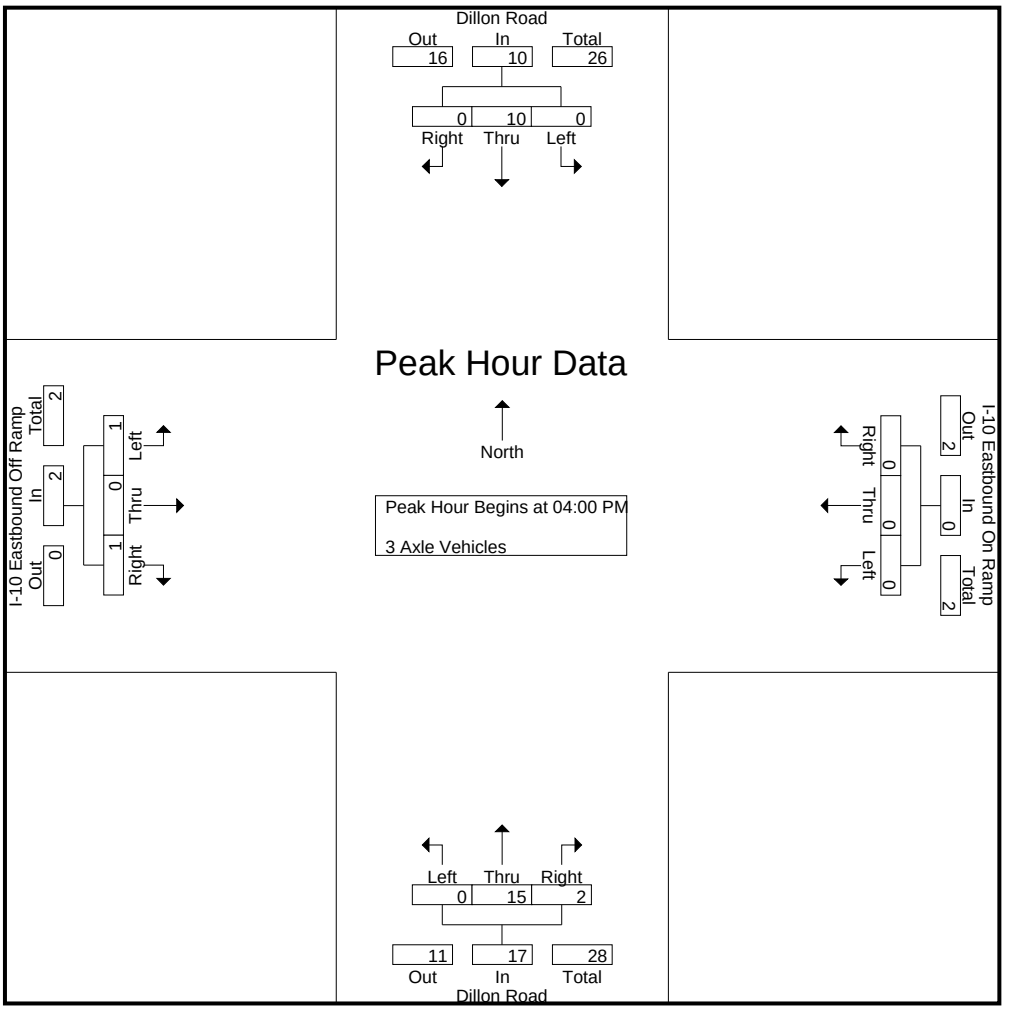

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	**1**	2	0	0	**1**	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	4	1	5	**1**	0	0	1
+45 mins.	0	**5**	0	**5**	0	0	0	0	0	5	0	5	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	15	2	17	1	0	1	2
% App. Total	0	100	0		0	0	0		0	88.2	11.8		50	0	50	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.850	.250	.000	.250	.500

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	8	0	14	0	0	0	0	0	7	13	20	4	0	8	12	46
04:15 PM	5	8	0	13	0	0	0	0	0	5	15	20	5	0	15	20	53
04:30 PM	6	7	0	13	0	0	0	0	0	5	10	15	6	0	12	18	46
04:45 PM	6	6	0	12	0	0	0	0	0	11	8	19	3	0	10	13	44
Total	23	29	0	52	0	0	0	0	0	28	46	74	18	0	45	63	189
05:00 PM	2	9	0	11	0	0	0	0	0	13	10	23	4	0	8	12	46
05:15 PM	7	5	0	12	0	0	0	0	0	5	8	13	7	0	17	24	49
05:30 PM	6	6	0	12	0	0	0	0	0	5	9	14	8	1	15	24	50
05:45 PM	3	6	0	9	0	0	0	0	0	1	17	18	6	1	9	16	43
Total	18	26	0	44	0	0	0	0	0	24	44	68	25	2	49	76	188
Grand Total	41	55	0	96	0	0	0	0	0	52	90	142	43	2	94	139	377
Apprch %	42.7	57.3	0		0	0	0		0	36.6	63.4		30.9	1.4	67.6		
Total %	10.9	14.6	0	25.5	0	0	0	0	0	13.8	23.9	37.7	11.4	0.5	24.9	36.9	

	Dillon Road Southbound				I-10 Eastbound On Ramp Westbound				Dillon Road Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**6**	**8**	0	**14**	0	0	0	0	0	7	13	**20**	4	0	8	12	46
04:15 PM	5	8	0	13	0	0	0	0	0	5	**15**	20	5	0	**15**	**20**	**53**
04:30 PM	6	7	0	13	0	0	0	0	0	5	10	15	**6**	0	12	18	46
04:45 PM	6	6	0	12	0	0	0	0	0	**11**	8	19	3	0	10	13	44
Total Volume	23	29	0	52	0	0	0	0	0	28	46	74	18	0	45	63	189
% App. Total	44.2	55.8	0		0	0	0		0	37.8	62.2		28.6	0	71.4		
PHF	.958	.906	.000	.929	.000	.000	.000	.000	.000	.636	.767	.925	.750	.000	.750	.788	.892

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City of Coachella
N/S: Dillon Road
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 38_COA_Dil_10E PM
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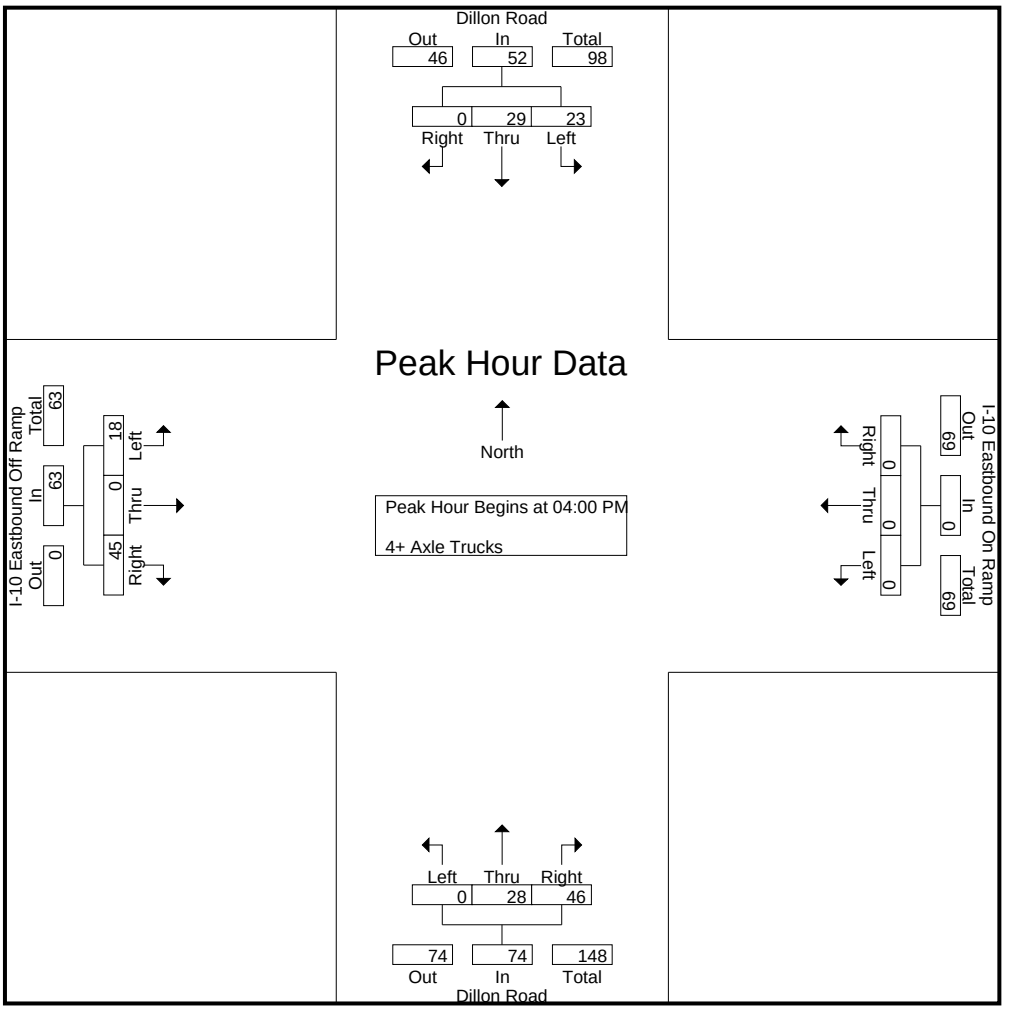

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**6**	**8**	0	**14**	0	0	0	0	0	7	13	**20**	4	0	8	12
+15 mins.	5	8	0	13	0	0	0	0	0	5	**15**	20	5	0	**15**	**20**
+30 mins.	6	7	0	13	0	0	0	0	0	5	10	15	**6**	0	12	18
+45 mins.	6	6	0	12	0	0	0	0	0	**11**	8	19	3	0	10	13
Total Volume	23	29	0	52	0	0	0	0	0	28	46	74	18	0	45	63
% App. Total	44.2	55.8	0		0	0	0		0	37.8	62.2		28.6	0	71.4	
PHF	.958	.906	.000	.929	.000	.000	.000	.000	.000	.636	.767	.925	.750	.000	.750	.788

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	46	46	0	3	3	59	2	61	110
07:15 AM	0	56	56	0	5	5	39	4	43	104
07:30 AM	0	55	55	0	11	11	54	4	58	124
07:45 AM	0	58	58	0	16	16	62	4	66	140
Total	0	215	215	0	35	35	214	14	228	478
08:00 AM	0	49	49	0	7	7	68	5	73	129
08:15 AM	0	45	45	0	9	9	51	3	54	108
08:30 AM	0	58	58	0	2	2	42	2	44	104
08:45 AM	0	62	62	0	0	0	61	2	63	125
Total	0	214	214	0	18	18	222	12	234	466
Grand Total	0	429	429	0	53	53	436	26	462	944
Apprch %	0	100		0	100		94.4	5.6		
Total %	0	45.4	45.4	0	5.6	5.6	46.2	2.8	48.9	
Passenger Vehicles	0	281	281	0	35	35	260	18	278	594
% Passenger Vehicles	0	65.5	65.5	0	66	66	59.6	69.2	60.2	62.9
Large 2 Axle Vehicles	0	10	10	0	10	10	15	2	17	37
% Large 2 Axle Vehicles	0	2.3	2.3	0	18.9	18.9	3.4	7.7	3.7	3.9
3 Axle Vehicles	0	30	30	0	0	0	43	0	43	73
% 3 Axle Vehicles	0	7	7	0	0	0	9.9	0	9.3	7.7
4+ Axle Trucks	0	108	108	0	8	8	118	6	124	240
% 4+ Axle Trucks	0	25.2	25.2	0	15.1	15.1	27.1	23.1	26.8	25.4

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	55	55	0	11	11	54	4	58	124
07:45 AM	0	**58**	**58**	0	**16**	**16**	62	4	66	**140**
08:00 AM	0	49	49	0	7	7	**68**	**5**	**73**	129
08:15 AM	0	45	45	0	9	9	51	3	54	108
Total Volume	0	207	207	0	43	43	235	16	251	501
% App. Total	0	100		0	100		93.6	6.4		
PHF	.000	.892	.892	.000	.672	.672	.864	.800	.860	.895

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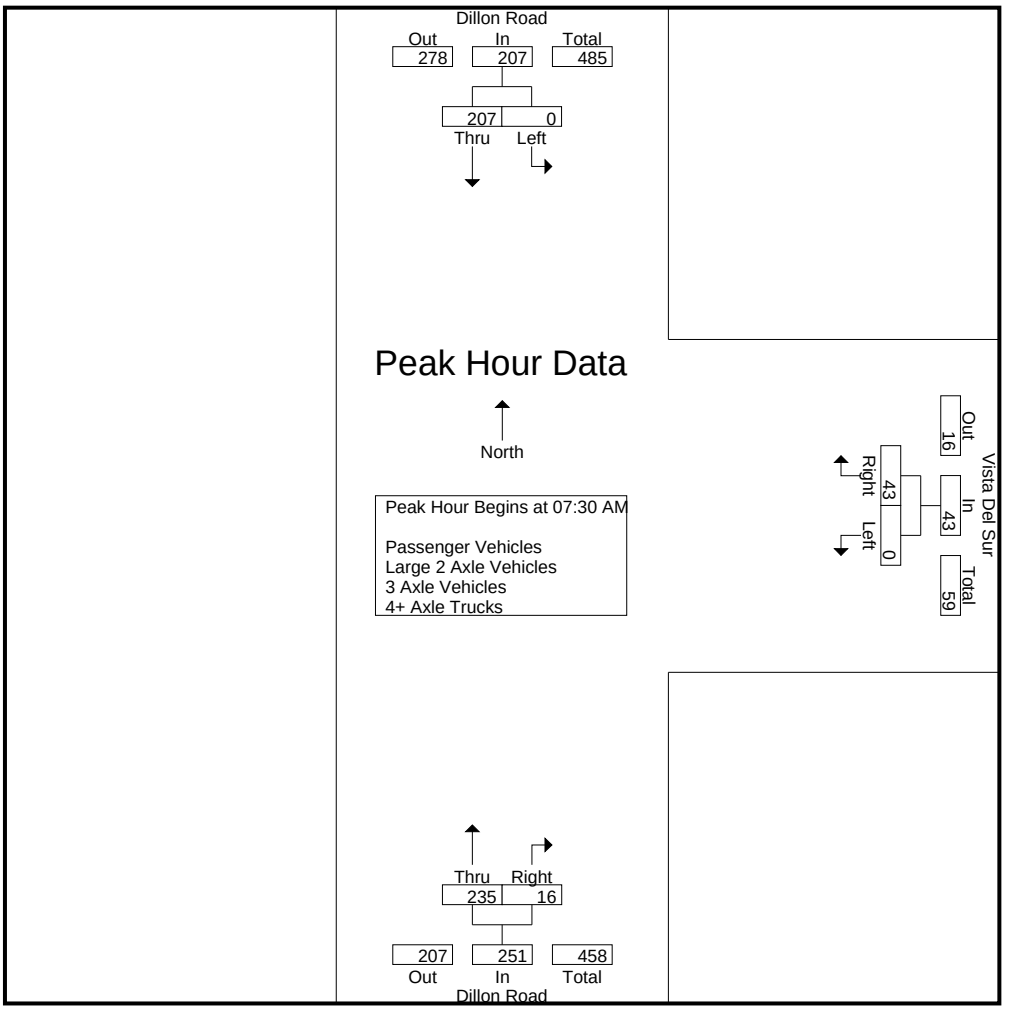

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	0	56	56	0	11	11	54	4	58
+15 mins.	0	55	55	0	**16**	**16**	62	4	66
+30 mins.	0	**58**	**58**	0	7	7	**68**	**5**	**73**
+45 mins.	0	49	49	0	9	9	51	3	54
Total Volume	0	218	218	0	43	43	235	16	251
% App. Total	0	100		0	100		93.6	6.4	
PHF	.000	.940	.940	.000	.672	.672	.864	.800	.860

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	26	0	3	3	30	0	30	59
07:15 AM	0	35	35	0	4	4	15	1	16	55
07:30 AM	0	37	37	0	4	4	36	4	40	81
07:45 AM	0	41	41	0	10	10	31	3	34	85
Total	0	139	139	0	21	21	112	8	120	280
08:00 AM	0	34	34	0	6	6	45	3	48	88
08:15 AM	0	30	30	0	8	8	37	3	40	78
08:30 AM	0	39	39	0	0	0	30	2	32	71
08:45 AM	0	39	39	0	0	0	36	2	38	77
Total	0	142	142	0	14	14	148	10	158	314
Grand Total	0	281	281	0	35	35	260	18	278	594
Apprch %	0	100		0	100		93.5	6.5		
Total %	0	47.3	47.3	0	5.9	5.9	43.8	3	46.8	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	37	37	0	4	4	36	**4**	40	81
07:45 AM	0	**41**	**41**	0	**10**	**10**	31	3	34	85
08:00 AM	0	34	34	0	6	6	**45**	3	**48**	**88**
08:15 AM	0	30	30	0	8	8	37	3	40	78
Total Volume	0	142	142	0	28	28	149	13	162	332
% App. Total	0	100		0	100		92	8		
PHF	.000	.866	.866	.000	.700	.700	.828	.813	.844	.943

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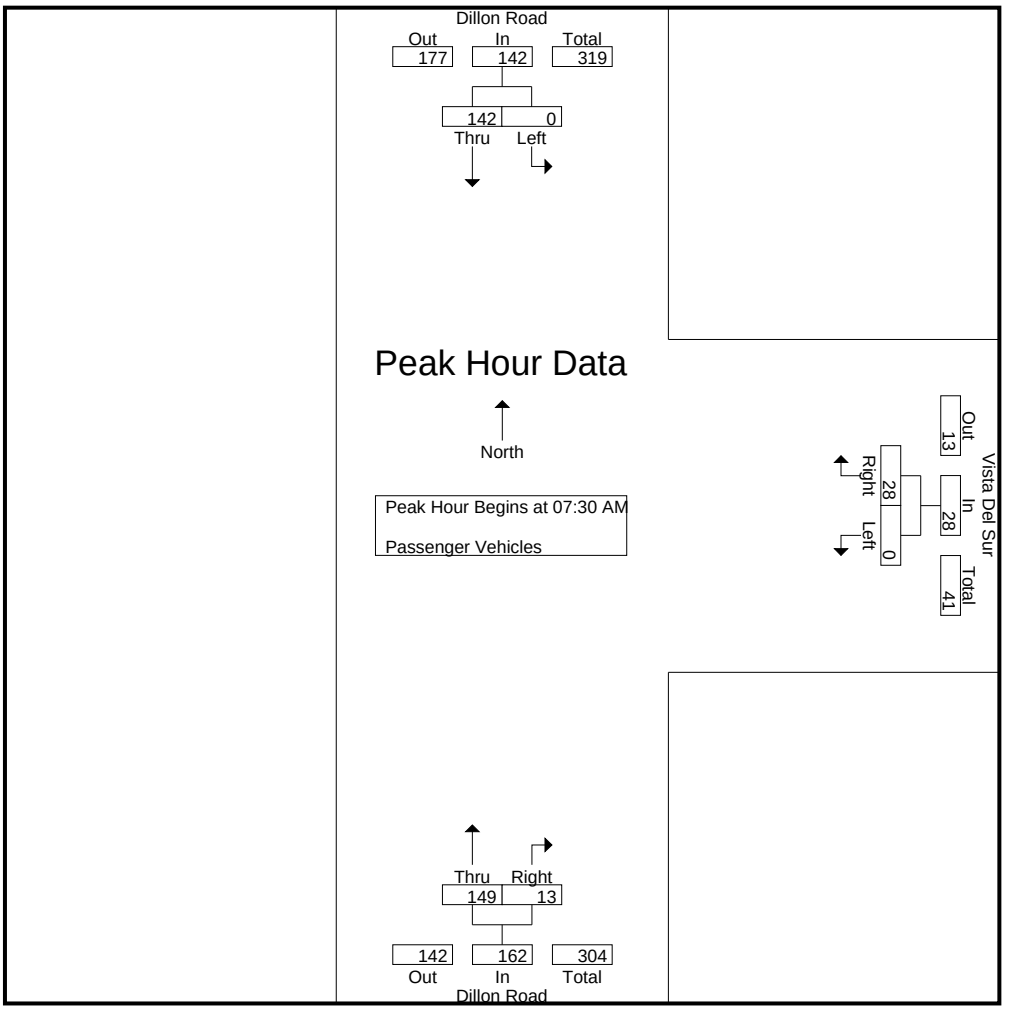

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	37	37	0	4	4	36	**4**	40
+15 mins.	0	**41**	**41**	0	**10**	**10**	31	3	34
+30 mins.	0	34	34	0	6	6	**45**	3	**48**
+45 mins.	0	30	30	0	8	8	37	3	40
Total Volume	0	142	142	0	28	28	149	13	162
% App. Total	0	100		0	100		92	8	
PHF	.000	.866	.866	.000	.700	.700	.828	.813	.844

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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	4	1	5	6
07:15 AM	0	4	4	0	0	0	2	0	2	6
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	6	6	2	1	3	10
Total	0	6	6	0	6	6	8	2	10	22
08:00 AM	0	0	0	0	1	1	2	0	2	3
08:15 AM	0	2	2	0	1	1	2	0	2	5
08:30 AM	0	1	1	0	2	2	0	0	0	3
08:45 AM	0	1	1	0	0	0	3	0	3	4
Total	0	4	4	0	4	4	7	0	7	15
Grand Total	0	10	10	0	10	10	15	2	17	37
Apprch %	0	100		0	100		88.2	11.8		
Total %	0	27	27	0	27	27	40.5	5.4	45.9	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	**6**	**6**	**2**	**1**	**3**	**10**
08:00 AM	0	0	0	0	1	1	2	0	2	3
08:15 AM	0	**2**	**2**	0	1	1	2	0	2	5
Total Volume	0	3	3	0	8	8	6	1	7	18
% App. Total	0	100		0	100		85.7	14.3		
PHF	.000	.375	.375	.000	.333	.333	.750	.250	.583	.450

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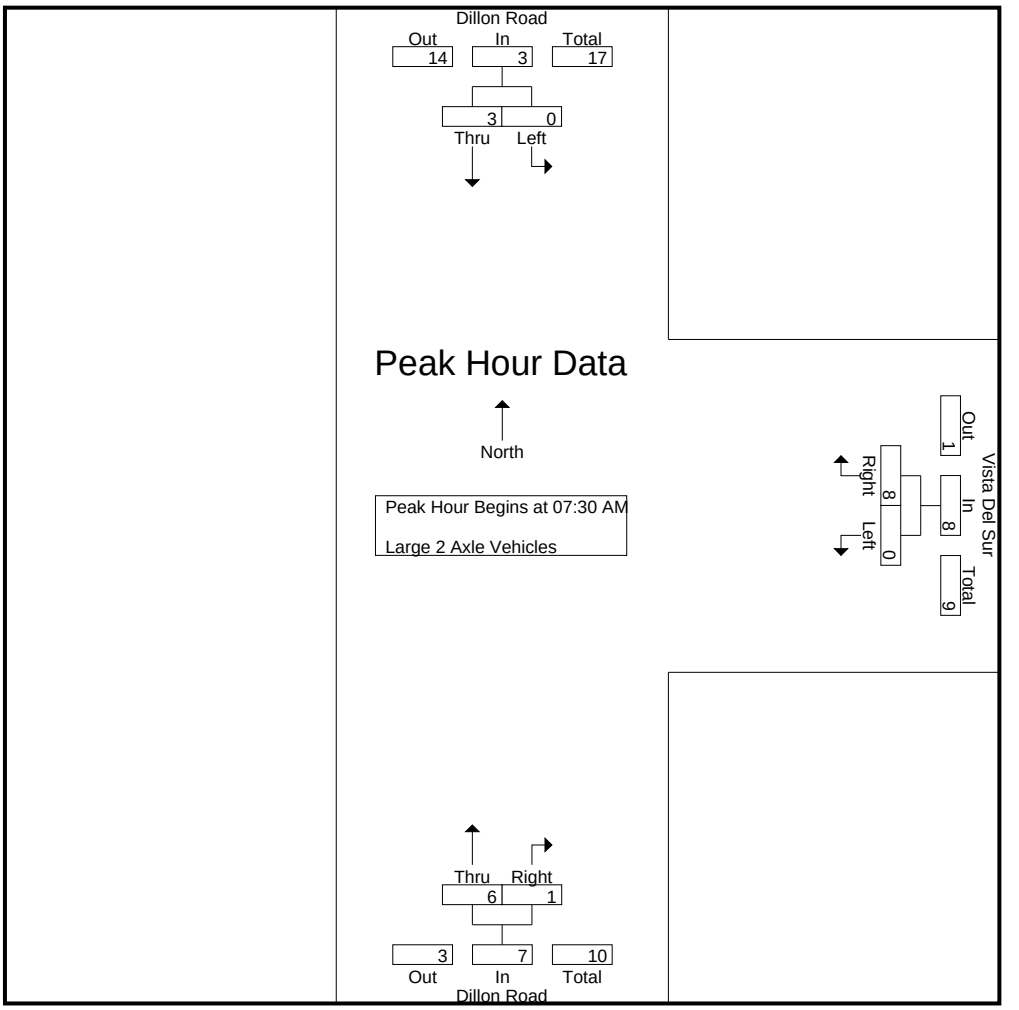

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	**6**	**6**	**2**	**1**	**3**
+30 mins.	0	0	0	0	1	1	2	0	2
+45 mins.	0	**2**	**2**	0	1	1	2	0	2
Total Volume	0	3	3	0	8	8	6	1	7
% App. Total	0	100		0	100		85.7	14.3	
PHF	.000	.375	.375	.000	.333	.333	.750	.250	.583

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City of Coachella
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Site Code : 05722739
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Page No : 1

Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	4	0	4	6
07:15 AM	0	1	1	0	0	0	6	0	6	7
07:30 AM	0	5	5	0	0	0	5	0	5	10
07:45 AM	0	2	2	0	0	0	10	0	10	12
Total	0	10	10	0	0	0	25	0	25	35
08:00 AM	0	4	4	0	0	0	6	0	6	10
08:15 AM	0	2	2	0	0	0	3	0	3	5
08:30 AM	0	8	8	0	0	0	4	0	4	12
08:45 AM	0	6	6	0	0	0	5	0	5	11
Total	0	20	20	0	0	0	18	0	18	38
Grand Total	0	30	30	0	0	0	43	0	43	73
Apprch %	0	100		0	0		100	0		
Total %	0	41.1	41.1	0	0	0	58.9	0	58.9	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**5**	**5**	0	0	0	5	0	5	10
07:45 AM	0	2	2	0	0	0	**10**	0	**10**	**12**
08:00 AM	0	4	4	0	0	0	6	0	6	10
08:15 AM	0	2	2	0	0	0	3	0	3	5
Total Volume	0	13	13	0	0	0	24	0	24	37
% App. Total	0	100		0	0		100	0		
PHF	.000	.650	.650	.000	.000	.000	.600	.000	.600	.771

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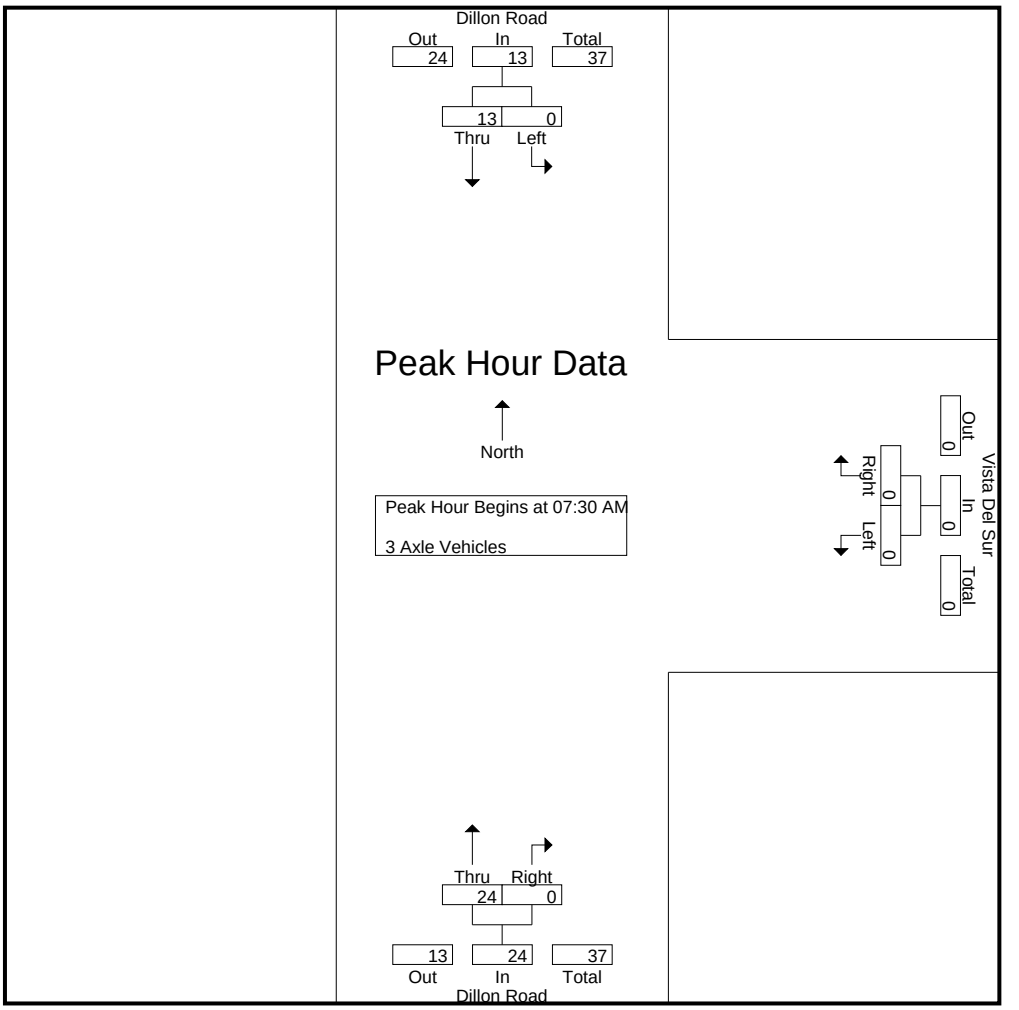

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**5**	**5**	0	0	0	5	0	5
+15 mins.	0	2	2	0	0	0	**10**	0	**10**
+30 mins.	0	4	4	0	0	0	6	0	6
+45 mins.	0	2	2	0	0	0	3	0	3
Total Volume	0	13	13	0	0	0	24	0	24
% App. Total	0	100		0	0		100	0	
PHF	.000	.650	.650	.000	.000	.000	.600	.000	.600

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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	17	0	0	0	21	1	22	39
07:15 AM	0	16	16	0	1	1	16	3	19	36
07:30 AM	0	13	13	0	7	7	13	0	13	33
07:45 AM	0	14	14	0	0	0	19	0	19	33
Total	0	60	60	0	8	8	69	4	73	141
08:00 AM	0	11	11	0	0	0	15	2	17	28
08:15 AM	0	11	11	0	0	0	9	0	9	20
08:30 AM	0	10	10	0	0	0	8	0	8	18
08:45 AM	0	16	16	0	0	0	17	0	17	33
Total	0	48	48	0	0	0	49	2	51	99
Grand Total	0	108	108	0	8	8	118	6	124	240
Apprch %	0	100		0	100		95.2	4.8		
Total %	0	45	45	0	3.3	3.3	49.2	2.5	51.7	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	13	13	0	**7**	**7**	13	0	13	**33**
07:45 AM	0	**14**	**14**	0	0	0	**19**	0	**19**	33
08:00 AM	0	11	11	0	0	0	15	**2**	17	28
08:15 AM	0	11	11	0	0	0	9	0	9	20
Total Volume	0	49	49	0	7	7	56	2	58	114
% App. Total	0	100		0	100		96.6	3.4		
PHF	.000	.875	.875	.000	.250	.250	.737	.250	.763	.864

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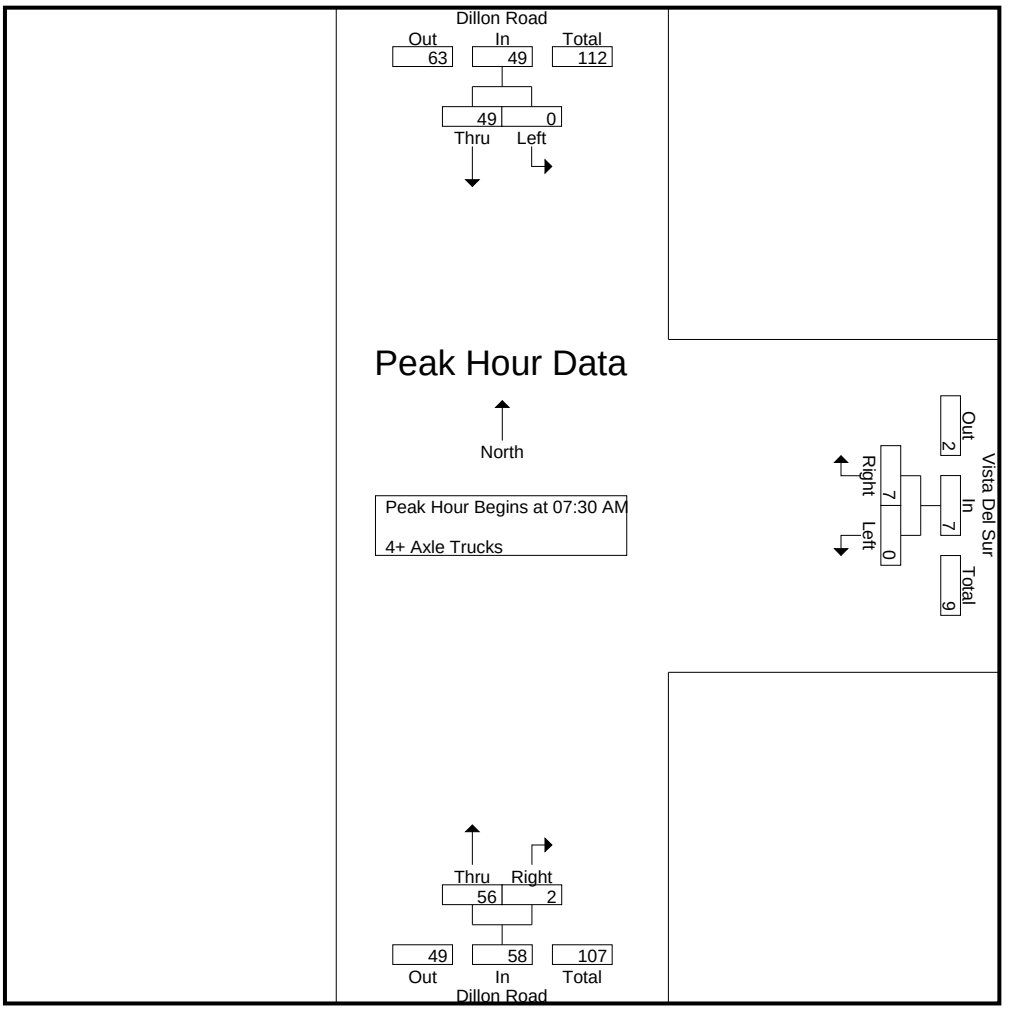

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	13	13	0	**7**	**7**	13	0	13
+15 mins.	0	**14**	**14**	0	0	0	**19**	0	**19**
+30 mins.	0	11	11	0	0	0	15	**2**	17
+45 mins.	0	11	11	0	0	0	9	0	9
Total Volume	0	49	49	0	7	7	56	2	58
% App. Total	0	100		0	100		96.6	3.4	
PHF	.000	.875	.875	.000	.250	.250	.737	.250	.763

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	92	92	0	5	5	65	3	68	165
04:15 PM	0	88	88	0	0	0	57	2	59	147
04:30 PM	0	62	62	0	4	4	46	2	48	114
04:45 PM	1	82	83	0	6	6	60	1	61	150
Total	1	324	325	0	15	15	228	8	236	576
05:00 PM	0	84	84	0	2	2	63	4	67	153
05:15 PM	0	70	70	0	6	6	43	4	47	123
05:30 PM	0	53	53	0	3	3	43	4	47	103
05:45 PM	0	56	56	0	3	3	52	7	59	118
Total	0	263	263	0	14	14	201	19	220	497
Grand Total	1	587	588	0	29	29	429	27	456	1073
Apprch %	0.2	99.8		0	100		94.1	5.9		
Total %	0.1	54.7	54.8	0	2.7	2.7	40	2.5	42.5	
Passenger Vehicles	1	402	403	0	24	24	263	27	290	717
% Passenger Vehicles	100	68.5	68.5	0	82.8	82.8	61.3	100	63.6	66.8
Large 2 Axle Vehicles	0	11	11	0	0	0	6	0	6	17
% Large 2 Axle Vehicles	0	1.9	1.9	0	0	0	1.4	0	1.3	1.6
3 Axle Vehicles	0	23	23	0	2	2	21	0	21	46
% 3 Axle Vehicles	0	3.9	3.9	0	6.9	6.9	4.9	0	4.6	4.3
4+ Axle Trucks	0	151	151	0	3	3	139	0	139	293
% 4+ Axle Trucks	0	25.7	25.7	0	10.3	10.3	32.4	0	30.5	27.3

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**92**	**92**	0	5	5	**65**	**3**	**68**	**165**
04:15 PM	0	88	88	0	0	0	57	2	59	147
04:30 PM	0	62	62	0	4	4	46	2	48	114
04:45 PM	**1**	82	83	0	**6**	**6**	60	1	61	150
Total Volume	1	324	325	0	15	15	228	8	236	576
% App. Total	0.3	99.7		0	100		96.6	3.4		
PHF	.250	.880	.883	.000	.625	.625	.877	.667	.868	.873

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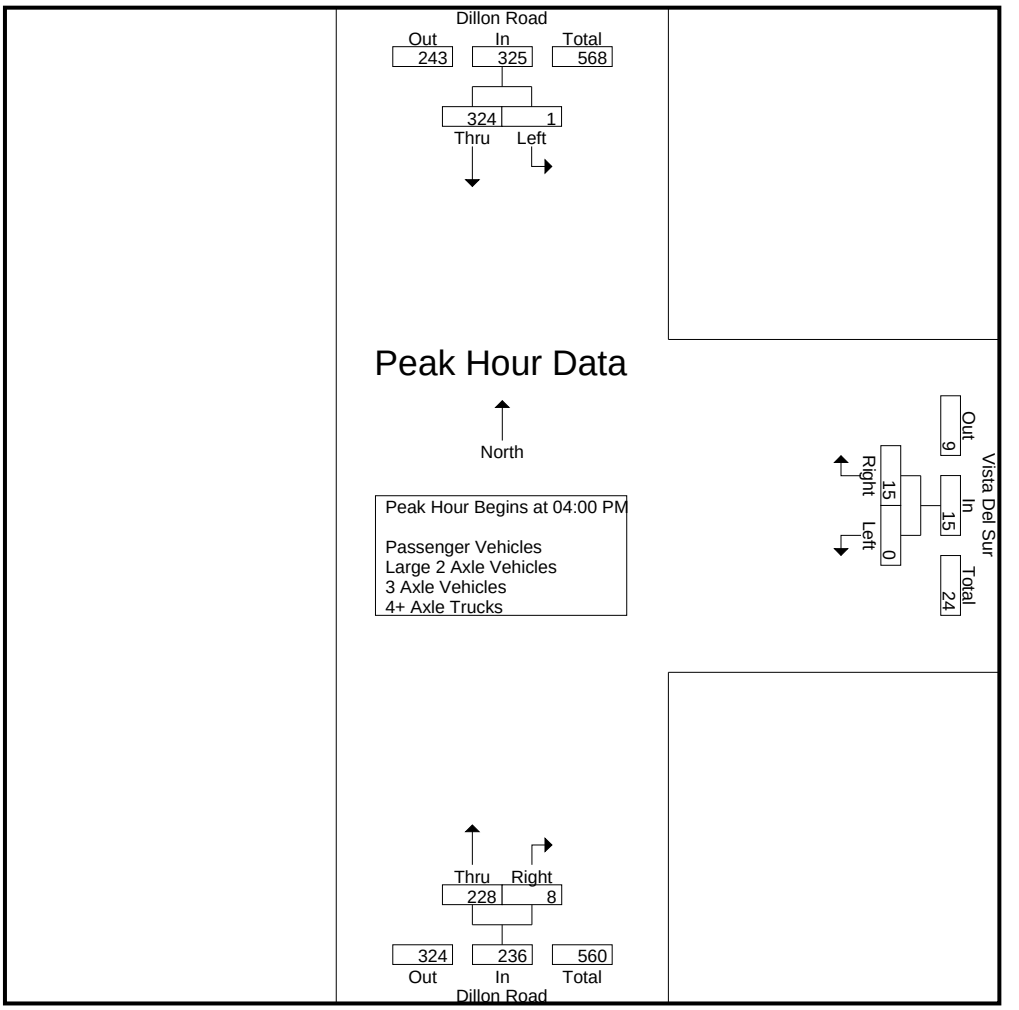
City of Coachella
N/S: Dillon Road
E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	0	**92**	**92**	0	4	4	**65**	**3**	**68**
+15 mins.	0	88	88	0	**6**	**6**	57	2	59
+30 mins.	0	62	62	0	2	2	46	2	48
+45 mins.	**1**	82	83	0	6	6	60	1	61
Total Volume	1	324	325	0	18	18	228	8	236
% App. Total	0.3	99.7		0	100		96.6	3.4	
PHF	.250	.880	.883	.000	.750	.750	.877	.667	.868

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	70	70	0	3	3	40	3	43	116
04:15 PM	0	62	62	0	0	0	35	2	37	99
04:30 PM	0	41	41	0	4	4	25	2	27	72
04:45 PM	1	59	60	0	4	4	36	1	37	101
Total	1	232	233	0	11	11	136	8	144	388
05:00 PM	0	61	61	0	2	2	36	4	40	103
05:15 PM	0	42	42	0	5	5	30	4	34	81
05:30 PM	0	26	26	0	3	3	27	4	31	60
05:45 PM	0	41	41	0	3	3	34	7	41	85
Total	0	170	170	0	13	13	127	19	146	329
Grand Total	1	402	403	0	24	24	263	27	290	717
Apprch %	0.2	99.8		0	100		90.7	9.3		
Total %	0.1	56.1	56.2	0	3.3	3.3	36.7	3.8	40.4	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**70**	**70**	0	3	3	**40**	**3**	**43**	**116**
04:15 PM	0	62	62	0	0	0	35	2	37	99
04:30 PM	0	41	41	0	**4**	**4**	25	2	27	72
04:45 PM	**1**	59	60	0	4	4	36	1	37	101
Total Volume	1	232	233	0	11	11	136	8	144	388
% App. Total	0.4	99.6		0	100		94.4	5.6		
PHF	.250	.829	.832	.000	.688	.688	.850	.667	.837	.836

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
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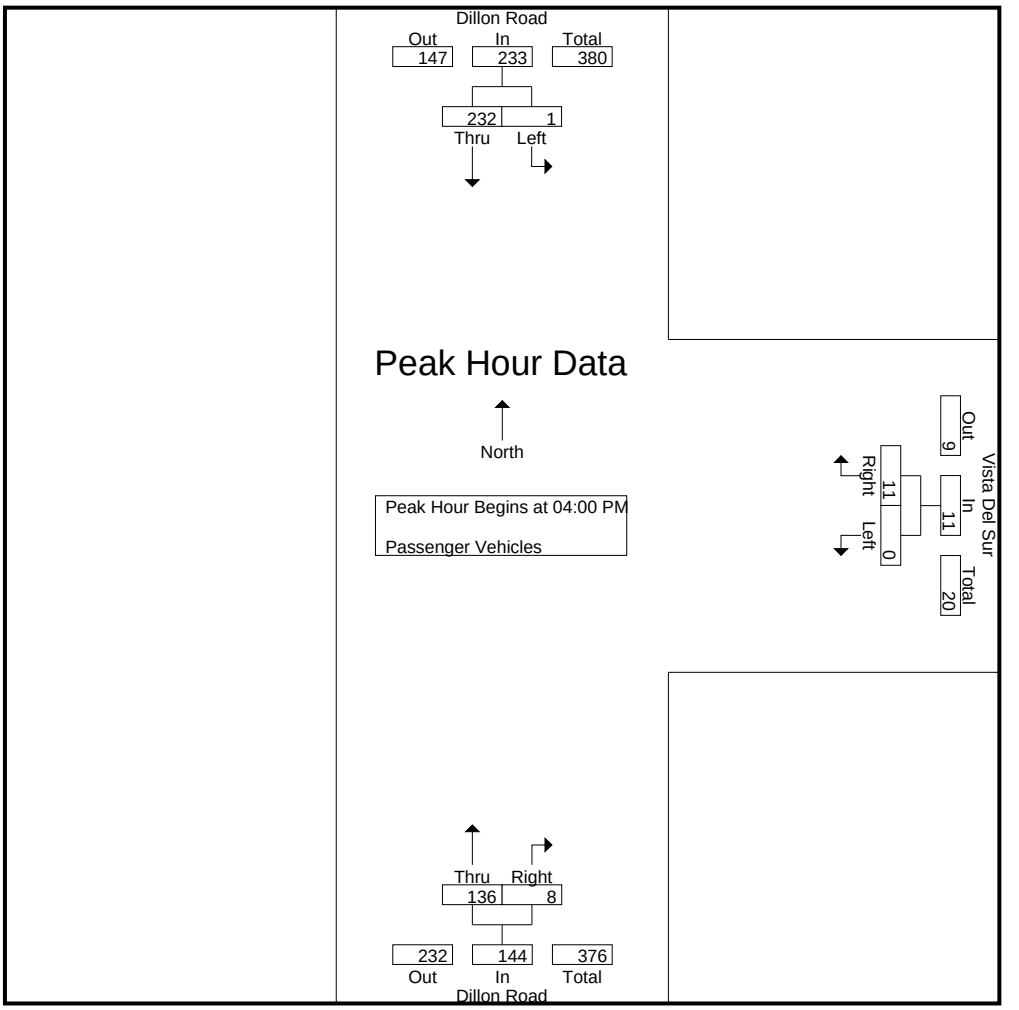

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**70**	**70**	0	3	3	**40**	**3**	**43**
+15 mins.	0	62	62	0	0	0	35	2	37
+30 mins.	0	41	41	0	**4**	**4**	25	2	27
+45 mins.	**1**	59	60	0	4	4	36	1	37
Total Volume	1	232	233	0	11	11	136	8	144
% App. Total	0.4	99.6		0	100		94.4	5.6	
PHF	.250	.829	.832	.000	.688	.688	.850	.667	.837

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City of Coachella
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E/W: Vista Del Sur
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File Name : 39_COA_Dil_VDS PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	2	0	2	4
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	0	0	0	5	0	5	9
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	6	6	0	0	0	1	0	1	7
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	0	0	0	1	0	1	8
Grand Total	0	11	11	0	0	0	6	0	6	17
Apprch %	0	100		0	0		100	0		
Total %	0	64.7	64.7	0	0	0	35.3	0	35.3	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	**2**	0	0	0	**2**	0	**2**	**4**
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	4	4	0	0	0	5	0	5	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.625	.000	.625	.563

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E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
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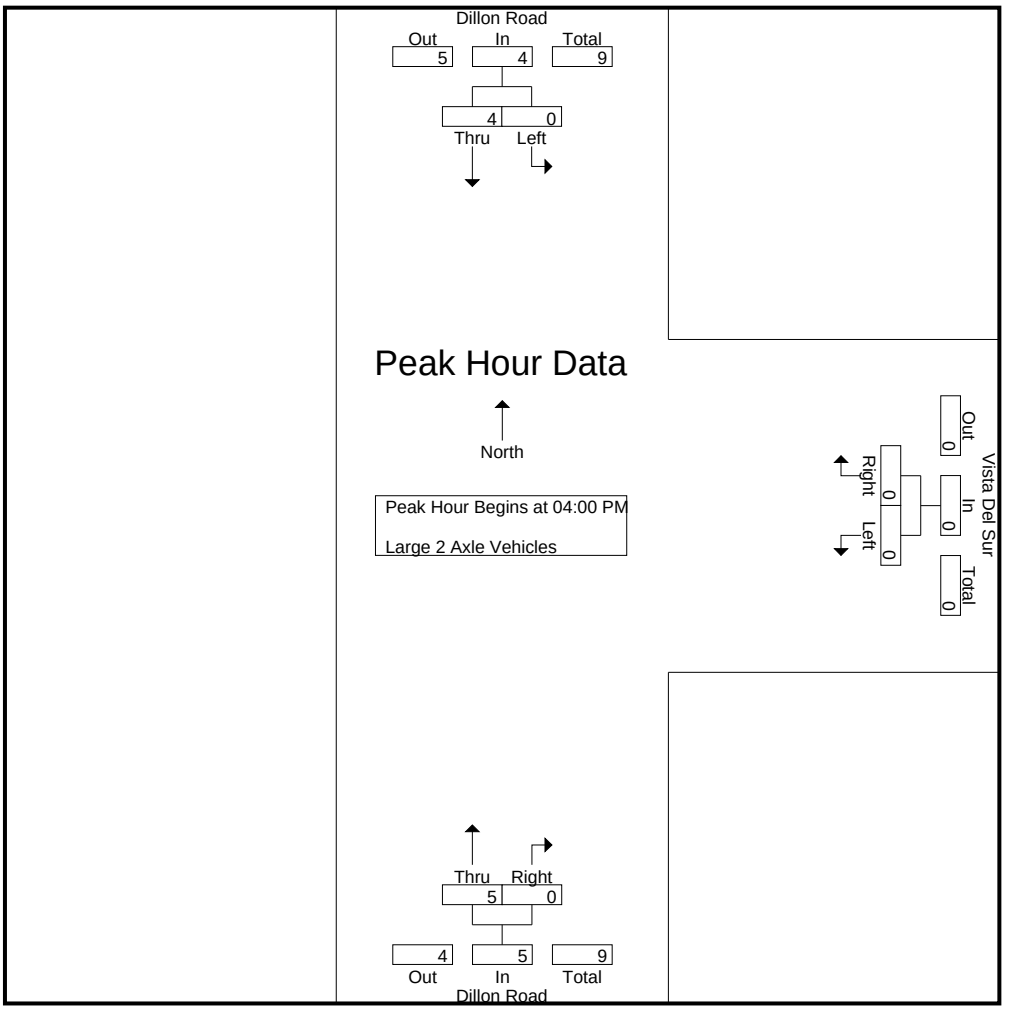

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**2**	**2**	0	0	0	**2**	0	**2**
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	4	4	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.625	.000	.625

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City of Coachella
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E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	0	0	0	5	0	5	9
04:15 PM	0	2	2	0	0	0	2	0	2	4
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	5	5	0	1	1	4	0	4	10
Total	0	13	13	0	1	1	15	0	15	29
05:00 PM	0	3	3	0	0	0	3	0	3	6
05:15 PM	0	6	6	0	1	1	1	0	1	8
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	10	10	0	1	1	6	0	6	17
Grand Total	0	23	23	0	2	2	21	0	21	46
Apprch %	0	100		0	100		100	0		
Total %	0	50	50	0	4.3	4.3	45.7	0	45.7	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	4	4	0	0	0	**5**	0	**5**	9
04:15 PM	0	2	2	0	0	0	2	0	2	4
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	**5**	**5**	0	**1**	**1**	4	0	4	**10**
Total Volume	0	13	13	0	1	1	15	0	15	29
% App. Total	0	100		0	100		100	0		
PHF	.000	.650	.650	.000	.250	.250	.750	.000	.750	.725

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File Name : 39_COA_Dil_VDS PM
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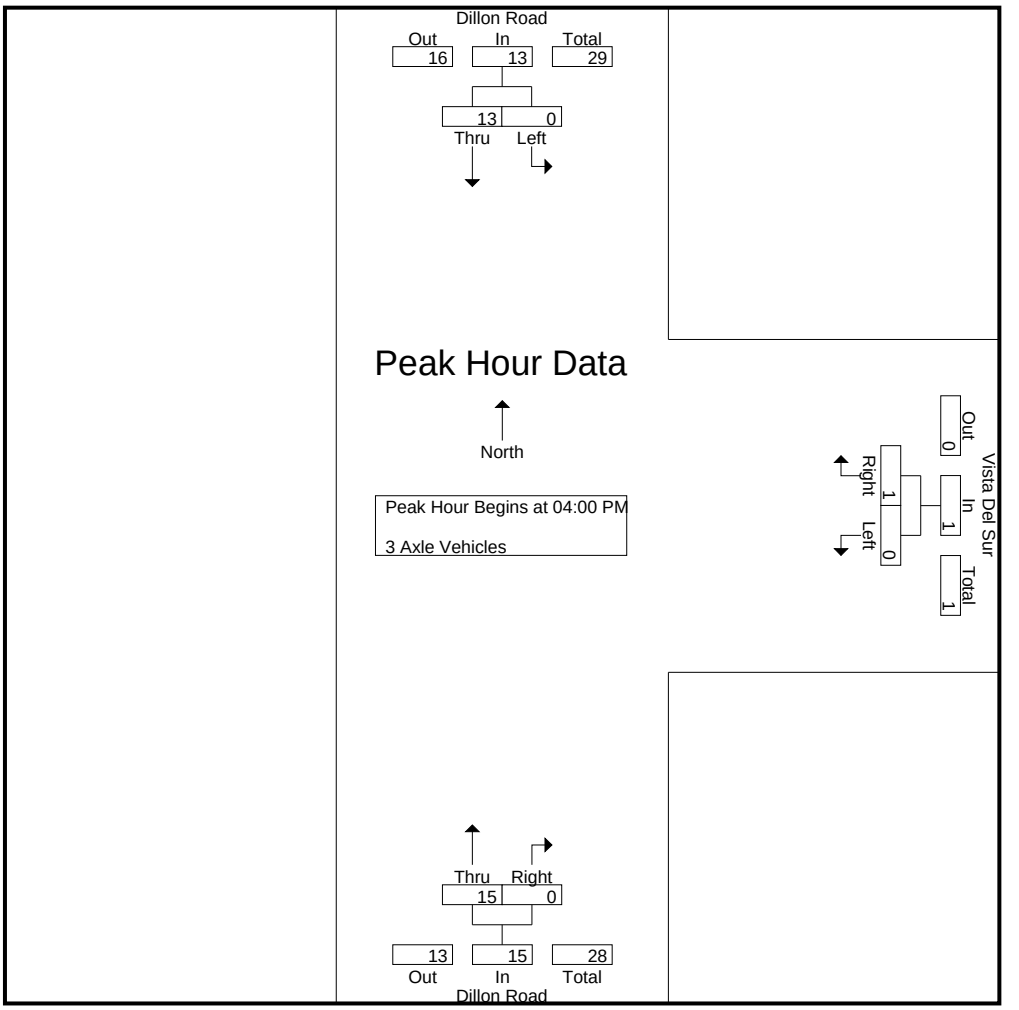

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	4	4	0	0	0	**5**	0	**5**
+15 mins.	0	2	2	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	**5**	**5**	0	**1**	**1**	4	0	4
Total Volume	0	13	13	0	1	1	15	0	15
% App. Total	0	100		0	100		100	0	
PHF	.000	.650	.650	.000	.250	.250	.750	.000	.750

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E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	16	16	0	2	2	18	0	18	36
04:15 PM	0	23	23	0	0	0	20	0	20	43
04:30 PM	0	19	19	0	0	0	16	0	16	35
04:45 PM	0	17	17	0	1	1	18	0	18	36
Total	0	75	75	0	3	3	72	0	72	150
05:00 PM	0	19	19	0	0	0	24	0	24	43
05:15 PM	0	22	22	0	0	0	12	0	12	34
05:30 PM	0	21	21	0	0	0	14	0	14	35
05:45 PM	0	14	14	0	0	0	17	0	17	31
Total	0	76	76	0	0	0	67	0	67	143
Grand Total	0	151	151	0	3	3	139	0	139	293
Apprch %	0	100		0	100		100	0		
Total %	0	51.5	51.5	0	1	1	47.4	0	47.4	

	Dillon Road Southbound			Vista Del Sur Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	16	16	0	**2**	**2**	18	0	18	36
04:15 PM	0	**23**	**23**	0	0	0	**20**	0	**20**	**43**
04:30 PM	0	19	19	0	0	0	16	0	16	35
04:45 PM	0	17	17	0	1	1	18	0	18	36
Total Volume	0	75	75	0	3	3	72	0	72	150
% App. Total	0	100		0	100		100	0		
PHF	.000	.815	.815	.000	.375	.375	.900	.000	.900	.872

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City of Coachella
N/S: Dillon Road
E/W: Vista Del Sur
Weather: Clear

File Name : 39_COA_Dil_VDS PM
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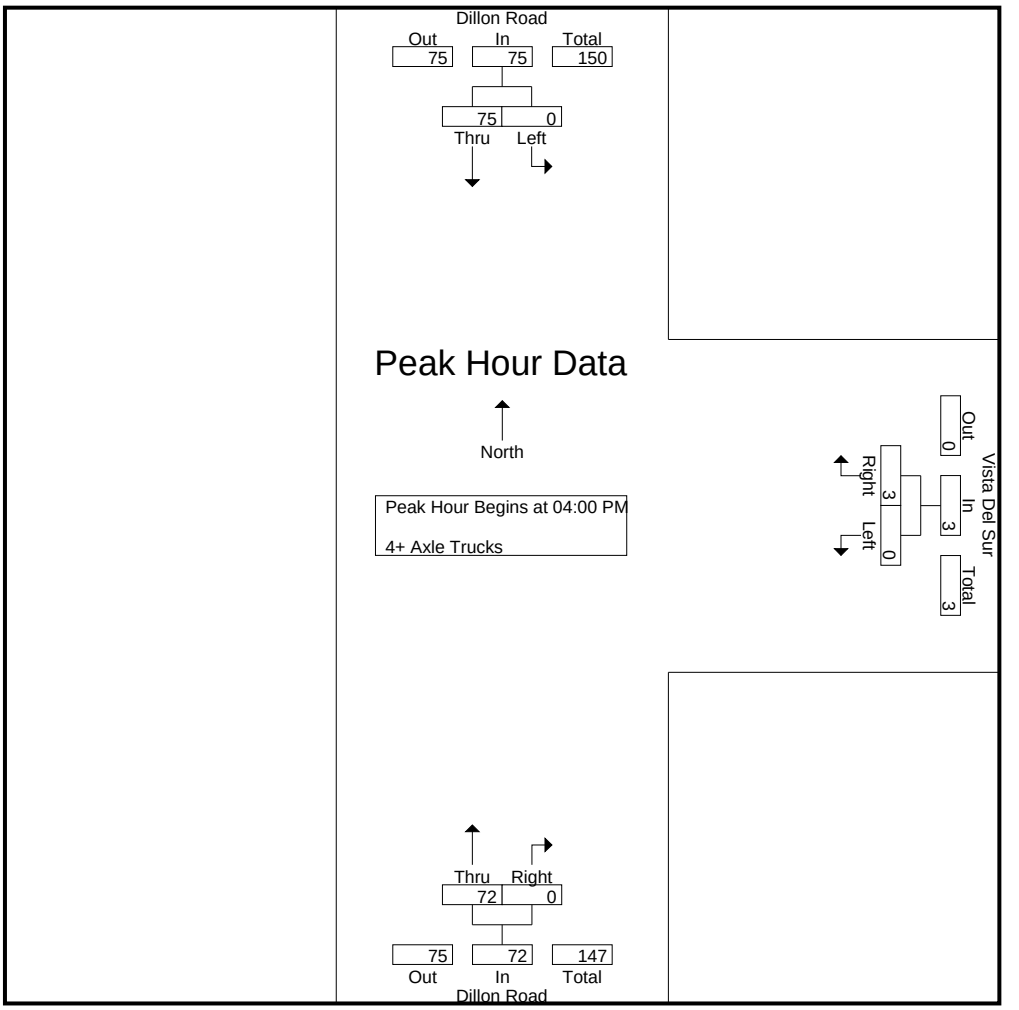

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	16	16	0	**2**	**2**	18	0	18
+15 mins.	0	**23**	**23**	0	0	0	**20**	0	**20**
+30 mins.	0	19	19	0	0	0	16	0	16
+45 mins.	0	17	17	0	1	1	18	0	18
Total Volume	0	75	75	0	3	3	72	0	72
% App. Total	0	100		0	100		100	0	
PHF	.000	.815	.815	.000	.375	.375	.900	.000	.900

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	18	40	0	58	15	0	26	41	0	55	4	59	158
07:15 AM	0	1	1	2	19	57	2	78	22	0	27	49	0	71	20	91	220
07:30 AM	1	0	1	2	17	65	0	82	41	0	22	63	0	80	20	100	247
07:45 AM	0	0	2	2	15	64	0	79	39	0	24	63	0	50	23	73	217
Total	1	1	4	6	69	226	2	297	117	0	99	216	0	256	67	323	842
08:00 AM	0	0	0	0	20	54	0	74	36	0	33	69	0	59	27	86	229
08:15 AM	1	0	0	1	12	50	0	62	35	0	22	57	0	47	16	63	183
08:30 AM	0	0	2	2	18	55	0	73	29	0	17	46	0	49	16	65	186
08:45 AM	0	0	1	1	10	48	0	58	17	0	11	28	1	40	18	59	146
Total	1	0	3	4	60	207	0	267	117	0	83	200	1	195	77	273	744
Grand Total	2	1	7	10	129	433	2	564	234	0	182	416	1	451	144	596	1586
Apprch %	20	10	70		22.9	76.8	0.4		56.2	0	43.8		0.2	75.7	24.2		
Total %	0.1	0.1	0.4	0.6	8.1	27.3	0.1	35.6	14.8	0	11.5	26.2	0.1	28.4	9.1	37.6	
Passenger Vehicles	2	1	7	10	122	395	2	519	232	0	180	412	1	421	139	561	1502
% Passenger Vehicles	100	100	100	100	94.6	91.2	100	92	99.1	0	98.9	99	100	93.3	96.5	94.1	94.7
Large 2 Axle Vehicles	0	0	0	0	2	12	0	14	1	0	1	2	0	4	5	9	25
% Large 2 Axle Vehicles	0	0	0	0	1.6	2.8	0	2.5	0.4	0	0.5	0.5	0	0.9	3.5	1.5	1.6
3 Axle Vehicles	0	0	0	0	2	16	0	18	1	0	1	2	0	14	0	14	34
% 3 Axle Vehicles	0	0	0	0	1.6	3.7	0	3.2	0.4	0	0.5	0.5	0	3.1	0	2.3	2.1
4+ Axle Trucks	0	0	0	0	3	10	0	13	0	0	0	0	0	12	0	12	25
% 4+ Axle Trucks	0	0	0	0	2.3	2.3	0	2.3	0	0	0	0	0	2.7	0	2	1.6

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	1	**2**	19	57	**2**	78	22	0	27	49	0	71	20	91	220
07:30 AM	**1**	0	1	2	17	**65**	0	**82**	**41**	0	22	63	0	**80**	20	**100**	**247**
07:45 AM	0	0	**2**	2	15	64	0	79	39	0	24	63	0	50	23	73	217
08:00 AM	0	0	0	0	**20**	54	0	74	36	0	**33**	**69**	0	59	**27**	86	229
Total Volume	1	1	4	6	71	240	2	313	138	0	106	244	0	260	90	350	913
% App. Total	16.7	16.7	66.7		22.7	76.7	0.6		56.6	0	43.4		0	74.3	25.7		
PHF	.250	.250	.500	.750	.888	.923	.250	.954	.841	.000	.803	.884	.000	.813	.833	.875	.924

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N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
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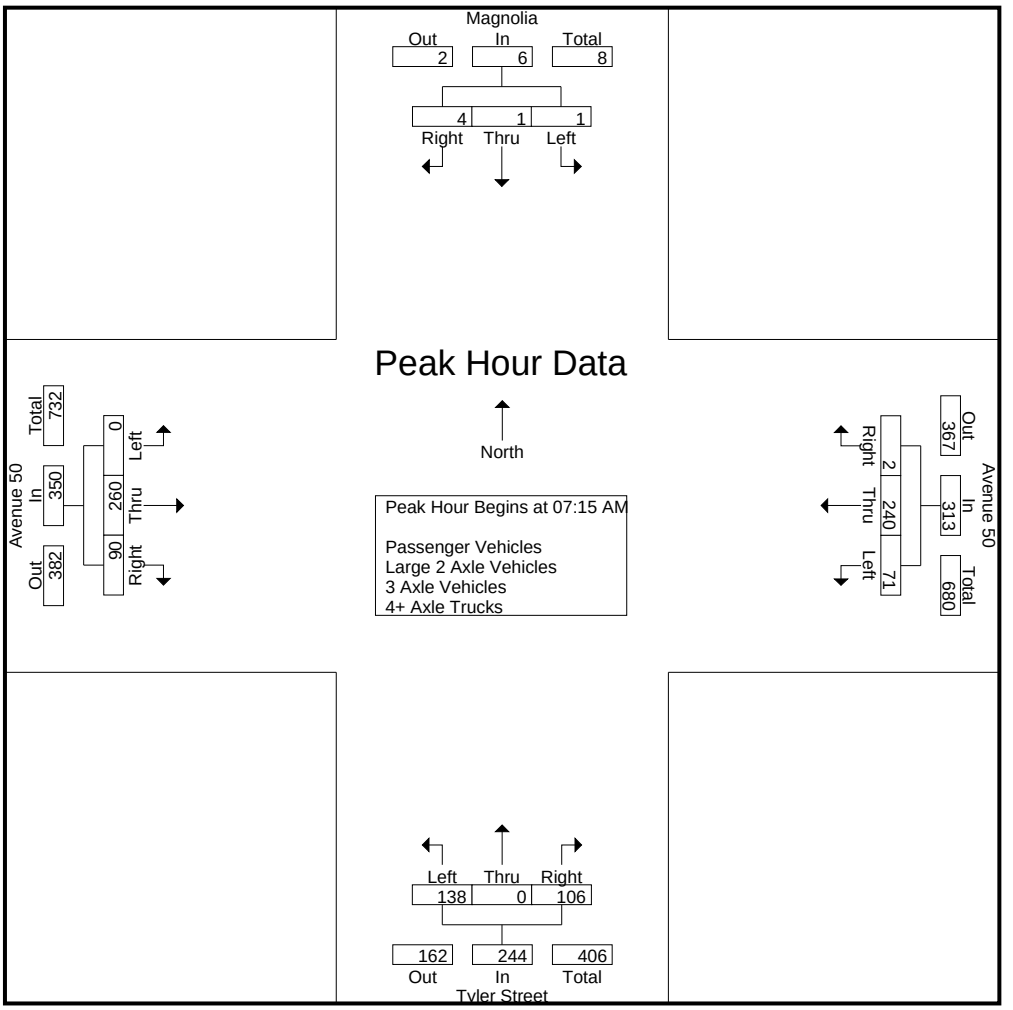

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	0	0	19	57	**2**	78	**41**	0	22	63	0	71	20	91
+15 mins.	0	**1**	1	**2**	17	**65**	0	**82**	39	0	24	63	0	**80**	20	**100**
+30 mins.	**1**	0	1	2	15	64	0	79	36	0	**33**	**69**	0	50	23	73
+45 mins.	0	0	**2**	2	**20**	54	0	74	35	0	22	57	0	59	**27**	86
Total Volume	1	1	4	6	71	240	2	313	151	0	101	252	0	260	90	350
% App. Total	16.7	16.7	66.7		22.7	76.7	0.6		59.9	0	40.1		0	74.3	25.7	
PHF	.250	.250	.500	.750	.888	.923	.250	.954	.921	.000	.765	.913	.000	.813	.833	.875

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(951)268-6268

City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	16	36	0	52	15	0	26	41	0	51	4	55	148
07:15 AM	0	1	1	2	19	51	2	72	22	0	26	48	0	67	19	86	208
07:30 AM	1	0	1	2	16	60	0	76	40	0	22	62	0	77	20	97	237
07:45 AM	0	0	2	2	15	56	0	71	39	0	24	63	0	47	23	70	206
Total	1	1	4	6	66	203	2	271	116	0	98	214	0	242	66	308	799
08:00 AM	0	0	0	0	20	51	0	71	35	0	33	68	0	55	25	80	219
08:15 AM	1	0	0	1	10	44	0	54	35	0	22	57	0	42	14	56	168
08:30 AM	0	0	2	2	16	50	0	66	29	0	16	45	0	47	16	63	176
08:45 AM	0	0	1	1	10	47	0	57	17	0	11	28	1	35	18	54	140
Total	1	0	3	4	56	192	0	248	116	0	82	198	1	179	73	253	703
Grand Total	2	1	7	10	122	395	2	519	232	0	180	412	1	421	139	561	1502
Apprch %	20	10	70		23.5	76.1	0.4		56.3	0	43.7		0.2	75	24.8		
Total %	0.1	0.1	0.5	0.7	8.1	26.3	0.1	34.6	15.4	0	12	27.4	0.1	28	9.3	37.4	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	1	**2**	19	51	**2**	72	22	0	26	48	0	67	19	86	208
07:30 AM	**1**	0	1	2	16	**60**	0	**76**	**40**	0	22	62	0	**77**	20	**97**	**237**
07:45 AM	0	0	**2**	2	15	56	0	71	39	0	24	63	0	47	23	70	206
08:00 AM	0	0	0	0	**20**	51	0	71	35	0	**33**	**68**	0	55	**25**	80	219
Total Volume	1	1	4	6	70	218	2	290	136	0	105	241	0	246	87	333	870
% App. Total	16.7	16.7	66.7		24.1	75.2	0.7		56.4	0	43.6		0	73.9	26.1		
PHF	.250	.250	.500	.750	.875	.908	.250	.954	.850	.000	.795	.886	.000	.799	.870	.858	.918

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City of Coachella
N/S: Magnolia/Tyler Street
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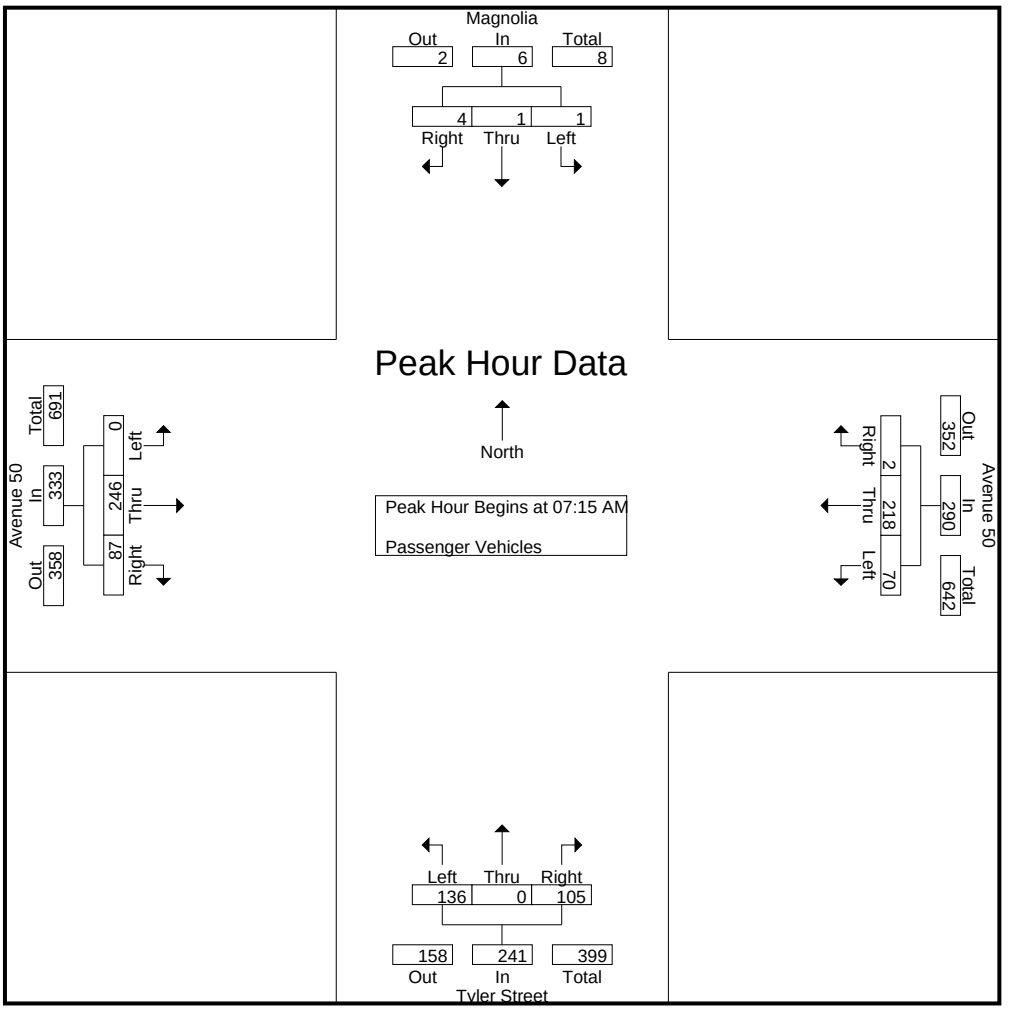
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	1	**2**	19	51	**2**	72	22	0	26	48	0	67	19	86
+15 mins.	**1**	0	1	2	16	**60**	0	**76**	**40**	0	22	62	0	**77**	20	**97**
+30 mins.	0	0	**2**	2	15	56	0	71	39	0	24	63	0	47	23	70
+45 mins.	0	0	0	0	**20**	51	0	71	35	0	**33**	**68**	0	55	**25**	80
Total Volume	1	1	4	6	70	218	2	290	136	0	105	241	0	246	87	333
% App. Total	16.7	16.7	66.7		24.1	75.2	0.7		56.4	0	43.6		0	73.9	26.1	
PHF	.250	.250	.500	.750	.875	.908	.250	.954	.850	.000	.795	.886	.000	.799	.870	.858

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	1	8	0	9	1	0	1	2	0	3	1	4	15
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	2	3	5
08:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	4	0	5	0	0	0	0	0	1	4	5	10
Grand Total	0	0	0	0	2	12	0	14	1	0	1	2	0	4	5	9	25
Apprch %	0	0	0		14.3	85.7	0		50	0	50		0	44.4	55.6		
Total %	0	0	0	0	8	48	0	56	4	0	4	8	0	16	20	36	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	1	2	4
07:30 AM	0	0	0	0	0	2	0	2	**1**	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	**2**	**3**	**5**
Total Volume	0	0	0	0	0	9	0	9	1	0	1	2	0	2	3	5	16
% App. Total	0	0	0		0	100	0		50	0	50		0	40	60		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.250	.000	.250	.500	.000	.500	.375	.417	.800

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City of Coachella
N/S: Magnolia/Tyler Street
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File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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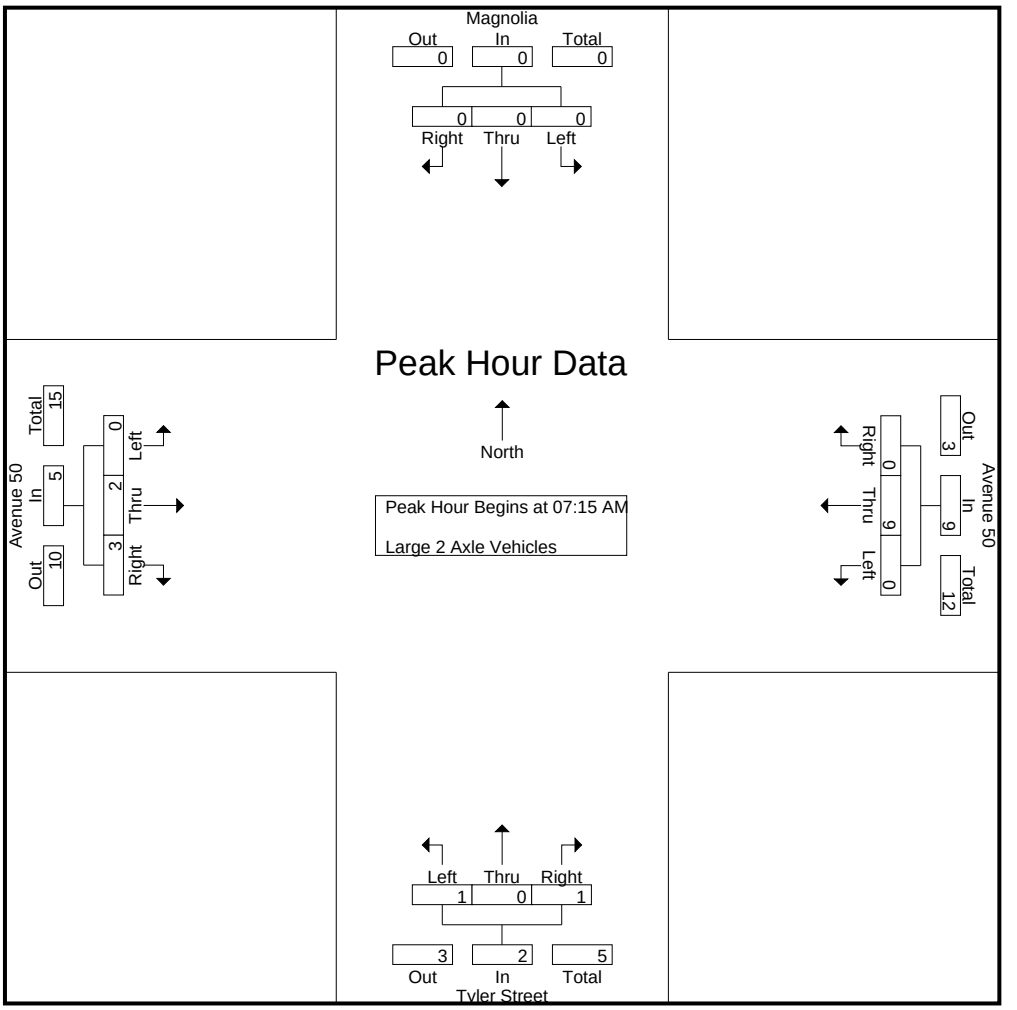

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	1	2
+15 mins.	0	0	0	0	0	2	0	2	**1**	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	**2**	**3**
Total Volume	0	0	0	0	0	9	0	9	1	0	1	2	0	2	3	5
% App. Total	0	0	0		0	100	0		50	0	50		0	40	60	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.250	.000	.250	.500	.000	.500	.375	.417

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	9	0	9	0	0	0	0	0	6	0	6	15
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
08:30 AM	0	0	0	0	2	5	0	7	0	0	1	1	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	2	7	0	9	1	0	1	2	0	8	0	8	19
Grand Total	0	0	0	0	2	16	0	18	1	0	1	2	0	14	0	14	34
Apprch %	0	0	0		11.1	88.9	0		50	0	50		0	100	0		
Total %	0	0	0	0	5.9	47.1	0	52.9	2.9	0	2.9	5.9	0	41.2	0	41.2	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	**5**
08:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**3**	0	**3**	4
Total Volume	0	0	0	0	0	7	0	7	1	0	0	1	0	7	0	7	15
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.000	.250	.000	.583	.000	.583	.750

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City of Coachella
N/S: Magnolia/Tyler Street
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File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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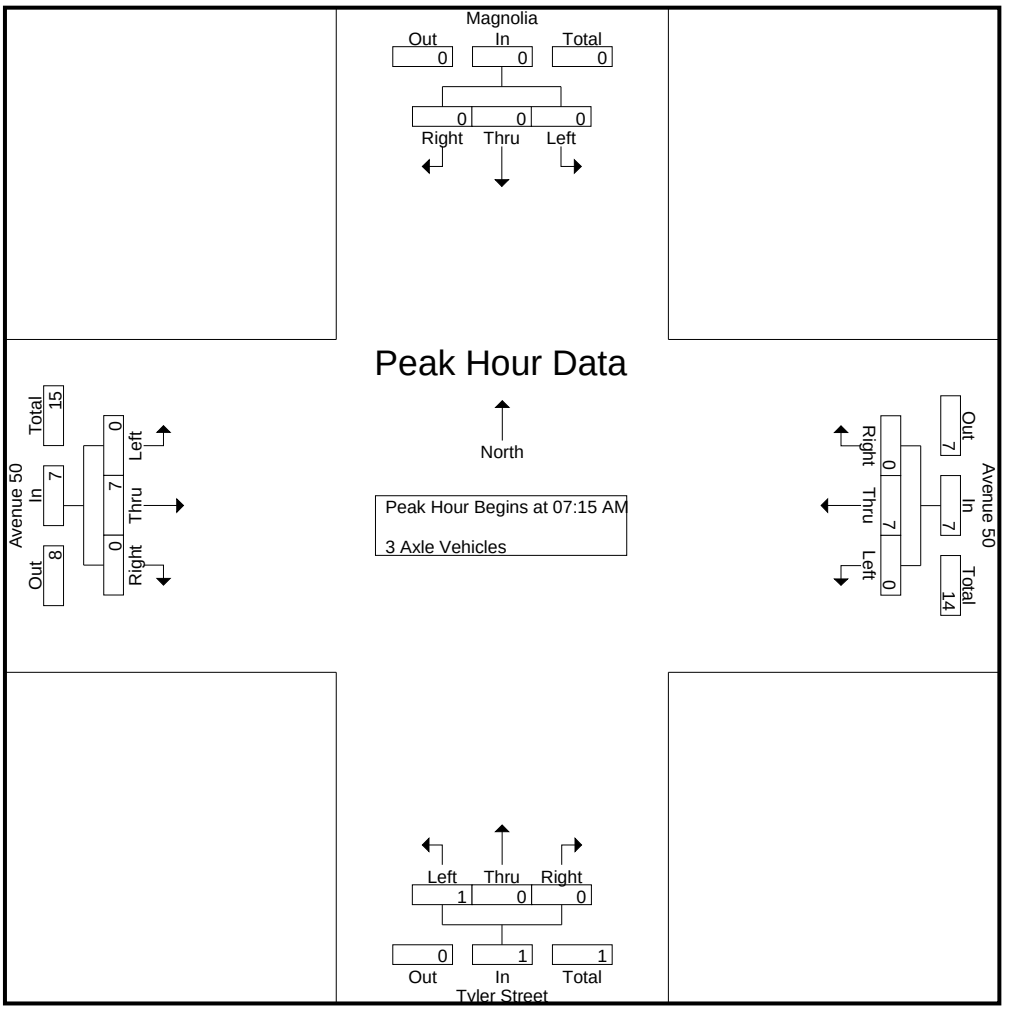

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**3**	0	**3**
Total Volume	0	0	0	0	0	7	0	7	1	0	0	1	0	7	0	7
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.000	.250	.000	.583	.000	.583

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	6	0	8	0	0	0	0	0	5	0	5	13
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	1	4	0	5	0	0	0	0	0	7	0	7	12
Grand Total	0	0	0	0	3	10	0	13	0	0	0	0	0	12	0	12	25
Apprch %	0	0	0		23.1	76.9	0		0	0	0		0	100	0		
Total %	0	0	0	0	12	40	0	52	0	0	0	0	0	48	0	48	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**2**	0	**2**	4
07:30 AM	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	2	0	2	**5**
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	6	0	7	0	0	0	0	0	5	0	5	12
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.583	.000	.000	.000	.000	.000	.625	.000	.625	.600

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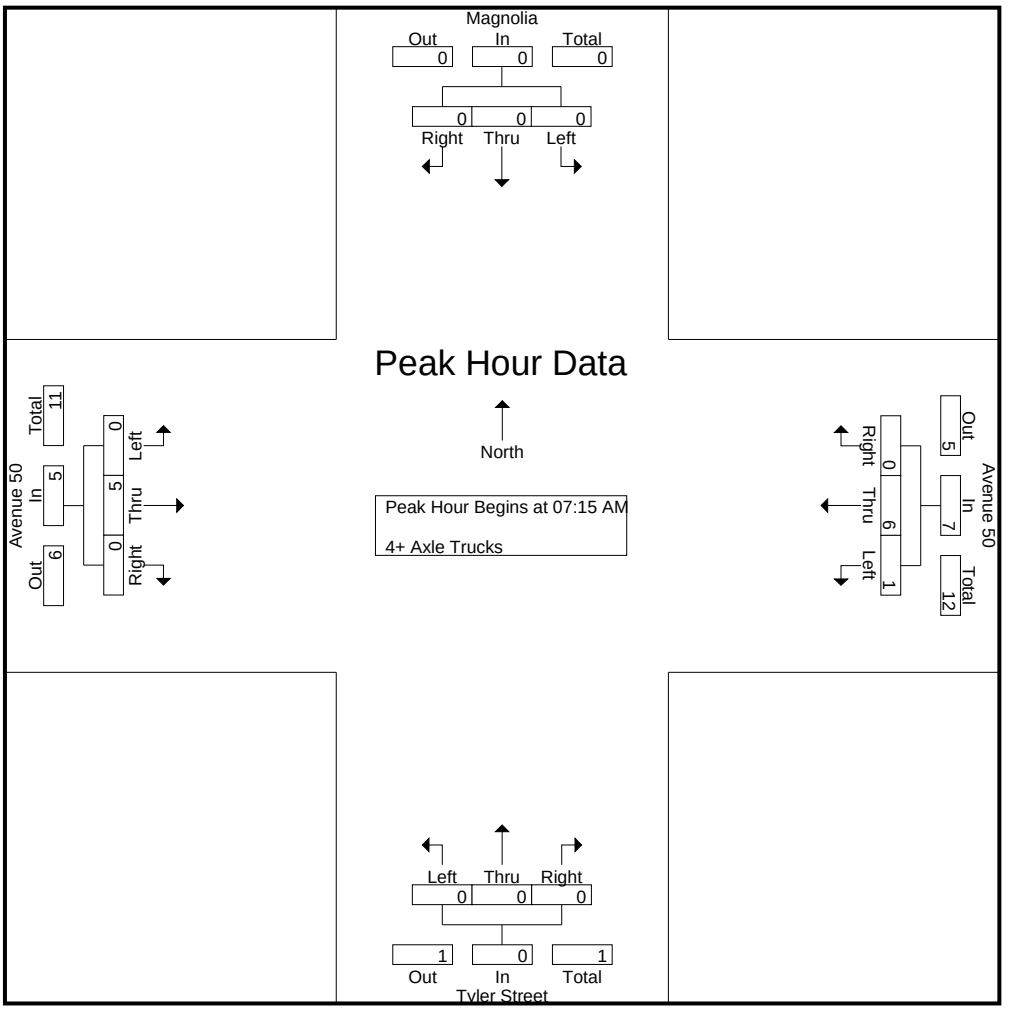

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	**1**	2	0	**3**	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	6	0	7	0	0	0	0	0	5	0	5
% App. Total	0	0	0		14.3	85.7	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.000	.583	.000	.000	.000	.000	.000	.625	.000	.625

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	34	83	0	117	38	0	8	46	0	58	37	95	261
04:15 PM	0	0	0	0	36	87	0	123	22	0	11	33	1	55	34	90	246
04:30 PM	0	0	2	2	36	69	0	105	22	0	15	37	0	50	29	79	223
04:45 PM	0	0	0	0	38	90	0	128	25	0	13	38	0	32	26	58	224
Total	1	1	3	5	144	329	0	473	107	0	47	154	1	195	126	322	954
05:00 PM	1	0	1	2	42	82	0	124	39	0	26	65	0	61	38	99	290
05:15 PM	0	0	0	0	41	85	0	126	28	0	14	42	0	41	34	75	243
05:30 PM	0	0	1	1	42	70	0	112	31	0	13	44	0	56	35	91	248
05:45 PM	0	0	0	0	34	74	0	108	22	0	9	31	0	32	34	66	205
Total	1	0	2	3	159	311	0	470	120	0	62	182	0	190	141	331	986
Grand Total	2	1	5	8	303	640	0	943	227	0	109	336	1	385	267	653	1940
Apprch %	25	12.5	62.5		32.1	67.9	0		67.6	0	32.4		0.2	59	40.9		
Total %	0.1	0.1	0.3	0.4	15.6	33	0	48.6	11.7	0	5.6	17.3	0.1	19.8	13.8	33.7	
Passenger Vehicles	2	1	5	8	298	627	0	925	224	0	106	330	1	368	265	634	1897
% Passenger Vehicles	100	100	100	100	98.3	98	0	98.1	98.7	0	97.2	98.2	100	95.6	99.3	97.1	97.8
Large 2 Axle Vehicles	0	0	0	0	3	6	0	9	2	0	3	5	0	4	2	6	20
% Large 2 Axle Vehicles	0	0	0	0	1	0.9	0	1	0.9	0	2.8	1.5	0	1	0.7	0.9	1
3 Axle Vehicles	0	0	0	0	2	1	0	3	1	0	0	1	0	6	0	6	10
% 3 Axle Vehicles	0	0	0	0	0.7	0.2	0	0.3	0.4	0	0	0.3	0	1.6	0	0.9	0.5
4+ Axle Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
% 4+ Axle Trucks	0	0	0	0	0	0.9	0	0.6	0	0	0	0	0	1.8	0	1.1	0.7

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	38	**90**	0	**128**	25	0	13	38	0	32	26	58	224
05:00 PM	**1**	0	**1**	**2**	**42**	82	0	124	**39**	0	**26**	**65**	0	**61**	**38**	**99**	**290**
05:15 PM	0	0	0	0	41	85	0	126	28	0	14	42	0	41	34	75	243
05:30 PM	0	0	1	1	42	70	0	112	31	0	13	44	0	56	35	91	248
Total Volume	1	0	2	3	163	327	0	490	123	0	66	189	0	190	133	323	1005
% App. Total	33.3	0	66.7		33.3	66.7	0		65.1	0	34.9		0	58.8	41.2		
PHF	.250	.000	.500	.375	.970	.908	.000	.957	.788	.000	.635	.727	.000	.779	.875	.816	.866

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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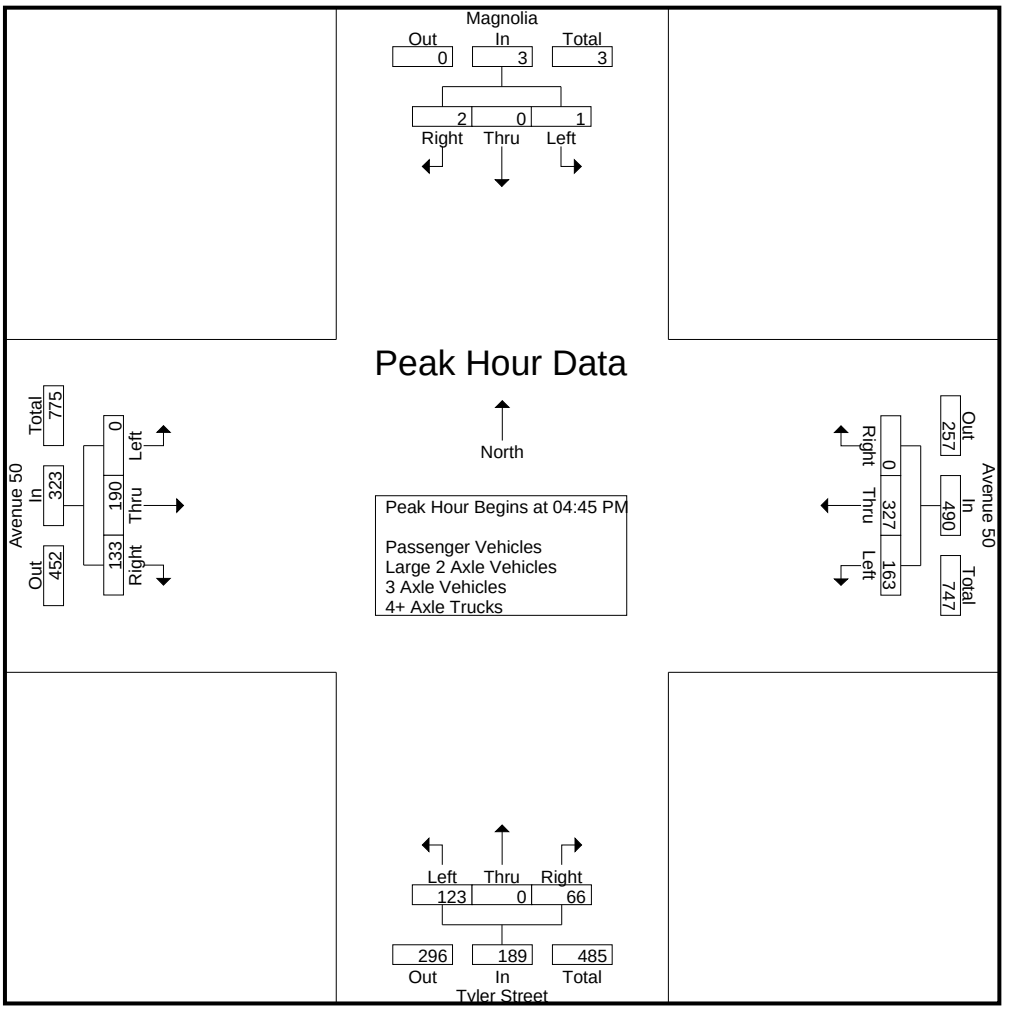

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	**1**	**1**	1	**3**	38	**90**	0	**128**	25	0	13	38	0	**61**	**38**	**99**
+15 mins.	0	0	0	0	**42**	82	0	124	**39**	0	**26**	**65**	0	41	34	75
+30 mins.	0	0	**2**	2	41	85	0	126	28	0	14	42	0	56	35	91
+45 mins.	0	0	0	0	42	70	0	112	31	0	13	44	0	32	34	66
Total Volume	1	1	3	5	163	327	0	490	123	0	66	189	0	190	141	331
% App. Total	20	20	60		33.3	66.7	0		65.1	0	34.9		0	57.4	42.6	
PHF	.250	.250	.375	.417	.970	.908	.000	.957	.788	.000	.635	.727	.000	.779	.928	.836

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	33	79	0	112	37	0	8	45	0	53	36	89	249
04:15 PM	0	0	0	0	35	84	0	119	21	0	11	32	1	54	34	89	240
04:30 PM	0	0	2	2	36	68	0	104	22	0	15	37	0	49	29	78	221
04:45 PM	0	0	0	0	38	86	0	124	25	0	11	36	0	29	25	54	214
Total	1	1	3	5	142	317	0	459	105	0	45	150	1	185	124	310	924
05:00 PM	1	0	1	2	40	81	0	121	39	0	25	64	0	58	38	96	283
05:15 PM	0	0	0	0	41	85	0	126	27	0	14	41	0	41	34	75	242
05:30 PM	0	0	1	1	41	70	0	111	31	0	13	44	0	53	35	88	244
05:45 PM	0	0	0	0	34	74	0	108	22	0	9	31	0	31	34	65	204
Total	1	0	2	3	156	310	0	466	119	0	61	180	0	183	141	324	973
Grand Total	2	1	5	8	298	627	0	925	224	0	106	330	1	368	265	634	1897
Apprch %	25	12.5	62.5		32.2	67.8	0		67.9	0	32.1		0.2	58	41.8		
Total %	0.1	0.1	0.3	0.4	15.7	33.1	0	48.8	11.8	0	5.6	17.4	0.1	19.4	14	33.4	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	38	**86**	0	124	25	0	11	36	0	29	25	54	214
05:00 PM	**1**	0	**1**	**2**	40	81	0	121	**39**	0	**25**	**64**	0	**58**	**38**	**96**	**283**
05:15 PM	0	0	0	0	**41**	85	0	**126**	27	0	14	41	0	41	34	75	242
05:30 PM	0	0	1	1	41	70	0	111	31	0	13	44	0	53	35	88	244
Total Volume	1	0	2	3	160	322	0	482	122	0	63	185	0	181	132	313	983
% App. Total	33.3	0	66.7		33.2	66.8	0		65.9	0	34.1		0	57.8	42.2		
PHF	.250	.000	.500	.375	.976	.936	.000	.956	.782	.000	.630	.723	.000	.780	.868	.815	.868

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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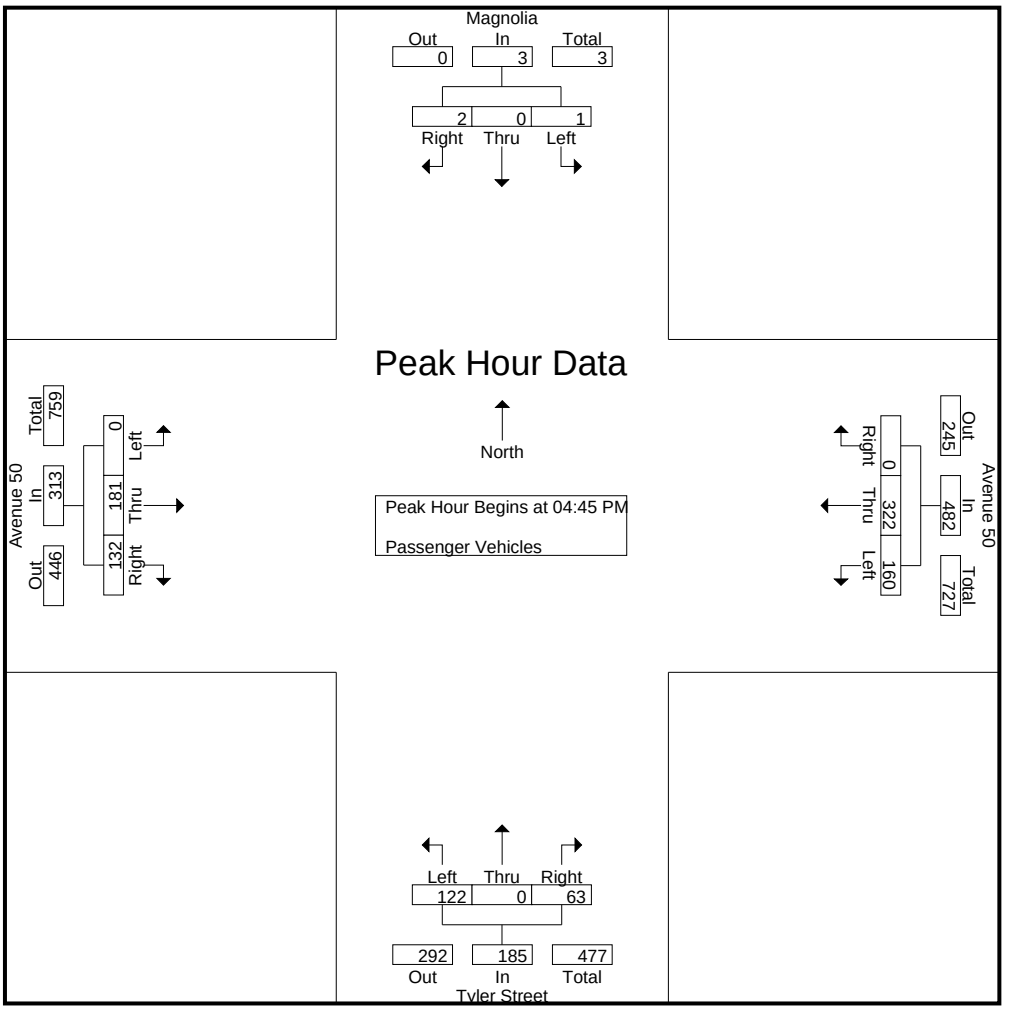

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	38	**86**	0	124	25	0	11	36	0	29	25	54
+15 mins.	**1**	0	**1**	**2**	40	81	0	121	**39**	0	**25**	**64**	0	**58**	**38**	**96**
+30 mins.	0	0	0	0	**41**	85	0	**126**	27	0	14	41	0	41	34	75
+45 mins.	0	0	1	1	41	70	0	111	31	0	13	44	0	53	35	88
Total Volume	1	0	2	3	160	322	0	482	122	0	63	185	0	181	132	313
% App. Total	33.3	0	66.7		33.2	66.8	0		65.9	0	34.1		0	57.8	42.2	
PHF	.250	.000	.500	.375	.976	.936	.000	.956	.782	.000	.630	.723	.000	.780	.868	.815

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	2	1	3	6
04:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	1	1	2	6
Total	0	0	0	0	2	5	0	7	1	0	2	3	0	3	2	5	15
05:00 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	1	0	1	2	0	1	0	1	5
Grand Total	0	0	0	0	3	6	0	9	2	0	3	5	0	4	2	6	20
Apprch %	0	0	0		33.3	66.7	0		40	0	60		0	66.7	33.3		
Total %	0	0	0	0	15	30	0	45	10	0	15	25	0	20	10	30	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	**2**	**2**	0	**1**	**1**	**2**	**6**
05:00 PM	0	0	0	0	**1**	1	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	3	0	4	1	0	3	4	0	2	1	3	11
% App. Total	0	0	0		25	75	0		25	0	75		0	66.7	33.3		
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.250	.000	.375	.500	.000	.500	.250	.375	.458

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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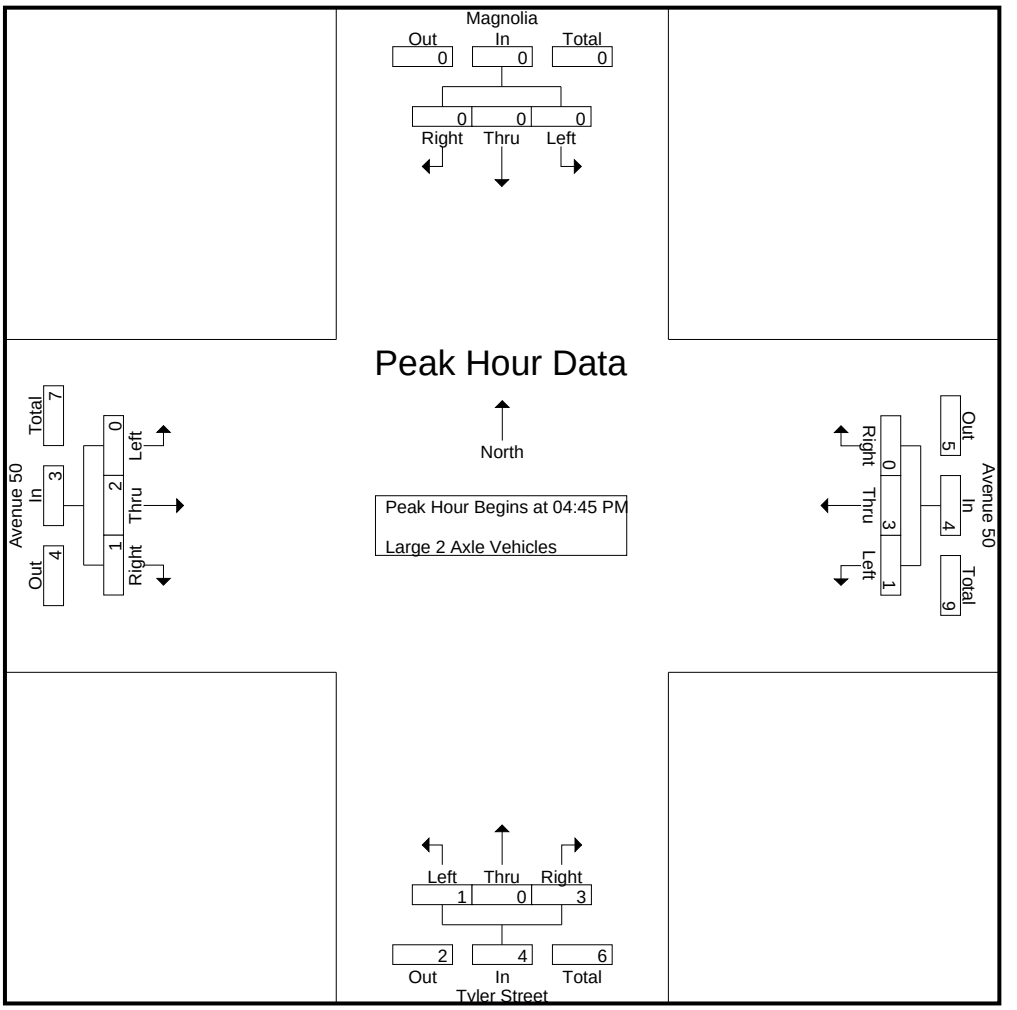

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	**2**	**2**	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	**1**	1	0	2	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	3	0	4	1	0	3	4	0	2	1	3
% App. Total	0	0	0		25	75	0		25	0	75		0	66.7	33.3	
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.250	.000	.375	.500	.000	.500	.250	.375

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	4	0	4	6
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	2	1	0	3	1	0	0	1	0	6	0	6	10
Apprch %	0	0	0		66.7	33.3	0		100	0	0		0	100	0		
Total %	0	0	0	0	20	10	0	30	10	0	0	10	0	60	0	60	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.333

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
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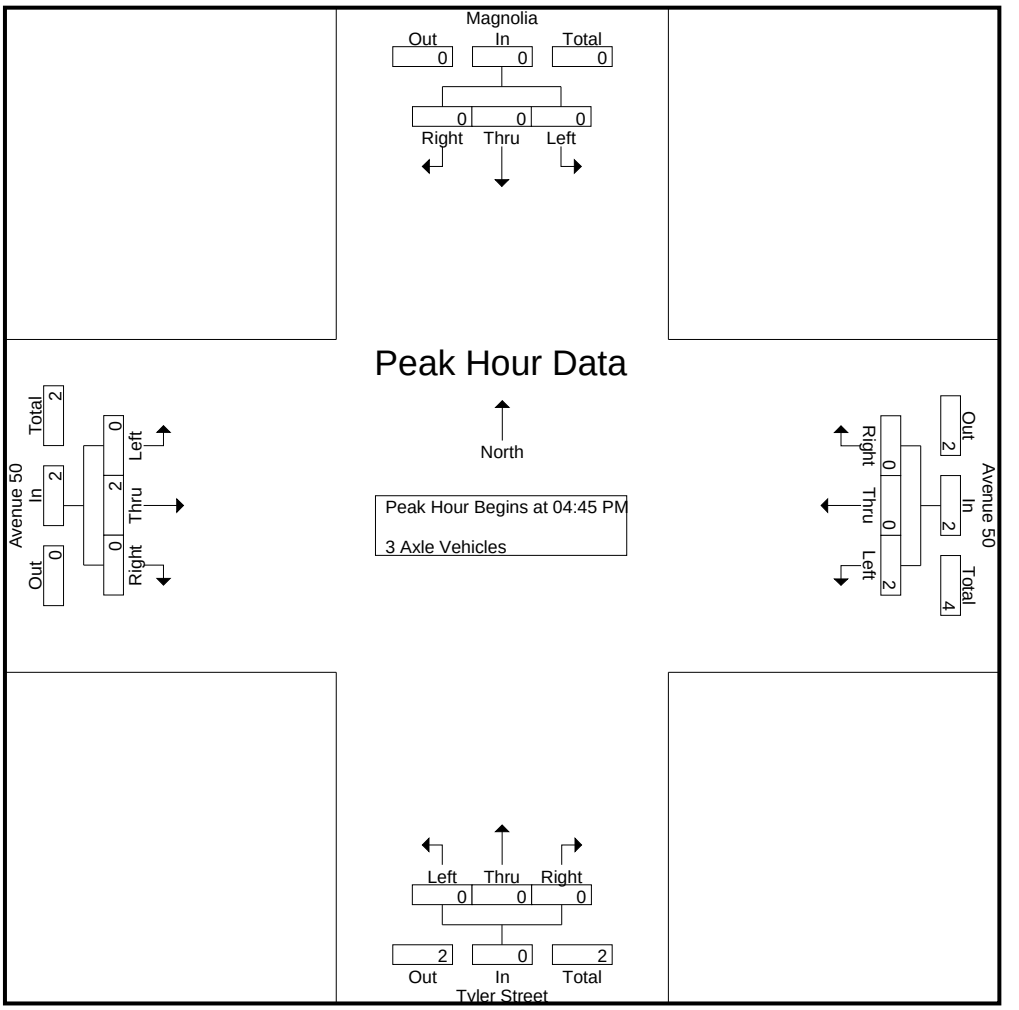

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022

Groups Printed- 4+ Axle Trucks

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	46.2	0	46.2	0	0	0	0	0	53.8	0	53.8	

	Magnolia Southbound				Avenue 50 Westbound				Tyler Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625	.438

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City of Coachella
N/S: Magnolia/Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 40_COA_Mag_Ave 50 PM
Site Code : 05722739
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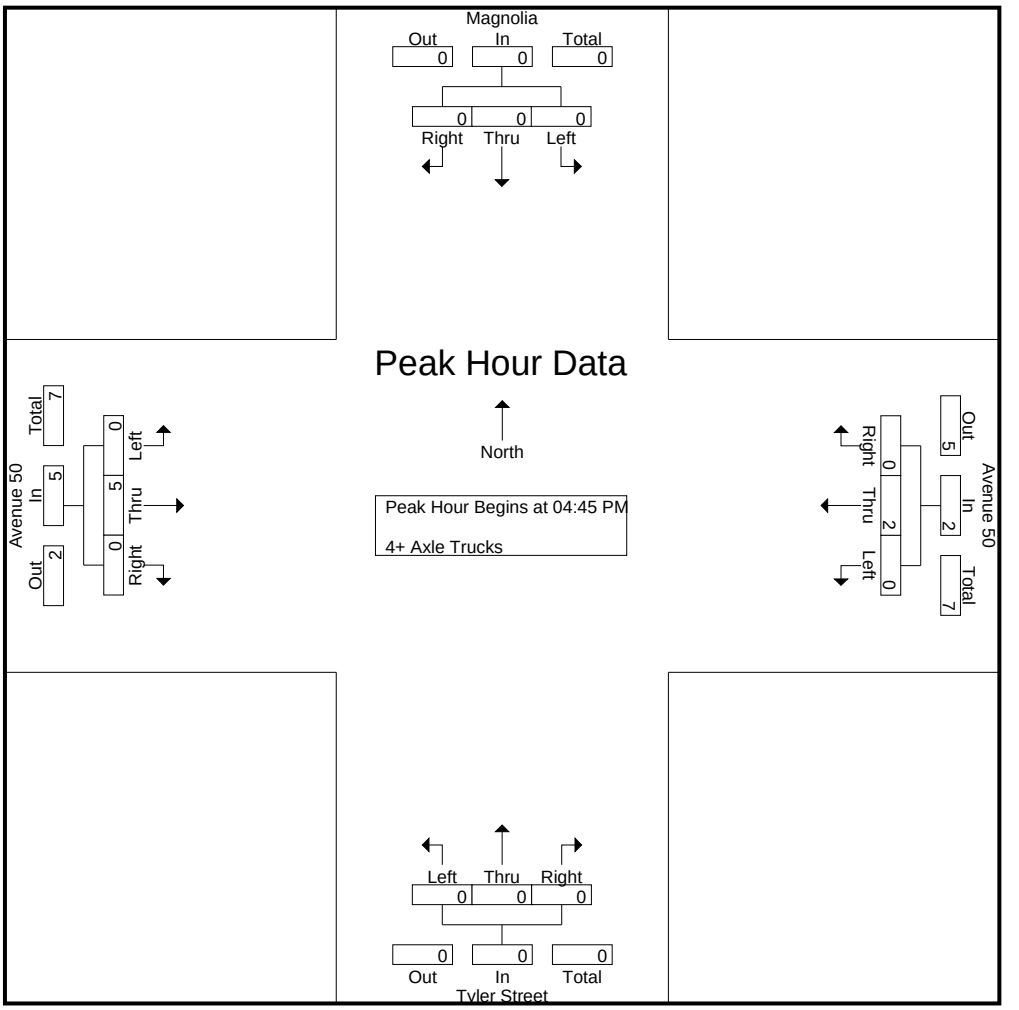

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.625	.000	.625

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City of Coachella
N/S: Sunset Drive
E/W: 52nd Avenue
Weather: Clear

File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	15	43	0	58	6	1	29	36	1	80	7	88	183
07:15 AM	0	0	0	0	11	53	4	68	8	0	20	28	0	98	17	115	211
07:30 AM	1	0	0	1	13	69	4	86	6	0	24	30	0	87	4	91	208
07:45 AM	2	0	3	5	24	96	6	126	7	2	40	49	0	103	13	116	296
Total	4	0	3	7	63	261	14	338	27	3	113	143	1	368	41	410	898
08:00 AM	1	0	2	3	28	99	3	130	6	0	33	39	3	118	18	139	311
08:15 AM	1	0	0	1	15	57	0	72	5	0	24	29	2	76	10	88	190
08:30 AM	1	0	0	1	16	55	3	74	13	2	19	34	1	59	11	71	180
08:45 AM	3	0	1	4	12	63	4	79	9	0	17	26	1	47	11	59	168
Total	6	0	3	9	71	274	10	355	33	2	93	128	7	300	50	357	849
Grand Total	10	0	6	16	134	535	24	693	60	5	206	271	8	668	91	767	1747
Apprch %	62.5	0	37.5		19.3	77.2	3.5		22.1	1.8	76		1	87.1	11.9		
Total %	0.6	0	0.3	0.9	7.7	30.6	1.4	39.7	3.4	0.3	11.8	15.5	0.5	38.2	5.2	43.9	
Passenger Vehicles	10	0	6	16	127	515	24	666	56	5	197	258	8	663	89	760	1700
% Passenger Vehicles	100	0	100	100	94.8	96.3	100	96.1	93.3	100	95.6	95.2	100	99.3	97.8	99.1	97.3
Large 2 Axle Vehicles	0	0	0	0	3	17	0	20	4	0	4	8	0	5	1	6	34
% Large 2 Axle Vehicles	0	0	0	0	2.2	3.2	0	2.9	6.7	0	1.9	3	0	0.7	1.1	0.8	1.9
3 Axle Vehicles	0	0	0	0	1	3	0	4	0	0	2	2	0	0	1	1	7
% 3 Axle Vehicles	0	0	0	0	0.7	0.6	0	0.6	0	0	1	0.7	0	0	1.1	0.1	0.4
4+ Axle Trucks	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
% 4+ Axle Trucks	0	0	0	0	2.2	0	0	0.4	0	0	1.5	1.1	0	0	0	0	0.3

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	11	53	4	68	**8**	0	20	28	0	98	17	115	211
07:30 AM	1	0	0	1	13	69	4	86	6	0	24	30	0	87	4	91	208
07:45 AM	**2**	0	**3**	**5**	24	96	**6**	126	7	**2**	**40**	**49**	0	103	13	116	296
08:00 AM	1	0	2	3	**28**	**99**	3	**130**	6	0	33	39	**3**	**118**	**18**	**139**	**311**
Total Volume	4	0	5	9	76	317	17	410	27	2	117	146	3	406	52	461	1026
% App. Total	44.4	0	55.6		18.5	77.3	4.1		18.5	1.4	80.1		0.7	88.1	11.3		
PHF	.500	.000	.417	.450	.679	.801	.708	.788	.844	.250	.731	.745	.250	.860	.722	.829	.825

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City of Coachella
N/S: Sunset Drive
E/W: 52nd Avenue
Weather: Clear

File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
Start Date : 8/24/2022
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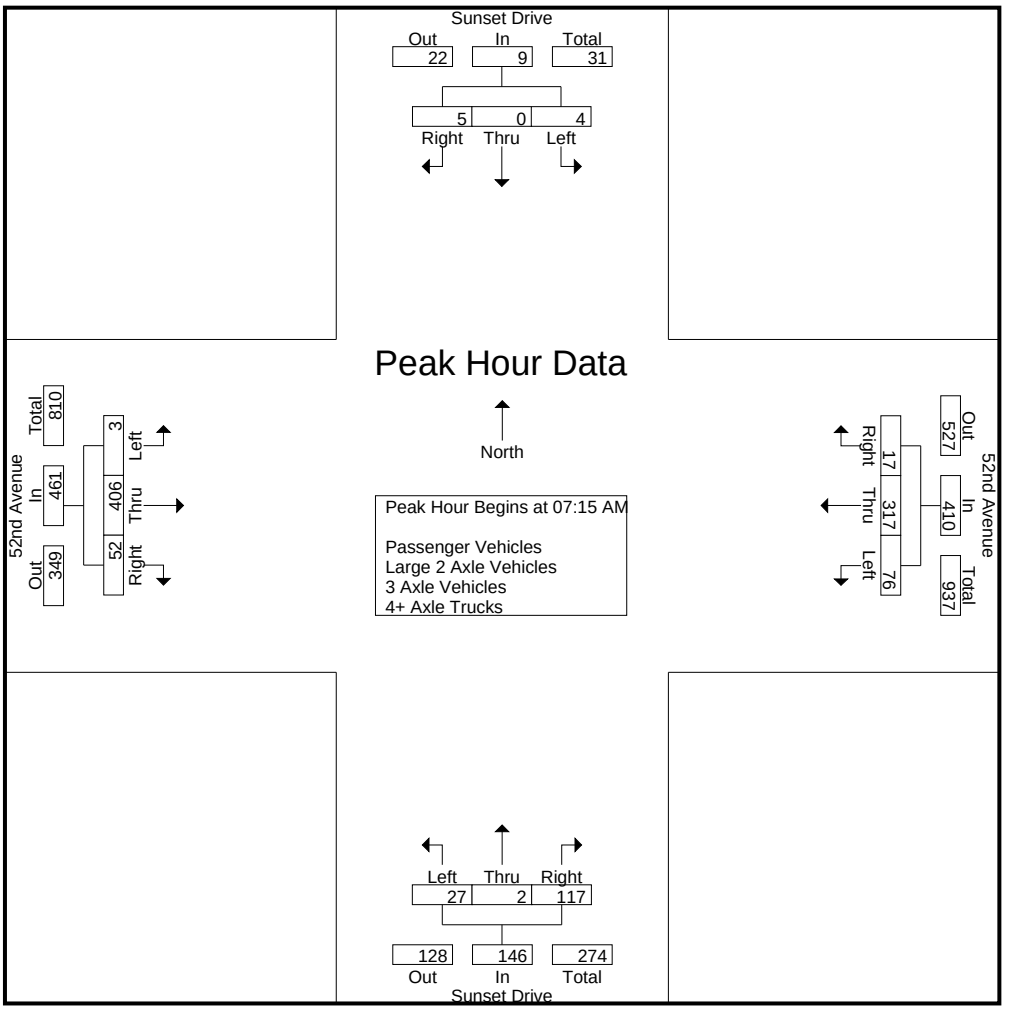

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	1	0	0	1	13	69	4	86	7	**2**	**40**	**49**	0	98	17	115
+15 mins.	**2**	0	**3**	**5**	24	96	**6**	126	6	0	33	39	0	87	4	91
+30 mins.	1	0	2	3	**28**	**99**	3	**130**	5	0	24	29	0	103	13	116
+45 mins.	1	0	0	1	15	57	0	72	**13**	2	19	34	**3**	**118**	**18**	**139**
Total Volume	5	0	5	10	80	321	13	414	31	4	116	151	3	406	52	461
% App. Total	50	0	50		19.3	77.5	3.1		20.5	2.6	76.8		0.7	88.1	11.3	
PHF	.625	.000	.417	.500	.714	.811	.542	.796	.596	.500	.725	.770	.250	.860	.722	.829

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File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	15	42	0	57	5	1	27	33	1	80	7	88	179
07:15 AM	0	0	0	0	11	50	4	65	8	0	20	28	0	96	17	113	206
07:30 AM	1	0	0	1	11	67	4	82	6	0	23	29	0	87	4	91	203
07:45 AM	2	0	3	5	23	94	6	123	7	2	38	47	0	100	13	113	288
Total	4	0	3	7	60	253	14	327	26	3	108	137	1	363	41	405	876
08:00 AM	1	0	2	3	27	96	3	126	6	0	32	38	3	118	17	138	305
08:15 AM	1	0	0	1	15	54	0	69	5	0	24	29	2	76	10	88	187
08:30 AM	1	0	0	1	13	50	3	66	13	2	17	32	1	59	10	70	169
08:45 AM	3	0	1	4	12	62	4	78	6	0	16	22	1	47	11	59	163
Total	6	0	3	9	67	262	10	339	30	2	89	121	7	300	48	355	824
Grand Total	10	0	6	16	127	515	24	666	56	5	197	258	8	663	89	760	1700
Apprch %	62.5	0	37.5		19.1	77.3	3.6		21.7	1.9	76.4		1.1	87.2	11.7		
Total %	0.6	0	0.4	0.9	7.5	30.3	1.4	39.2	3.3	0.3	11.6	15.2	0.5	39	5.2	44.7	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	11	50	4	65	**8**	0	20	28	0	96	**17**	113	206
07:30 AM	1	0	0	1	11	67	4	82	6	0	23	29	0	87	4	91	203
07:45 AM	**2**	0	**3**	**5**	23	94	**6**	123	7	**2**	**38**	**47**	0	100	13	113	288
08:00 AM	1	0	2	3	**27**	**96**	3	**126**	6	0	32	38	**3**	**118**	17	**138**	**305**
Total Volume	4	0	5	9	72	307	17	396	27	2	113	142	3	401	51	455	1002
% App. Total	44.4	0	55.6		18.2	77.5	4.3		19	1.4	79.6		0.7	88.1	11.2		
PHF	.500	.000	.417	.450	.667	.799	.708	.786	.844	.250	.743	.755	.250	.850	.750	.824	.821

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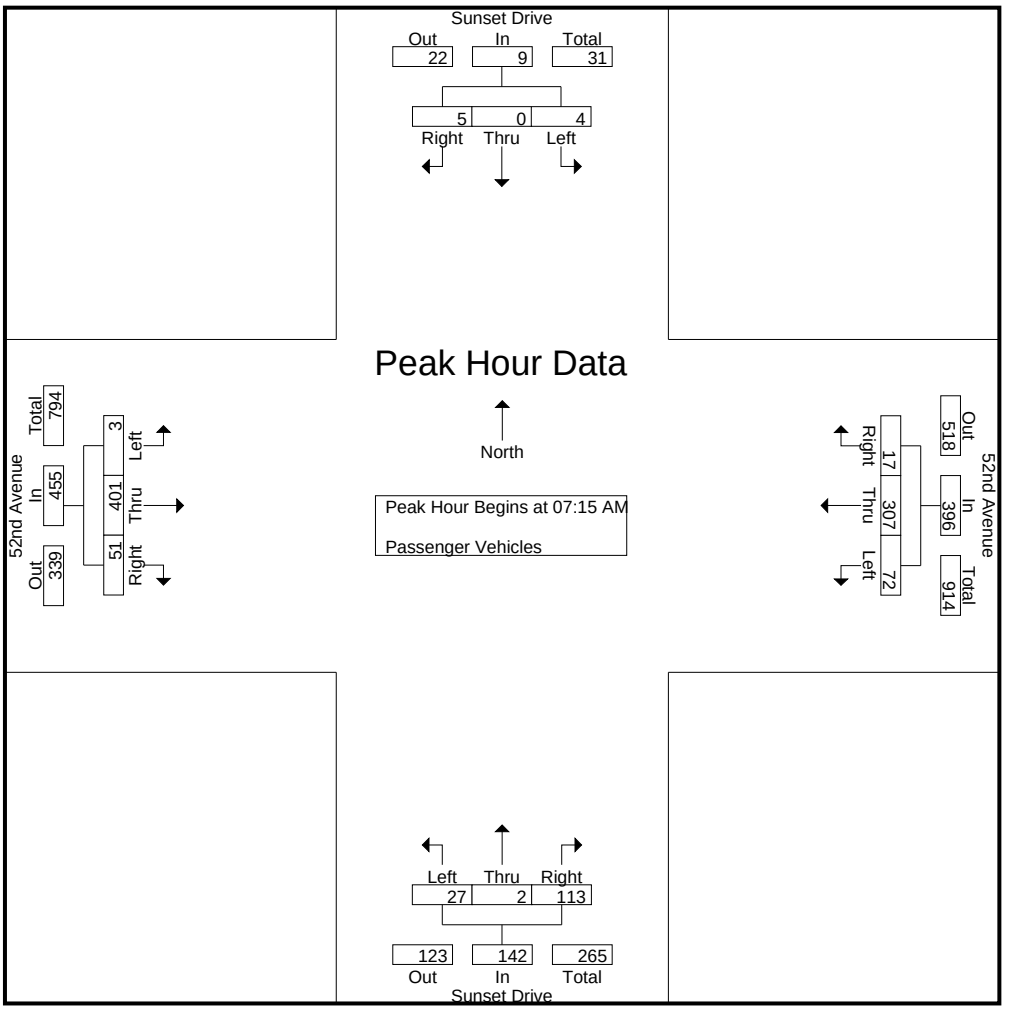

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	11	50	4	65	**8**	0	20	28	0	96	**17**	113
+15 mins.	1	0	0	1	11	67	4	82	6	0	23	29	0	87	4	91
+30 mins.	**2**	0	**3**	**5**	23	94	**6**	123	7	**2**	**38**	**47**	0	100	13	113
+45 mins.	1	0	2	3	**27**	**96**	3	**126**	6	0	32	38	**3**	**118**	17	**138**
Total Volume	4	0	5	9	72	307	17	396	27	2	113	142	3	401	51	455
% App. Total	44.4	0	55.6		18.2	77.5	4.3		19	1.4	79.6		0.7	88.1	11.2	
PHF	.500	.000	.417	.450	.667	.799	.708	.786	.844	.250	.743	.755	.250	.850	.750	.824

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City of Coachella
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File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	3	0	3	6
Total	0	0	0	0	1	7	0	8	1	0	2	3	0	5	0	5	16
08:00 AM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	0	0	5
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	1	3	0	4	0	0	1	1	0	0	1	1	6
08:45 AM	0	0	0	0	0	1	0	1	3	0	0	3	0	0	0	0	4
Total	0	0	0	0	2	10	0	12	3	0	2	5	0	0	1	1	18
Grand Total	0	0	0	0	3	17	0	20	4	0	4	8	0	5	1	6	34
Apprch %	0	0	0		15	85	0		50	0	50		0	83.3	16.7		
Total %	0	0	0	0	8.8	50	0	58.8	11.8	0	11.8	23.5	0	14.7	2.9	17.6	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	0	0	0	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	**3**	0	**3**	**6**
08:00 AM	0	0	0	0	1	**3**	0	**4**	0	0	1	1	0	0	0	0	5
Total Volume	0	0	0	0	2	9	0	11	0	0	3	3	0	5	0	5	19
% App. Total	0	0	0		18.2	81.8	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.500	.750	.000	.688	.000	.000	.750	.750	.000	.417	.000	.417	.792

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City of Coachella
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File Name : 41_COA_Suns_52nd AM
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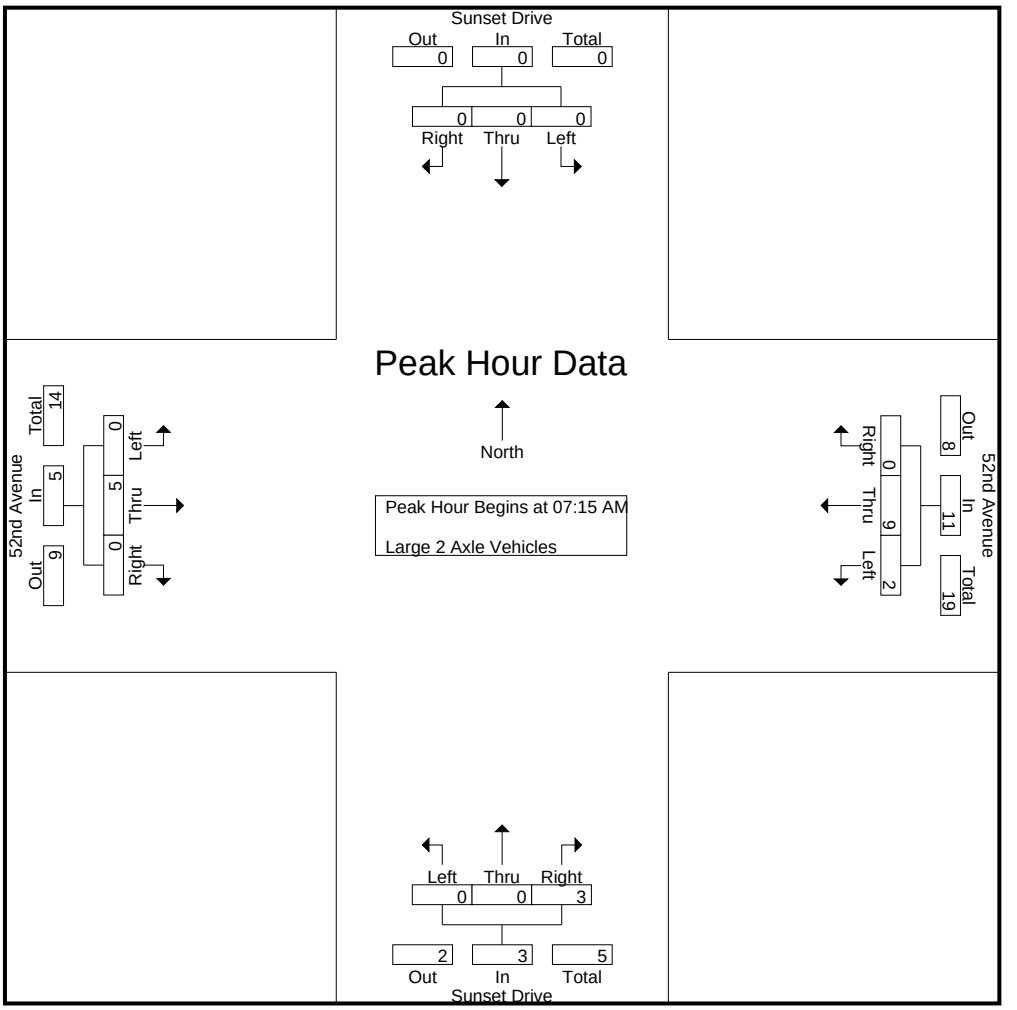

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	**1**	2	0	3	0	0	**1**	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	**3**	0	**3**
+45 mins.	0	0	0	0	1	**3**	0	**4**	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	2	9	0	11	0	0	3	3	0	5	0	5
% App. Total	0	0	0		18.2	81.8	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.500	.750	.000	.688	.000	.000	.750	.750	.000	.417	.000	.417

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City of Coachella
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File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	3	0	0	1	1	0	0	1	1	5
Grand Total	0	0	0	0	1	3	0	4	0	0	2	2	0	0	1	1	7
Apprch %	0	0	0		25	75	0		0	0	100		0	0	100		
Total %	0	0	0	0	14.3	42.9	0	57.1	0	0	28.6	28.6	0	0	14.3	14.3	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.500

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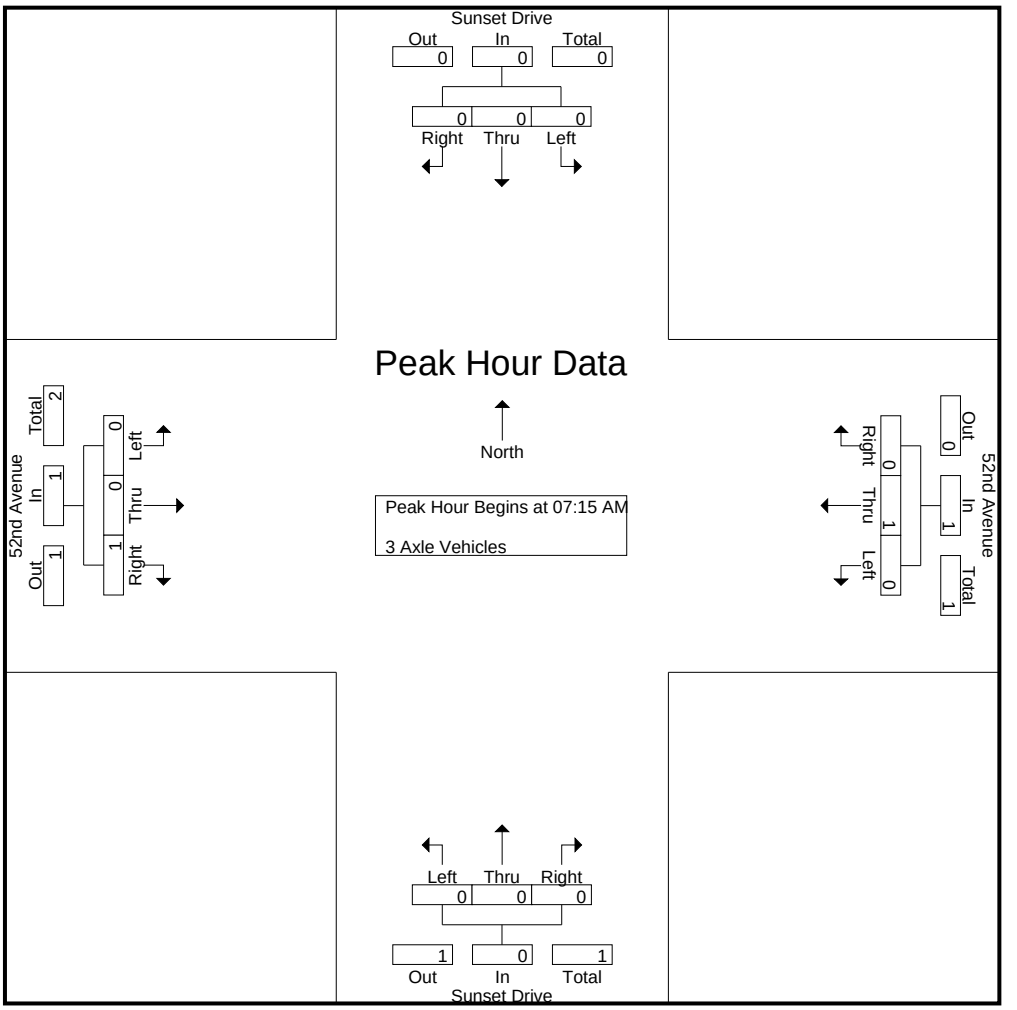

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250

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City of Coachella
N/S: Sunset Drive
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Weather: Clear

File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Grand Total	0	0	0	0	3	0	0	3	0	0	3	3	0	0	0	0	6
Apprch %	0	0	0		100	0	0		0	0	100		0	0	0		
Total %	0	0	0	0	50	0	0	50	0	0	50	50	0	0	0	0	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.375

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Weather: Clear

File Name : 41_COA_Suns_52nd AM
Site Code : 05722739
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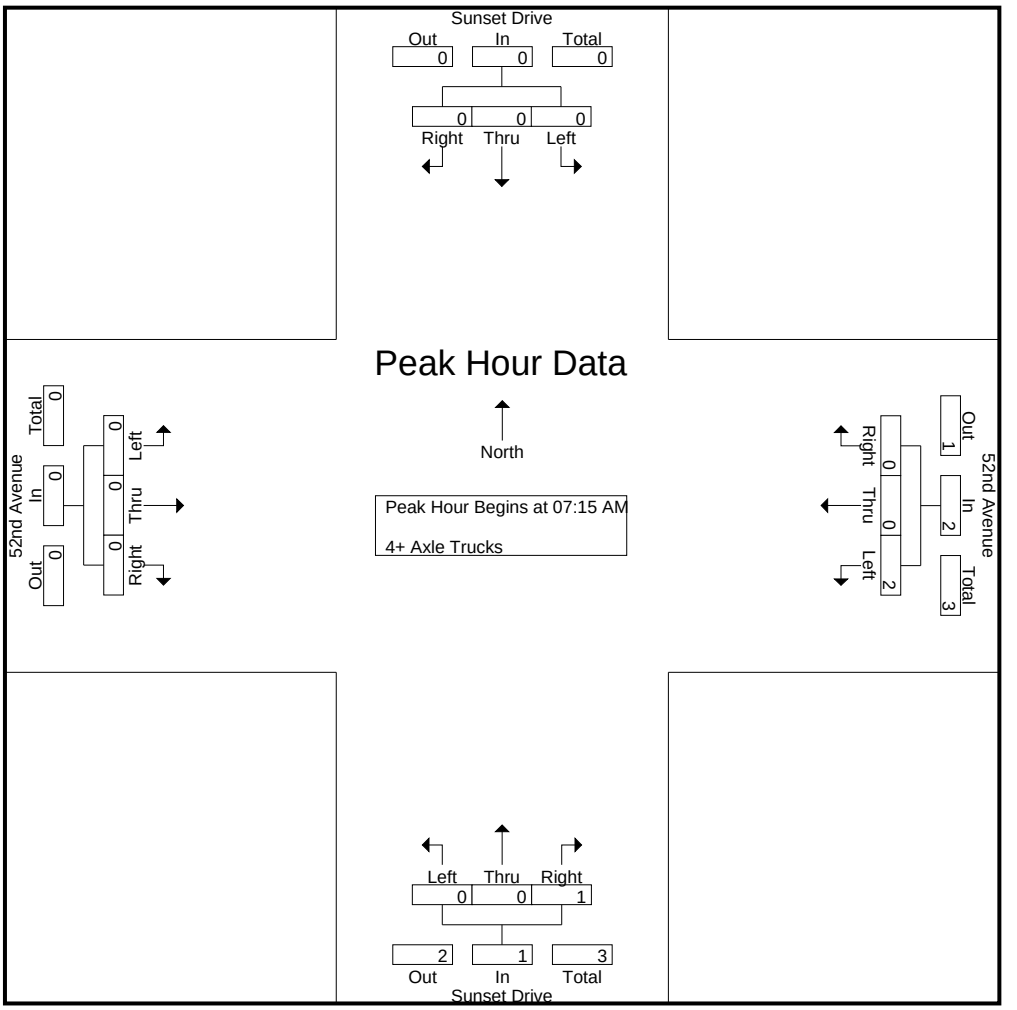

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	1	3	31	85	6	122	13	2	37	52	1	63	13	77	254
04:15 PM	3	0	2	5	19	90	5	114	19	0	24	43	1	48	18	67	229
04:30 PM	1	0	2	3	19	105	5	129	14	0	20	34	1	68	8	77	243
04:45 PM	1	0	1	2	17	69	4	90	15	1	22	38	0	67	11	78	208
Total	7	0	6	13	86	349	20	455	61	3	103	167	3	246	50	299	934
05:00 PM	3	0	1	4	26	94	6	126	11	1	18	30	2	46	18	66	226
05:15 PM	2	1	0	3	16	97	5	118	17	1	25	43	0	49	20	69	233
05:30 PM	3	0	0	3	19	80	2	101	13	1	30	44	0	41	12	53	201
05:45 PM	0	0	2	2	10	86	3	99	18	1	19	38	3	59	16	78	217
Total	8	1	3	12	71	357	16	444	59	4	92	155	5	195	66	266	877
Grand Total	15	1	9	25	157	706	36	899	120	7	195	322	8	441	116	565	1811
Apprch %	60	4	36		17.5	78.5	4		37.3	2.2	60.6		1.4	78.1	20.5		
Total %	0.8	0.1	0.5	1.4	8.7	39	2	49.6	6.6	0.4	10.8	17.8	0.4	24.4	6.4	31.2	
Passenger Vehicles	14	1	9	24	148	701	36	885	118	7	185	310	8	429	116	553	1772
% Passenger Vehicles	93.3	100	100	96	94.3	99.3	100	98.4	98.3	100	94.9	96.3	100	97.3	100	97.9	97.8
Large 2 Axle Vehicles	1	0	0	1	3	3	0	6	1	0	6	7	0	3	0	3	17
% Large 2 Axle Vehicles	6.7	0	0	4	1.9	0.4	0	0.7	0.8	0	3.1	2.2	0	0.7	0	0.5	0.9
3 Axle Vehicles	0	0	0	0	5	2	0	7	1	0	3	4	0	8	0	8	19
% 3 Axle Vehicles	0	0	0	0	3.2	0.3	0	0.8	0.8	0	1.5	1.2	0	1.8	0	1.4	1
4+ Axle Trucks	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
% 4+ Axle Trucks	0	0	0	0	0.6	0	0	0.1	0	0	0.5	0.3	0	0.2	0	0.2	0.2

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	1	3	**31**	85	**6**	122	13	**2**	**37**	**52**	**1**	63	13	77	**254**
04:15 PM	**3**	0	**2**	**5**	19	90	5	114	**19**	0	24	43	1	48	**18**	67	229
04:30 PM	1	0	2	3	19	**105**	5	**129**	14	0	20	34	1	**68**	8	77	243
04:45 PM	1	0	1	2	17	69	4	90	15	1	22	38	0	67	11	**78**	208
Total Volume	7	0	6	13	86	349	20	455	61	3	103	167	3	246	50	299	934
% App. Total	53.8	0	46.2		18.9	76.7	4.4		36.5	1.8	61.7		1	82.3	16.7		
PHF	.583	.000	.750	.650	.694	.831	.833	.882	.803	.375	.696	.803	.750	.904	.694	.958	.919

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File Name : 41_COA_Suns_52nd PM
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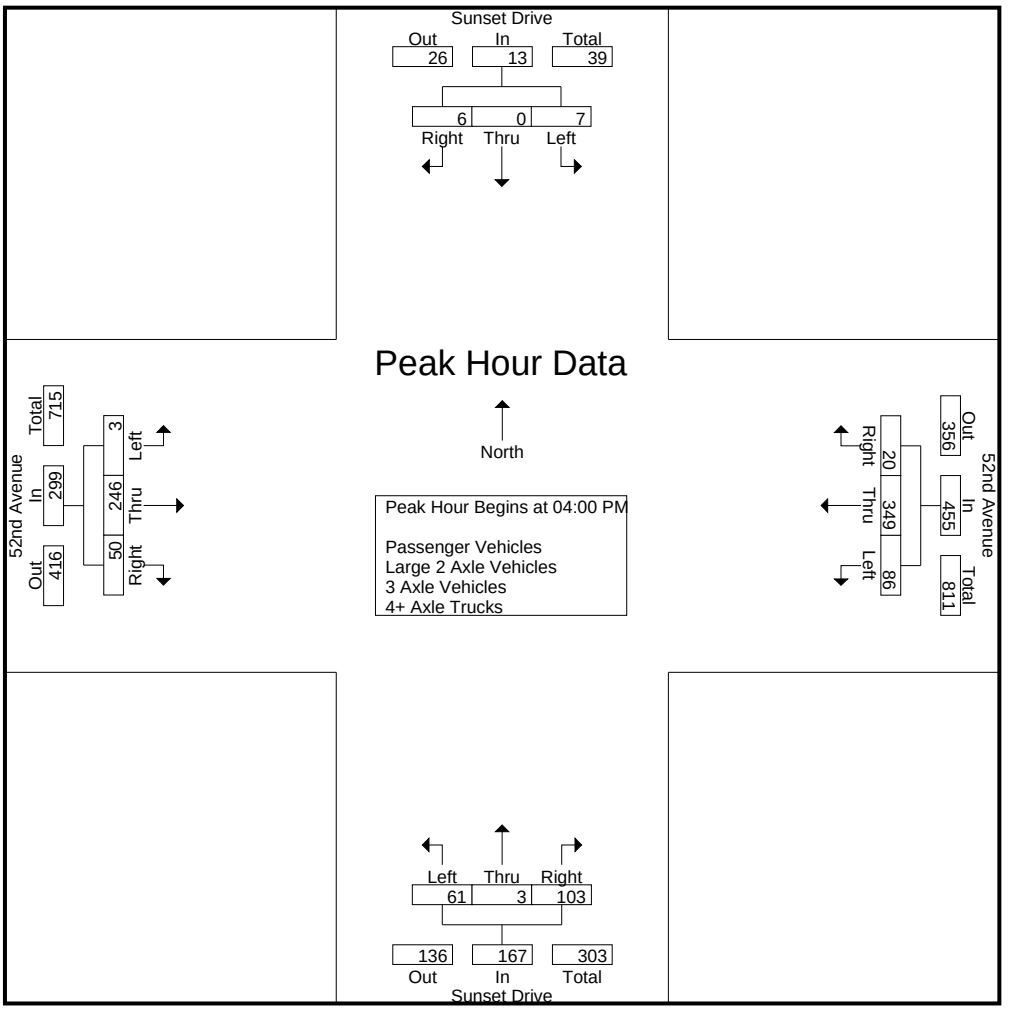

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	**3**	0	**2**	**5**	19	**105**	5	**129**	13	**2**	**37**	**52**	**1**	63	13	77
+15 mins.	1	0	2	3	17	69	4	90	**19**	0	24	43	1	48	**18**	67
+30 mins.	1	0	1	2	**26**	94	**6**	126	14	0	20	34	1	**68**	8	77
+45 mins.	3	0	1	4	16	97	5	118	15	1	22	38	0	67	11	**78**
Total Volume	8	0	6	14	78	365	20	463	61	3	103	167	3	246	50	299
% App. Total	57.1	0	42.9		16.8	78.8	4.3		36.5	1.8	61.7		1	82.3	16.7	
PHF	.667	.000	.750	.700	.750	.869	.833	.897	.803	.375	.696	.803	.750	.904	.694	.958

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Groups Printed- Passenger Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	1	3	27	85	6	118	13	2	33	48	1	60	13	74	243
04:15 PM	3	0	2	5	19	88	5	112	19	0	24	43	1	48	18	67	227
04:30 PM	1	0	2	3	18	105	5	128	13	0	20	33	1	62	8	71	235
04:45 PM	0	0	1	1	15	68	4	87	15	1	20	36	0	66	11	77	201
Total	6	0	6	12	79	346	20	445	60	3	97	160	3	236	50	289	906
05:00 PM	3	0	1	4	24	92	6	122	11	1	16	28	2	45	18	65	219
05:15 PM	2	1	0	3	16	97	5	118	16	1	25	42	0	49	20	69	232
05:30 PM	3	0	0	3	19	80	2	101	13	1	29	43	0	41	12	53	200
05:45 PM	0	0	2	2	10	86	3	99	18	1	18	37	3	58	16	77	215
Total	8	1	3	12	69	355	16	440	58	4	88	150	5	193	66	264	866
Grand Total	14	1	9	24	148	701	36	885	118	7	185	310	8	429	116	553	1772
Apprch %	58.3	4.2	37.5		16.7	79.2	4.1		38.1	2.3	59.7		1.4	77.6	21		
Total %	0.8	0.1	0.5	1.4	8.4	39.6	2	49.9	6.7	0.4	10.4	17.5	0.5	24.2	6.5	31.2	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	1	3	**27**	85	**6**	118	13	**2**	**33**	**48**	**1**	60	13	74	**243**
04:15 PM	**3**	0	**2**	**5**	19	88	5	112	**19**	0	24	43	1	48	**18**	67	227
04:30 PM	1	0	2	3	18	**105**	5	**128**	13	0	20	33	1	62	8	71	235
04:45 PM	0	0	1	1	15	68	4	87	15	1	20	36	0	**66**	11	**77**	201
Total Volume	6	0	6	12	79	346	20	445	60	3	97	160	3	236	50	289	906
% App. Total	50	0	50		17.8	77.8	4.5		37.5	1.9	60.6		1	81.7	17.3		
PHF	.500	.000	.750	.600	.731	.824	.833	.869	.789	.375	.735	.833	.750	.894	.694	.938	.932

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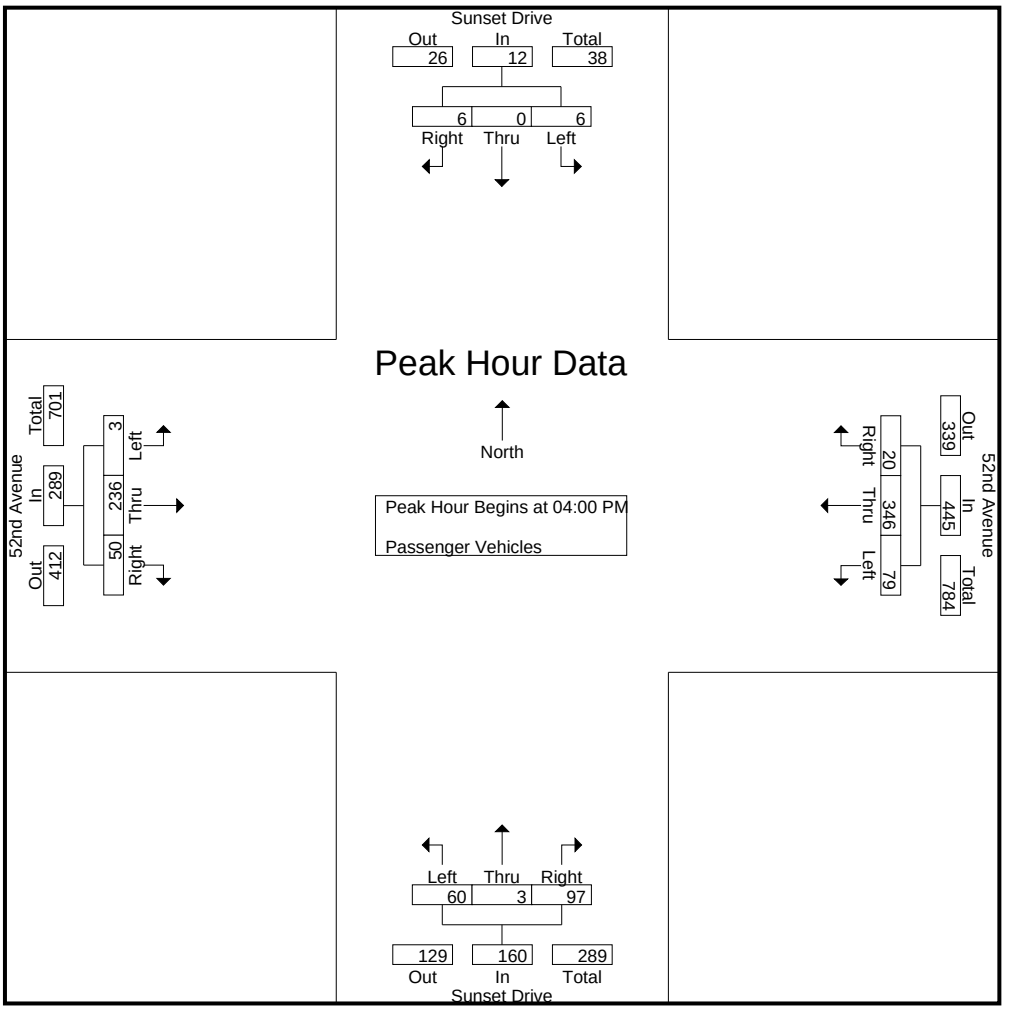

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	1	3	**27**	85	**6**	118	13	**2**	**33**	**48**	**1**	60	13	74
+15 mins.	**3**	0	**2**	**5**	19	88	5	112	**19**	0	24	43	1	48	**18**	67
+30 mins.	1	0	2	3	18	**105**	5	**128**	13	0	20	33	1	62	8	71
+45 mins.	0	0	1	1	15	68	4	87	15	1	20	36	0	**66**	11	**77**
Total Volume	6	0	6	12	79	346	20	445	60	3	97	160	3	236	50	289
% App. Total	50	0	50		17.8	77.8	4.5		37.5	1.9	60.6		1	81.7	17.3	
PHF	.500	.000	.750	.600	.731	.824	.833	.869	.789	.375	.735	.833	.750	.894	.694	.938

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Groups Printed- Large 2 Axle Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	1	0	1	5
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
Total	1	0	0	1	3	1	0	4	1	0	4	5	0	1	0	1	11
05:00 PM	0	0	0	0	0	2	0	2	0	0	2	2	0	1	0	1	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	2	2	0	2	0	2	6
Grand Total	1	0	0	1	3	3	0	6	1	0	6	7	0	3	0	3	17
Apprch %	100	0	0		50	50	0		14.3	0	85.7		0	100	0		
Total %	5.9	0	0	5.9	17.6	17.6	0	35.3	5.9	0	35.3	41.2	0	17.6	0	17.6	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**2**	0	0	**2**	0	0	**2**	**2**	0	**1**	0	**1**	**5**
04:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	**1**	0	0	1	0	0	0	0	2
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	2	2	0	0	0	0	3
Total Volume	1	0	0	1	3	1	0	4	1	0	4	5	0	1	0	1	11
% App. Total	100	0	0		75	25	0		20	0	80		0	100	0		
PHF	.250	.000	.000	.250	.375	.250	.000	.500	.250	.000	.500	.625	.000	.250	.000	.250	.550

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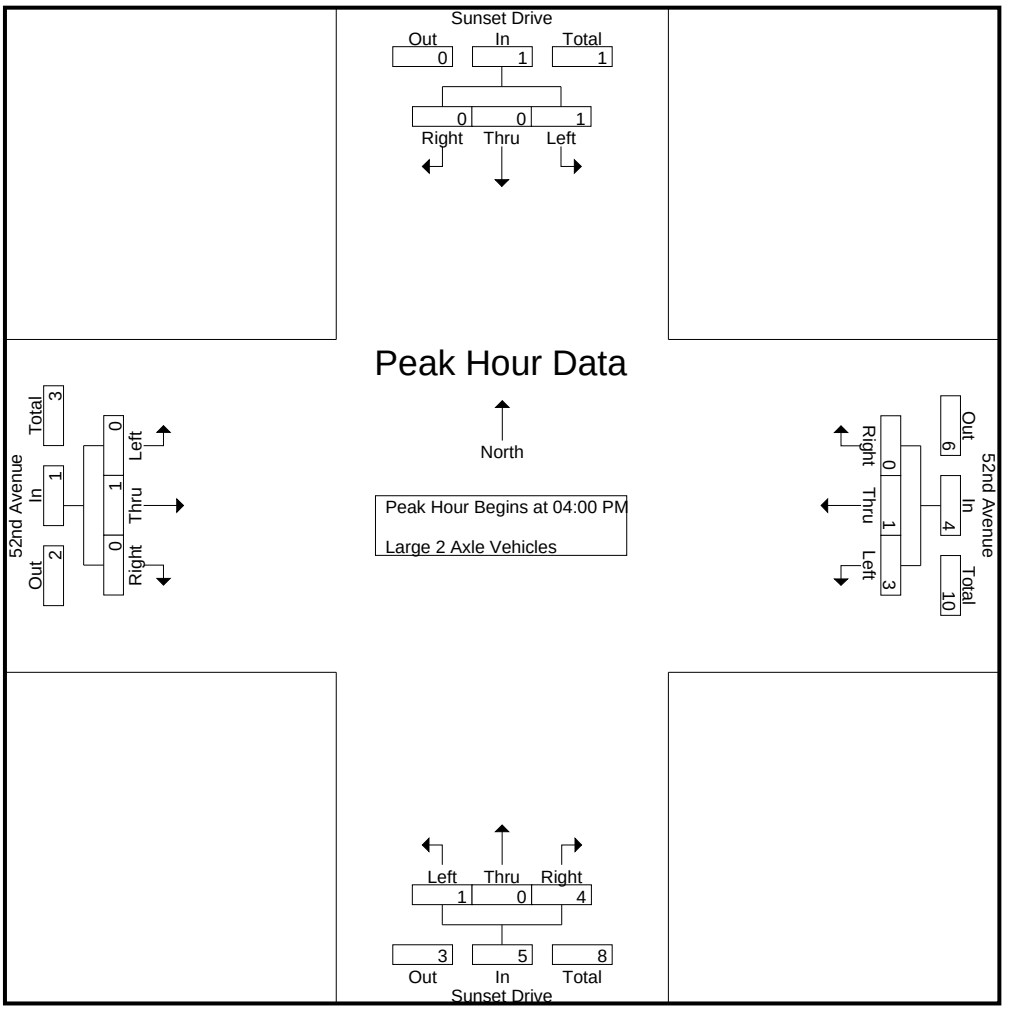

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	**2**	**2**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	**1**	0	0	1	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	2	2	0	0	0	0
Total Volume	1	0	0	1	3	1	0	4	1	0	4	5	0	1	0	1
% App. Total	100	0	0		75	25	0		20	0	80		0	100	0	
PHF	.250	.000	.000	.250	.375	.250	.000	.500	.250	.000	.500	.625	.000	.250	.000	.250

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Groups Printed- 3 Axle Vehicles

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	2	0	2	6
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	3	2	0	5	0	0	2	2	0	8	0	8	15
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	1	0	1	2	0	0	0	0	4
Grand Total	0	0	0	0	5	2	0	7	1	0	3	4	0	8	0	8	19
Apprch %	0	0	0		71.4	28.6	0		25	0	75		0	100	0		
Total %	0	0	0	0	26.3	10.5	0	36.8	5.3	0	15.8	21.1	0	42.1	0	42.1	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**2**	0	0	**2**	0	0	**2**	**2**	0	2	0	2	**6**
04:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	5
04:45 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	3	2	0	5	0	0	2	2	0	8	0	8	15
% App. Total	0	0	0		60	40	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.375	.500	.000	.625	.000	.000	.250	.250	.000	.400	.000	.400	.625

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City of Coachella
N/S: Sunset Drive
E/W: 52nd Avenue
Weather: Clear

File Name : 41_COA_Suns_52nd PM
Site Code : 05722739
Start Date : 8/24/2022
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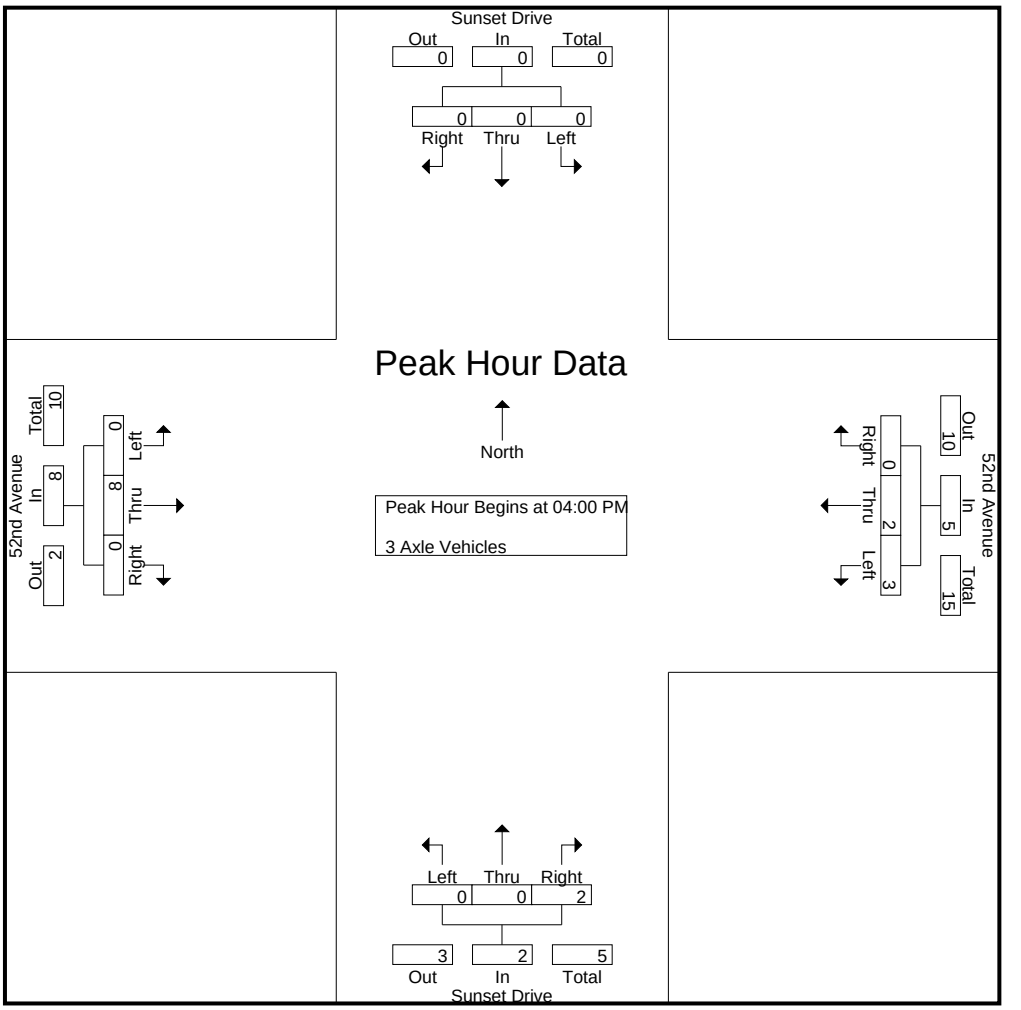

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	0	0	**2**	**2**	0	2	0	2
+15 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	3	2	0	5	0	0	2	2	0	8	0	8
% App. Total	0	0	0		60	40	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.375	.500	.000	.625	.000	.000	.250	.250	.000	.400	.000	.400

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File Name : 41_COA_Suns_52nd PM
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Groups Printed- 4+ Axle Trucks

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
Apprch %	0	0	0		100	0	0		0	0	100		0	100	0		
Total %	0	0	0	0	33.3	0	0	33.3	0	0	33.3	33.3	0	33.3	0	33.3	

	Sunset Drive Southbound				52nd Avenue Westbound				Sunset Drive Northbound				52nd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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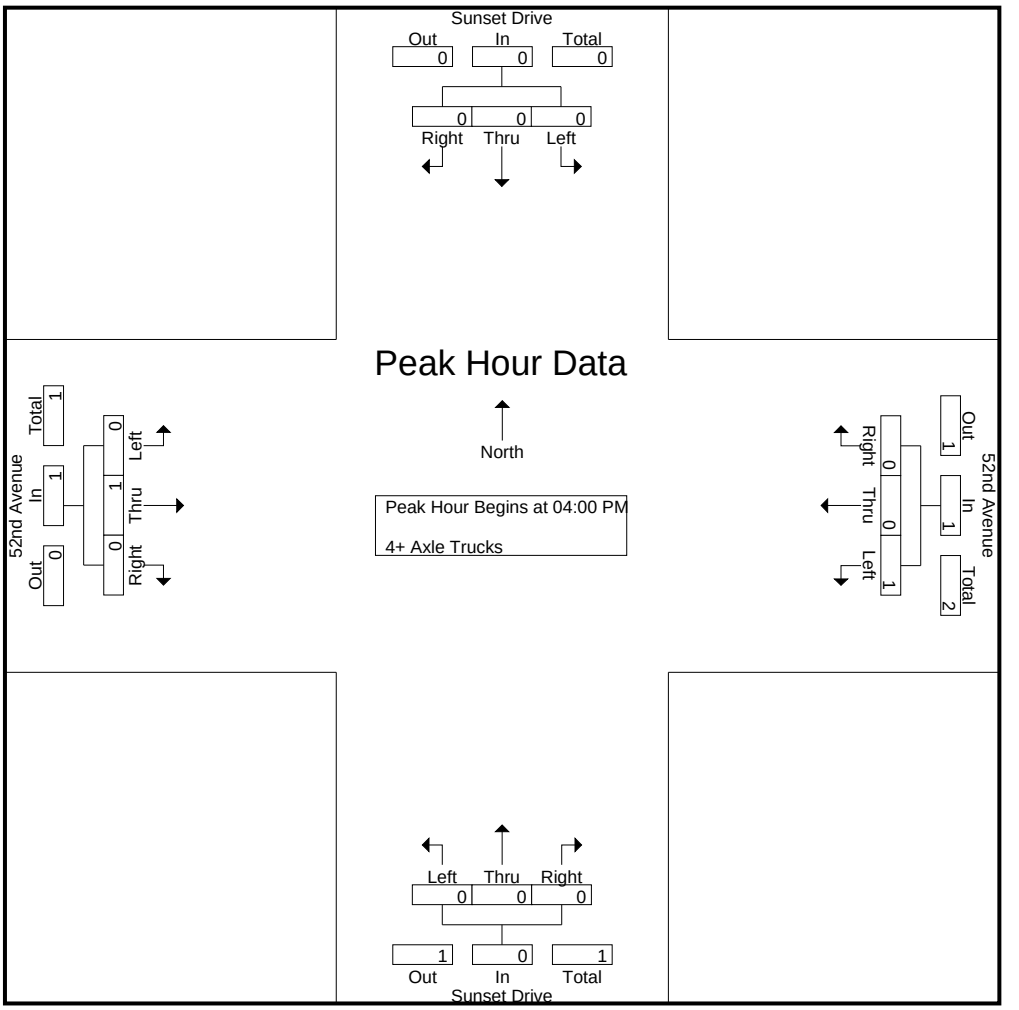

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Coachella
N/S: Highway 111
E/W: Sunset Drive
Weather: Clear

File Name : 42_COA_111_Suns AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	41	6	47	26	79	105	6	23	29	181
07:15 AM	60	4	64	19	79	98	4	12	16	178
07:30 AM	70	14	84	21	103	124	4	17	21	229
07:45 AM	94	15	109	32	99	131	6	34	40	280
Total	265	39	304	98	360	458	20	86	106	868
08:00 AM	98	24	122	20	89	109	9	31	40	271
08:15 AM	83	9	92	17	79	96	5	15	20	208
08:30 AM	75	16	91	14	69	83	7	18	25	199
08:45 AM	81	11	92	22	77	99	5	19	24	215
Total	337	60	397	73	314	387	26	83	109	893
Grand Total	602	99	701	171	674	845	46	169	215	1761
Apprch %	85.9	14.1		20.2	79.8		21.4	78.6		
Total %	34.2	5.6	39.8	9.7	38.3	48	2.6	9.6	12.2	
Passenger Vehicles	562	93	655	164	658	822	44	158	202	1679
% Passenger Vehicles	93.4	93.9	93.4	95.9	97.6	97.3	95.7	93.5	94	95.3
Large 2 Axle Vehicles	15	3	18	4	7	11	1	7	8	37
% Large 2 Axle Vehicles	2.5	3	2.6	2.3	1	1.3	2.2	4.1	3.7	2.1
3 Axle Vehicles	5	0	5	0	5	5	1	1	2	12
% 3 Axle Vehicles	0.8	0	0.7	0	0.7	0.6	2.2	0.6	0.9	0.7
4+ Axle Trucks	20	3	23	3	4	7	0	3	3	33
% 4+ Axle Trucks	3.3	3	3.3	1.8	0.6	0.8	0	1.8	1.4	1.9

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	70	14	84	21	**103**	124	4	17	21	229
07:45 AM	94	15	109	**32**	99	**131**	6	**34**	**40**	**280**
08:00 AM	**98**	**24**	**122**	20	89	109	**9**	31	40	271
08:15 AM	83	9	92	17	79	96	5	15	20	208
Total Volume	345	62	407	90	370	460	24	97	121	988
% App. Total	84.8	15.2		19.6	80.4		19.8	80.2		
PHF	.880	.646	.834	.703	.898	.878	.667	.713	.756	.882

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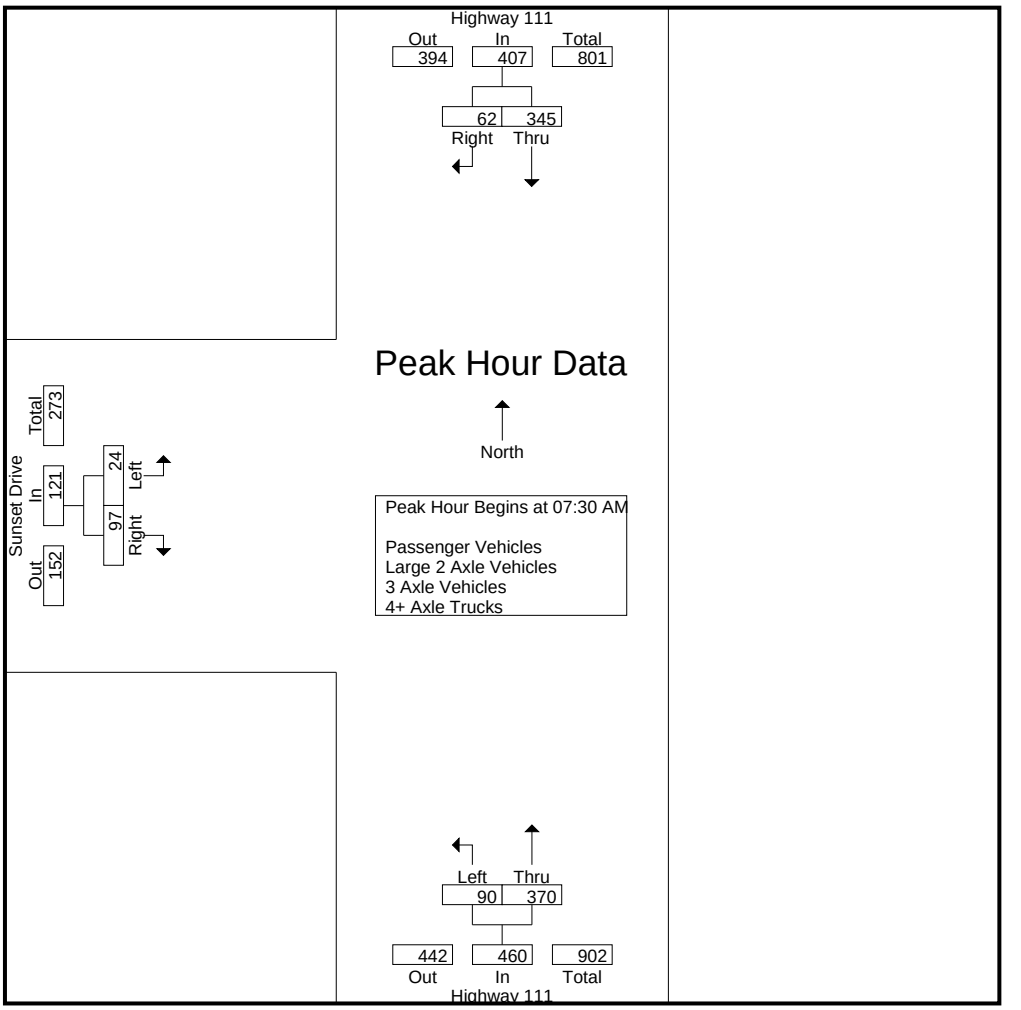

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:45 AM		
+0 mins.	94	15	109	19	79	98	6	**34**	**40**
+15 mins.	**98**	**24**	**122**	21	**103**	124	**9**	31	40
+30 mins.	83	9	92	**32**	99	**131**	5	15	20
+45 mins.	75	16	91	20	89	109	7	18	25
Total Volume	350	64	414	92	370	462	27	98	125
% App. Total	84.5	15.5		19.9	80.1		21.6	78.4	
PHF	.893	.667	.848	.719	.898	.882	.750	.721	.781

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Groups Printed- Passenger Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	39	6	45	24	74	98	6	21	27	170
07:15 AM	55	3	58	19	78	97	4	12	16	171
07:30 AM	68	12	80	21	102	123	4	13	17	220
07:45 AM	88	14	102	32	97	129	5	33	38	269
Total	250	35	285	96	351	447	19	79	98	830
08:00 AM	95	24	119	19	84	103	9	29	38	260
08:15 AM	74	9	83	15	79	94	5	14	19	196
08:30 AM	70	15	85	14	67	81	6	17	23	189
08:45 AM	73	10	83	20	77	97	5	19	24	204
Total	312	58	370	68	307	375	25	79	104	849
Grand Total	562	93	655	164	658	822	44	158	202	1679
Apprch %	85.8	14.2		20	80		21.8	78.2		
Total %	33.5	5.5	39	9.8	39.2	49	2.6	9.4	12	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	68	12	80	21	**102**	123	4	13	17	220
07:45 AM	88	14	102	**32**	97	**129**	5	**33**	**38**	**269**
08:00 AM	**95**	**24**	**119**	19	84	103	**9**	29	38	260
08:15 AM	74	9	83	15	79	94	5	14	19	196
Total Volume	325	59	384	87	362	449	23	89	112	945
% App. Total	84.6	15.4		19.4	80.6		20.5	79.5		
PHF	.855	.615	.807	.680	.887	.870	.639	.674	.737	.878

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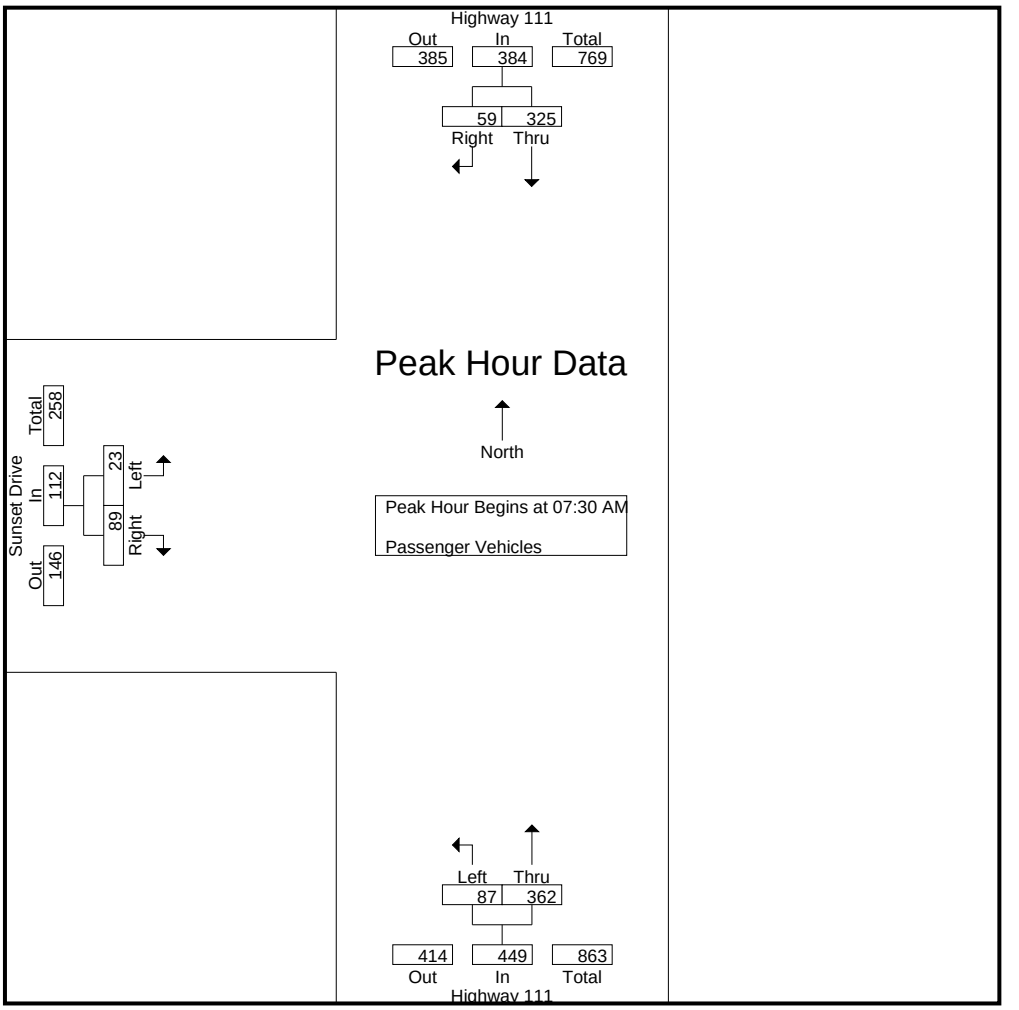

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	68	12	80	21	**102**	123	4	13	17
+15 mins.	88	14	102	**32**	97	**129**	5	**33**	**38**
+30 mins.	**95**	**24**	**119**	19	84	103	**9**	29	38
+45 mins.	74	9	83	15	79	94	5	14	19
Total Volume	325	59	384	87	362	449	23	89	112
% App. Total	84.6	15.4		19.4	80.6		20.5	79.5	
PHF	.855	.615	.807	.680	.887	.870	.639	.674	.737

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City of Coachella
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Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	1	2	3	0	1	1	5
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	0	1	1	0	0	0	0	2	2	3
07:45 AM	2	1	3	0	0	0	1	1	2	5
Total	4	2	6	1	3	4	1	4	5	15
08:00 AM	0	0	0	1	3	4	0	1	1	5
08:15 AM	6	0	6	1	0	1	0	1	1	8
08:30 AM	1	0	1	0	1	1	0	1	1	3
08:45 AM	4	1	5	1	0	1	0	0	0	6
Total	11	1	12	3	4	7	0	3	3	22
Grand Total	15	3	18	4	7	11	1	7	8	37
Apprch %	83.3	16.7		36.4	63.6		12.5	87.5		
Total %	40.5	8.1	48.6	10.8	18.9	29.7	2.7	18.9	21.6	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	1	0	0	0	0	**2**	**2**	3
07:45 AM	2	1	3	0	0	0	**1**	1	2	5
08:00 AM	0	0	0	**1**	**3**	**4**	0	1	1	5
08:15 AM	**6**	0	**6**	1	0	1	0	1	1	**8**
Total Volume	8	2	10	2	3	5	1	5	6	21
% App. Total	80	20		40	60		16.7	83.3		
PHF	.333	.500	.417	.500	.250	.313	.250	.625	.750	.656

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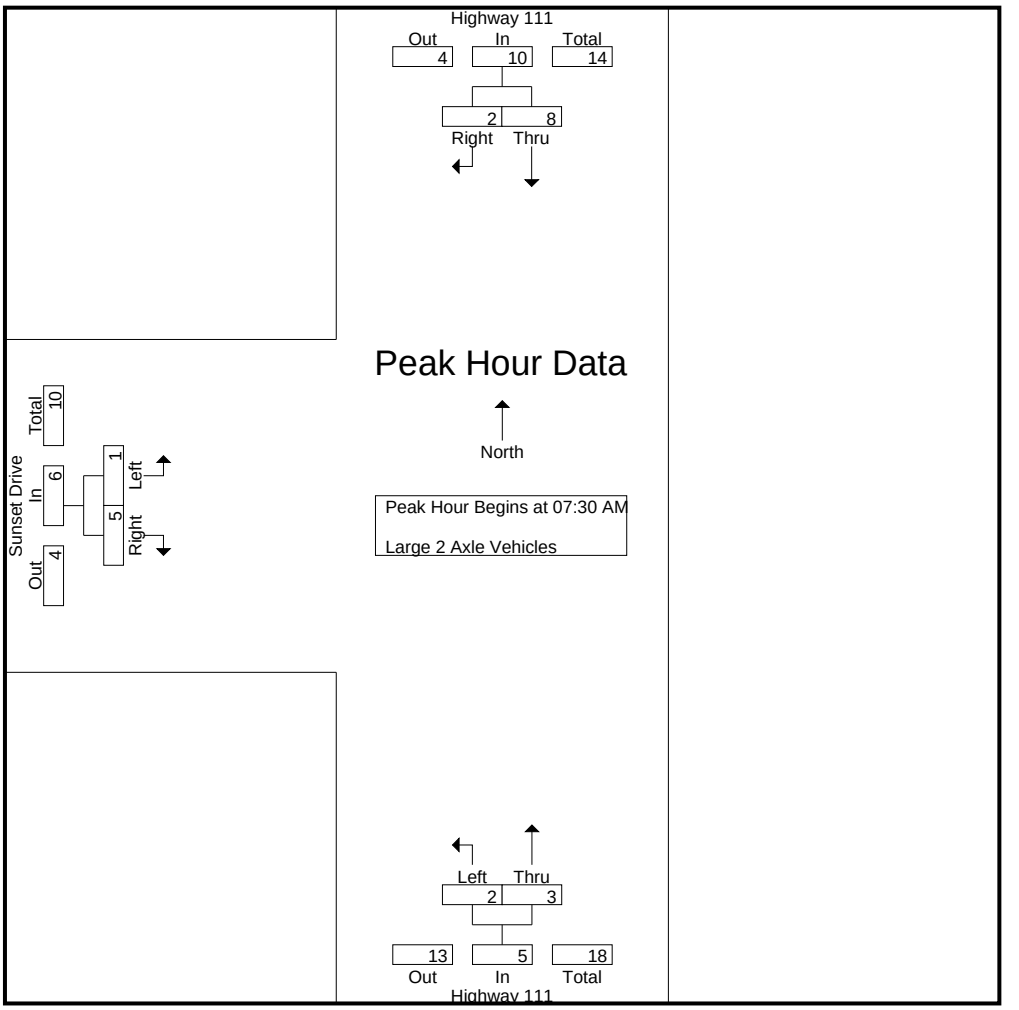

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	1	0	0	0	0	**2**	**2**
+15 mins.	2	1	3	0	0	0	**1**	1	2
+30 mins.	0	0	0	**1**	**3**	**4**	0	1	1
+45 mins.	**6**	0	**6**	1	0	1	0	1	1
Total Volume	8	2	10	2	3	5	1	5	6
% App. Total	80	20		40	60		16.7	83.3	
PHF	.333	.500	.417	.500	.250	.313	.250	.625	.750

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File Name : 42_COA_111_Suns AM
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Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	1	1	2
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	4	4	0	1	1	6
08:00 AM	1	0	1	0	0	0	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	1	1	0	1	2
08:45 AM	2	0	2	0	0	0	0	0	0	2
Total	4	0	4	0	1	1	1	0	1	6
Grand Total	5	0	5	0	5	5	1	1	2	12
Apprch %	100	0		0	100		50	50		
Total %	41.7	0	41.7	0	41.7	41.7	8.3	8.3	16.7	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	**1**	**1**	0	**1**	**1**	**2**
07:45 AM	0	0	0	0	1	1	0	0	0	1
08:00 AM	**1**	0	**1**	0	0	0	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	2	2	0	1	1	5
% App. Total	100	0		0	100		0	100		
PHF	.500	.000	.500	.000	.500	.500	.000	.250	.250	.625

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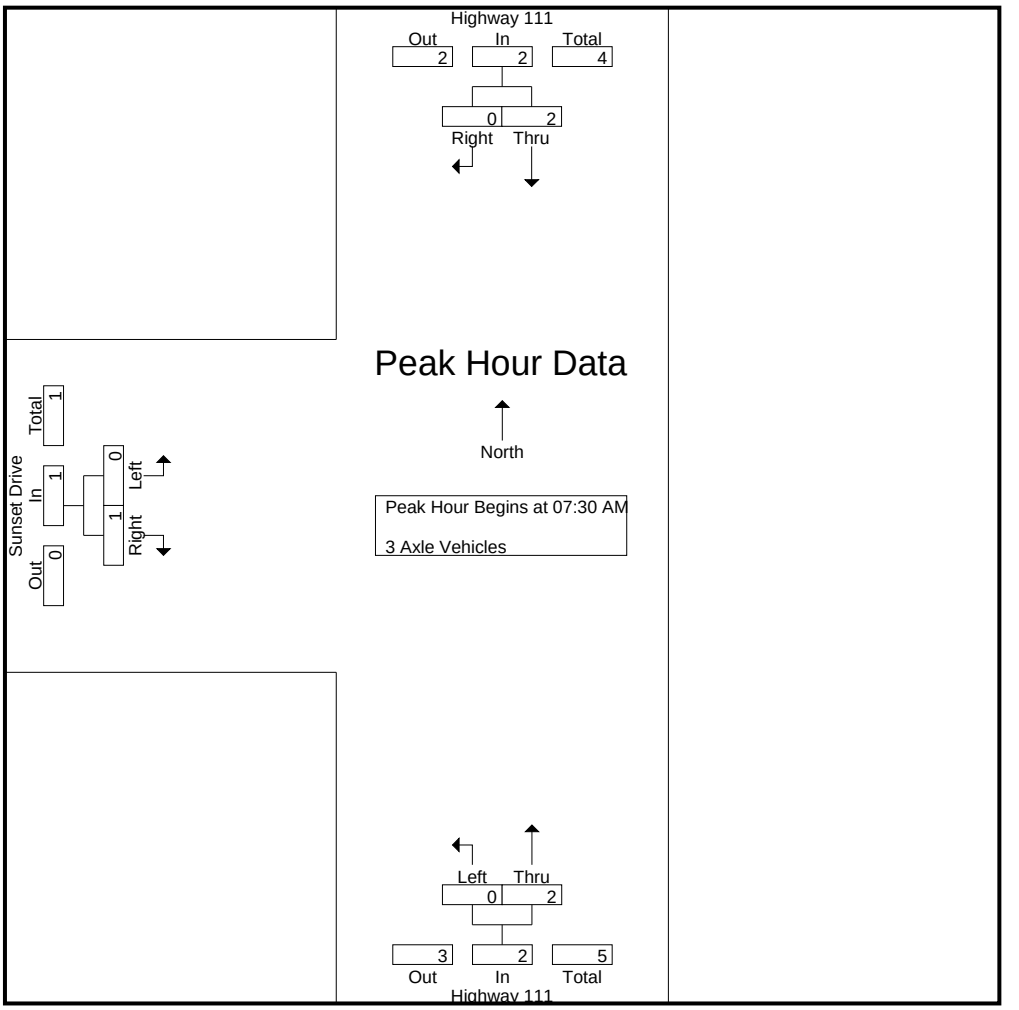

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	**1**	**1**	0	**1**	**1**
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	2	2	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.500	.000	.500	.000	.500	.500	.000	.250	.250

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City of Coachella
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E/W: Sunset Drive
Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	1	1	2	0	1	1	4
07:15 AM	3	1	4	0	0	0	0	0	0	4
07:30 AM	2	1	3	0	0	0	0	1	1	4
07:45 AM	4	0	4	0	1	1	0	0	0	5
Total	10	2	12	1	2	3	0	2	2	17
08:00 AM	2	0	2	0	2	2	0	1	1	5
08:15 AM	2	0	2	1	0	1	0	0	0	3
08:30 AM	4	1	5	0	0	0	0	0	0	5
08:45 AM	2	0	2	1	0	1	0	0	0	3
Total	10	1	11	2	2	4	0	1	1	16
Grand Total	20	3	23	3	4	7	0	3	3	33
Apprch %	87	13		42.9	57.1		0	100		
Total %	60.6	9.1	69.7	9.1	12.1	21.2	0	9.1	9.1	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	**1**	3	0	0	0	0	**1**	**1**	4
07:45 AM	**4**	0	**4**	0	1	1	0	0	0	**5**
08:00 AM	2	0	2	0	**2**	**2**	0	1	1	5
08:15 AM	2	0	2	**1**	0	1	0	0	0	3
Total Volume	10	1	11	1	3	4	0	2	2	17
% App. Total	90.9	9.1		25	75		0	100		
PHF	.625	.250	.688	.250	.375	.500	.000	.500	.500	.850

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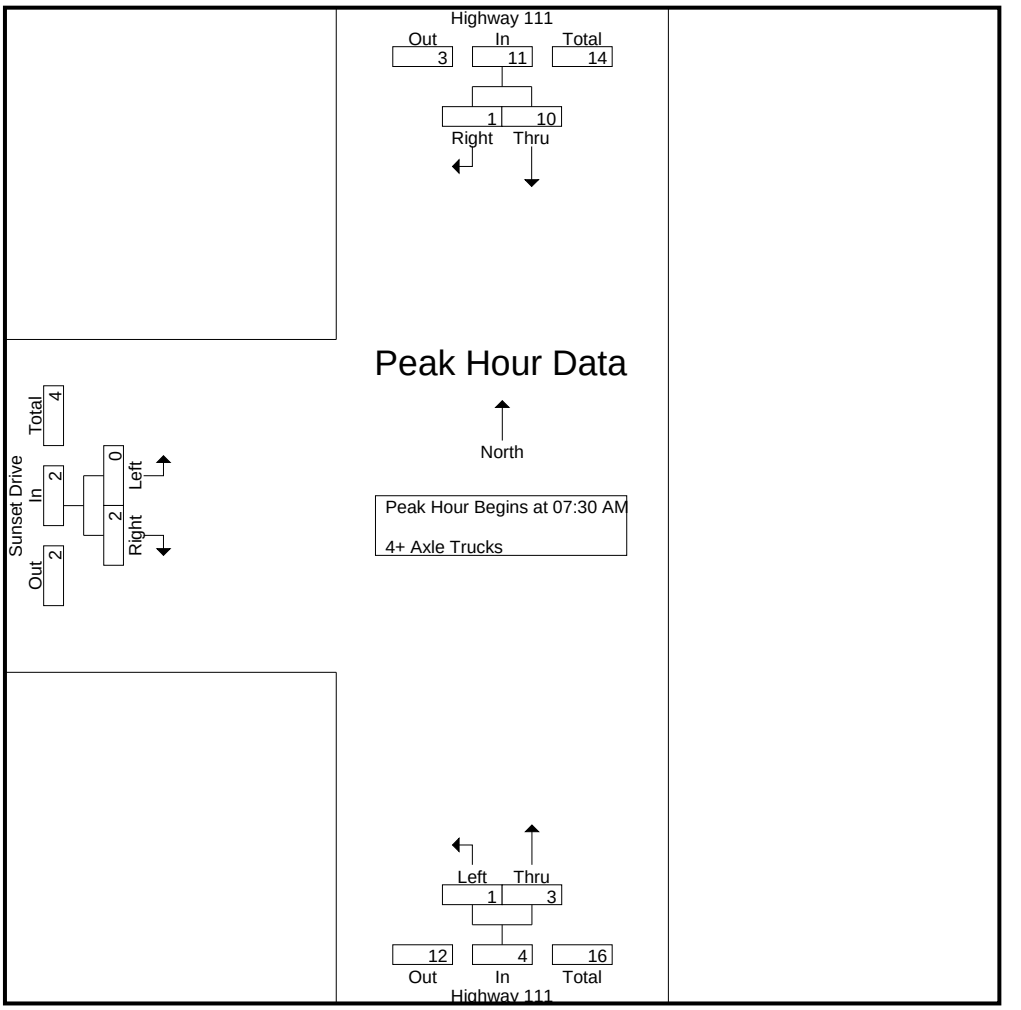

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	**1**	3	0	0	0	0	**1**	**1**
+15 mins.	**4**	0	**4**	0	1	1	0	0	0
+30 mins.	2	0	2	0	**2**	**2**	0	1	1
+45 mins.	2	0	2	**1**	0	1	0	0	0
Total Volume	10	1	11	1	3	4	0	2	2
% App. Total	90.9	9.1		25	75		0	100	
PHF	.625	.250	.688	.250	.375	.500	.000	.500	.500

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	115	29	144	14	90	104	10	39	49	297
04:15 PM	111	23	134	13	64	77	10	29	39	250
04:30 PM	120	15	135	23	85	108	4	29	33	276
04:45 PM	104	20	124	20	75	95	7	32	39	258
Total	450	87	537	70	314	384	31	129	160	1081
05:00 PM	86	14	100	16	74	90	8	33	41	231
05:15 PM	109	10	119	18	70	88	10	32	42	249
05:30 PM	117	11	128	28	73	101	10	20	30	259
05:45 PM	111	13	124	19	81	100	8	26	34	258
Total	423	48	471	81	298	379	36	111	147	997
Grand Total	873	135	1008	151	612	763	67	240	307	2078
Apprch %	86.6	13.4		19.8	80.2		21.8	78.2		
Total %	42	6.5	48.5	7.3	29.5	36.7	3.2	11.5	14.8	
Passenger Vehicles	861	132	993	149	606	755	62	235	297	2045
% Passenger Vehicles	98.6	97.8	98.5	98.7	99	99	92.5	97.9	96.7	98.4
Large 2 Axle Vehicles	6	0	6	2	4	6	4	3	7	19
% Large 2 Axle Vehicles	0.7	0	0.6	1.3	0.7	0.8	6	1.2	2.3	0.9
3 Axle Vehicles	6	2	8	0	0	0	0	2	2	10
% 3 Axle Vehicles	0.7	1.5	0.8	0	0	0	0	0.8	0.7	0.5
4+ Axle Trucks	0	1	1	0	2	2	1	0	1	4
% 4+ Axle Trucks	0	0.7	0.1	0	0.3	0.3	1.5	0	0.3	0.2

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	115	**29**	**144**	14	**90**	104	**10**	**39**	**49**	**297**
04:15 PM	111	23	134	13	64	77	10	29	39	250
04:30 PM	**120**	15	135	**23**	85	**108**	4	29	33	276
04:45 PM	104	20	124	20	75	95	7	32	39	258
Total Volume	450	87	537	70	314	384	31	129	160	1081
% App. Total	83.8	16.2		18.2	81.8		19.4	80.6		
PHF	.938	.750	.932	.761	.872	.889	.775	.827	.816	.910

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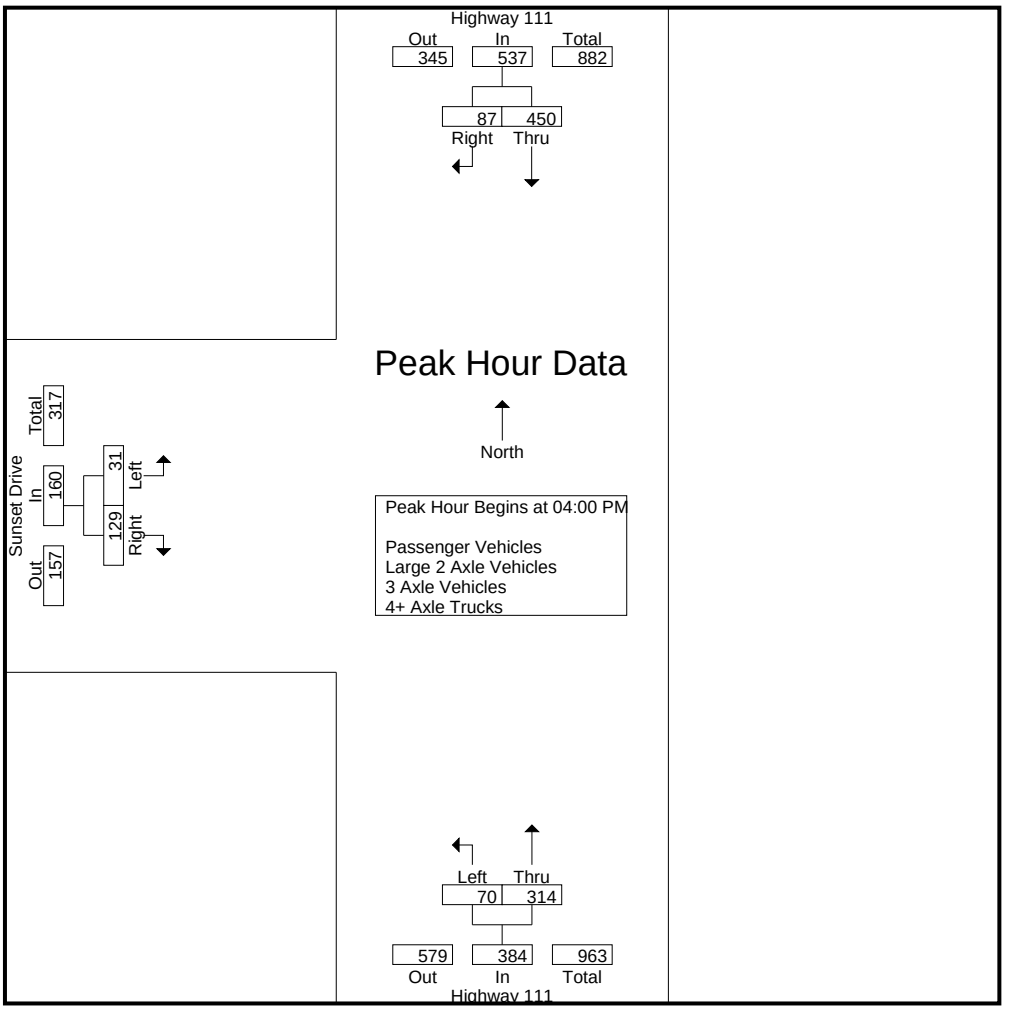

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	115	**29**	**144**	14	**90**	104	**10**	**39**	**49**
+15 mins.	111	23	134	13	64	77	10	29	39
+30 mins.	**120**	15	135	**23**	85	**108**	4	29	33
+45 mins.	104	20	124	20	75	95	7	32	39
Total Volume	450	87	537	70	314	384	31	129	160
% App. Total	83.8	16.2		18.2	81.8		19.4	80.6	
PHF	.938	.750	.932	.761	.872	.889	.775	.827	.816

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Groups Printed- Passenger Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	114	29	143	14	90	104	8	38	46	293
04:15 PM	110	23	133	13	63	76	10	27	37	246
04:30 PM	115	15	130	22	84	106	4	29	33	269
04:45 PM	102	17	119	19	74	93	5	31	36	248
Total	441	84	525	68	311	379	27	125	152	1056
05:00 PM	84	14	98	16	73	89	8	33	41	228
05:15 PM	108	10	118	18	69	87	10	32	42	247
05:30 PM	117	11	128	28	72	100	9	19	28	256
05:45 PM	111	13	124	19	81	100	8	26	34	258
Total	420	48	468	81	295	376	35	110	145	989
Grand Total	861	132	993	149	606	755	62	235	297	2045
Apprch %	86.7	13.3		19.7	80.3		20.9	79.1		
Total %	42.1	6.5	48.6	7.3	29.6	36.9	3	11.5	14.5	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	114	**29**	**143**	14	**90**	104	8	**38**	**46**	**293**
04:15 PM	110	23	133	13	63	76	**10**	27	37	246
04:30 PM	**115**	15	130	**22**	84	**106**	4	29	33	269
04:45 PM	102	17	119	19	74	93	5	31	36	248
Total Volume	441	84	525	68	311	379	27	125	152	1056
% App. Total	84	16		17.9	82.1		17.8	82.2		
PHF	.959	.724	.918	.773	.864	.894	.675	.822	.826	.901

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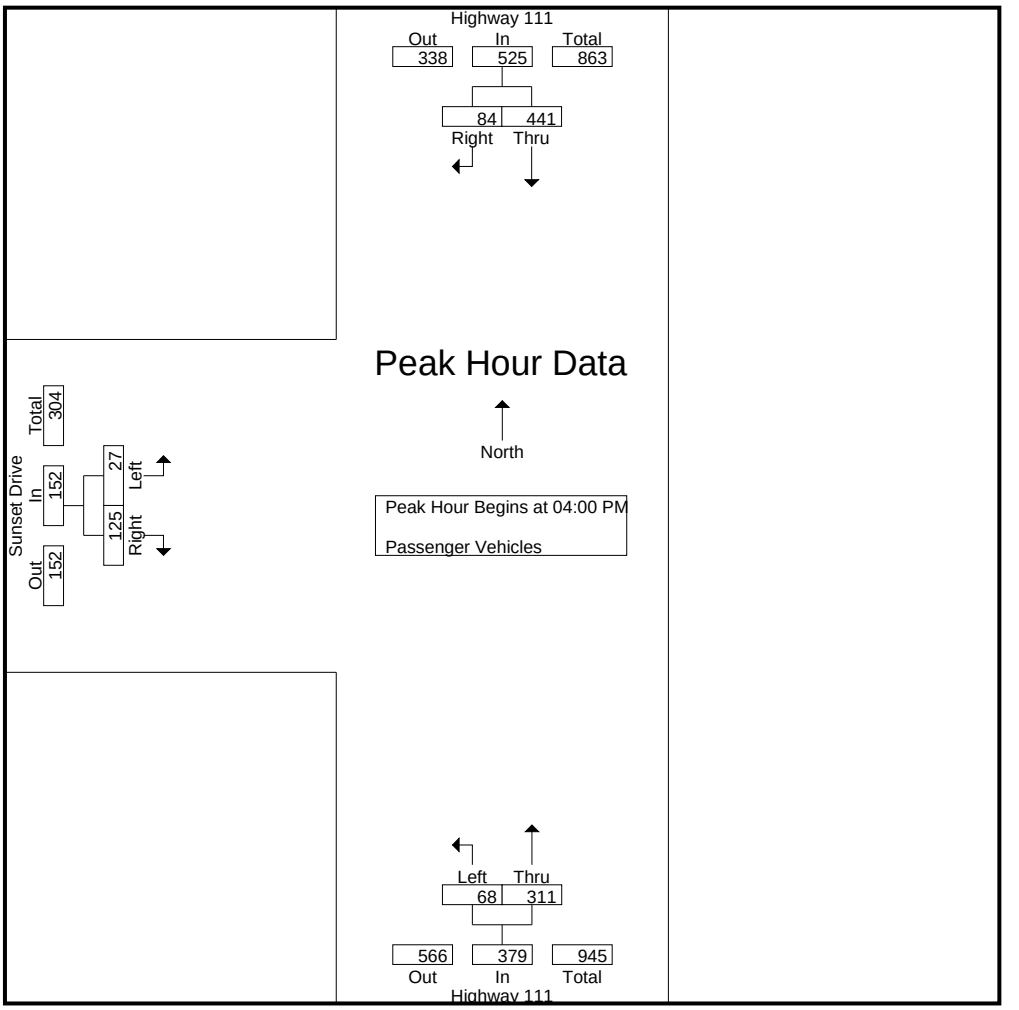

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	114	**29**	**143**	14	**90**	104	8	**38**	**46**
+15 mins.	110	23	133	13	63	76	**10**	27	37
+30 mins.	**115**	15	130	**22**	84	**106**	4	29	33
+45 mins.	102	17	119	19	74	93	5	31	36
Total Volume	441	84	525	68	311	379	27	125	152
% App. Total	84	16		17.9	82.1		17.8	82.2	
PHF	.959	.724	.918	.773	.864	.894	.675	.822	.826

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Groups Printed- Large 2 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	2	1	3	4
04:15 PM	1	0	1	0	1	1	0	2	2	4
04:30 PM	3	0	3	1	1	2	0	0	0	5
04:45 PM	0	0	0	1	1	2	1	0	1	3
Total	5	0	5	2	3	5	3	3	6	16
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	1	0	1	3
Grand Total	6	0	6	2	4	6	4	3	7	19
Apprch %	100	0		33.3	66.7		57.1	42.9		
Total %	31.6	0	31.6	10.5	21.1	31.6	21.1	15.8	36.8	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	0	0	**2**	1	**3**	4
04:15 PM	1	0	1	0	**1**	1	0	**2**	2	4
04:30 PM	**3**	0	**3**	**1**	1	**2**	0	0	0	**5**
04:45 PM	0	0	0	1	1	2	1	0	1	3
Total Volume	5	0	5	2	3	5	3	3	6	16
% App. Total	100	0		40	60		50	50		
PHF	.417	.000	.417	.500	.750	.625	.375	.375	.500	.800

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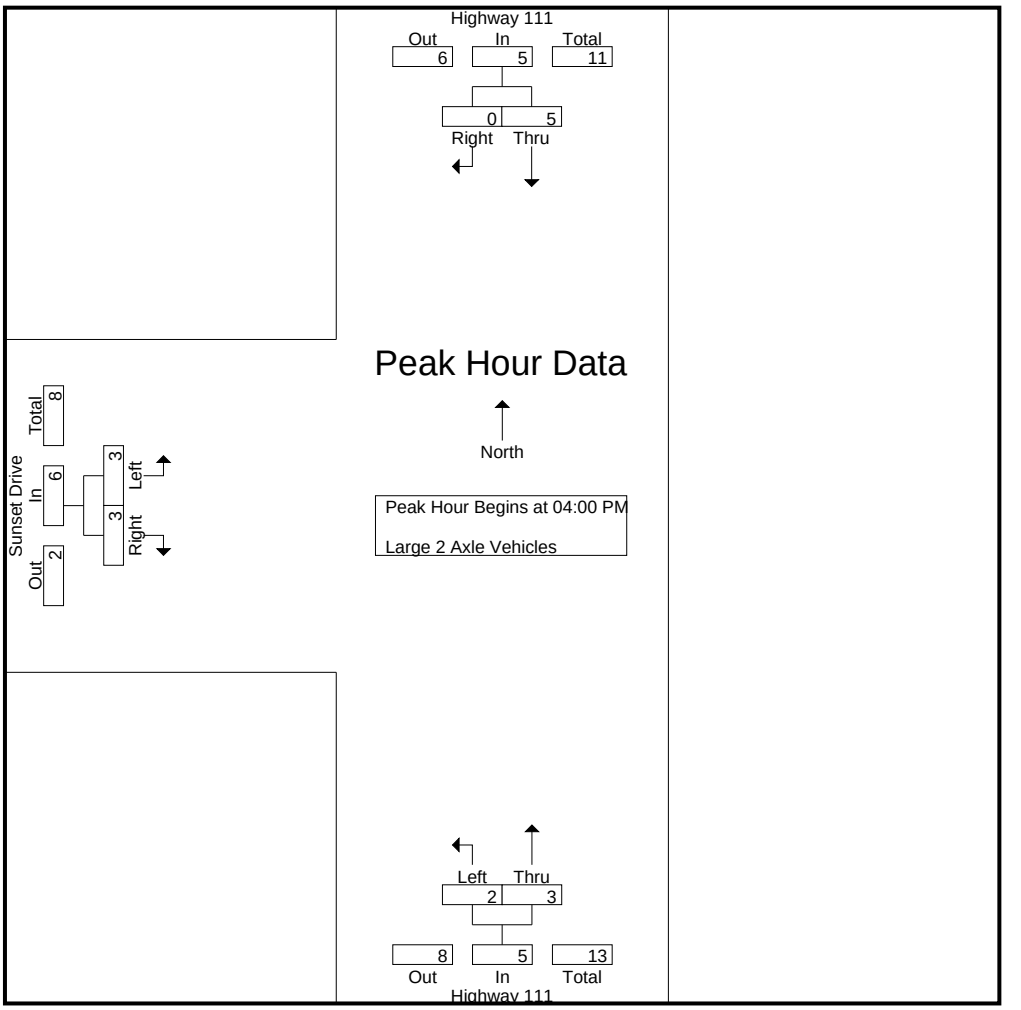

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	0	0	**2**	1	**3**
+15 mins.	1	0	1	0	**1**	1	0	**2**	2
+30 mins.	**3**	0	**3**	**1**	1	**2**	0	0	0
+45 mins.	0	0	0	1	1	2	1	0	1
Total Volume	5	0	5	2	3	5	3	3	6
% App. Total	100	0		40	60		50	50	
PHF	.417	.000	.417	.500	.750	.625	.375	.375	.500

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Groups Printed- 3 Axle Vehicles

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	0	2	0	0	0	0	0	0	2
04:45 PM	2	2	4	0	0	0	0	1	1	5
Total	4	2	6	0	0	0	0	1	1	7
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	1	1	3
Grand Total	6	2	8	0	0	0	0	2	2	10
Apprch %	75	25		0	0		0	100		
Total %	60	20	80	0	0	0	0	20	20	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	**2**	0	2	0	0	0	0	0	0	2
04:45 PM	2	**2**	**4**	0	0	0	0	**1**	**1**	**5**
Total Volume	4	2	6	0	0	0	0	1	1	7
% App. Total	66.7	33.3		0	0		0	100		
PHF	.500	.250	.375	.000	.000	.000	.000	.250	.250	.350

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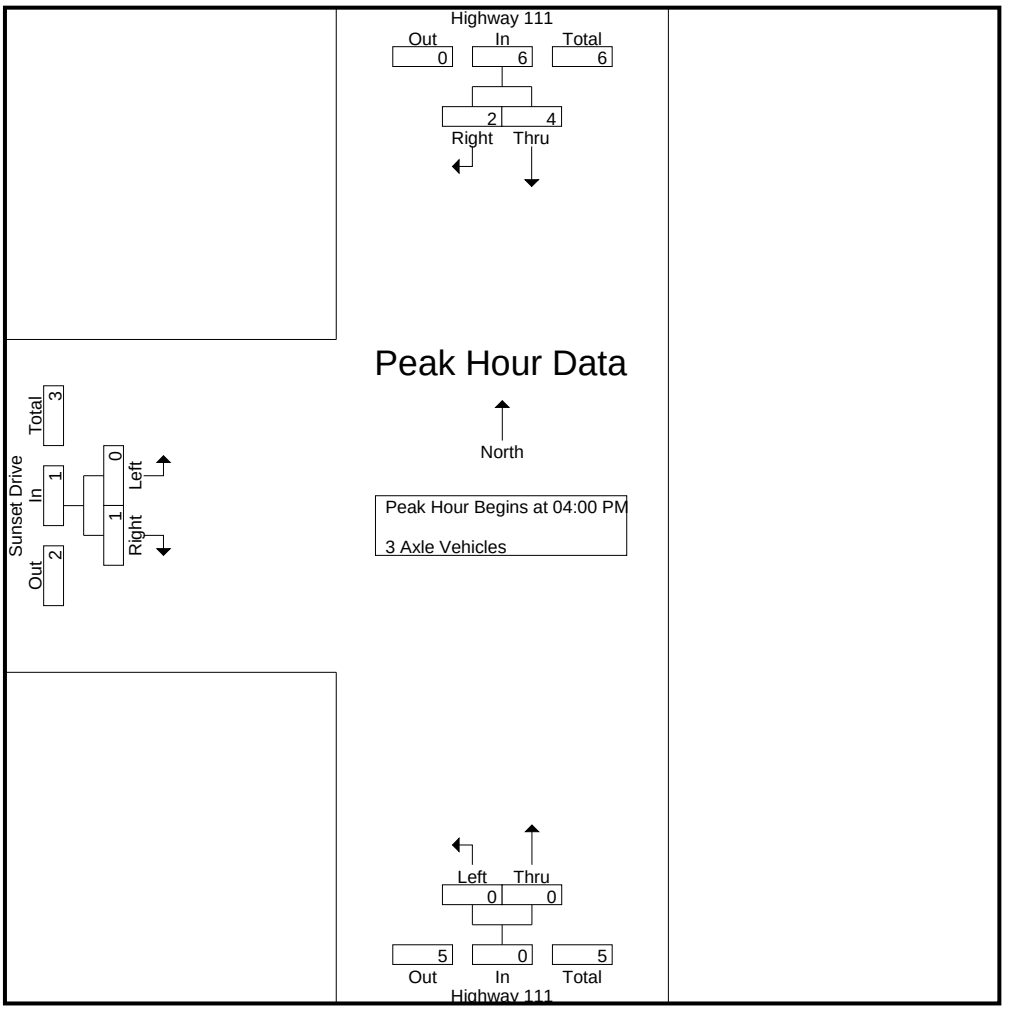

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	2	0	0	0	0	0	0
+45 mins.	2	**2**	**4**	0	0	0	0	**1**	**1**
Total Volume	4	2	6	0	0	0	0	1	1
% App. Total	66.7	33.3		0	0		0	100	
PHF	.500	.250	.375	.000	.000	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
Grand Total	0	1	1	0	2	2	1	0	1	4
Apprch %	0	100		0	100		100	0		
Total %	0	25	25	0	50	50	25	0	25	

	Highway 111 Southbound			Highway 111 Northbound			Sunset Drive Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

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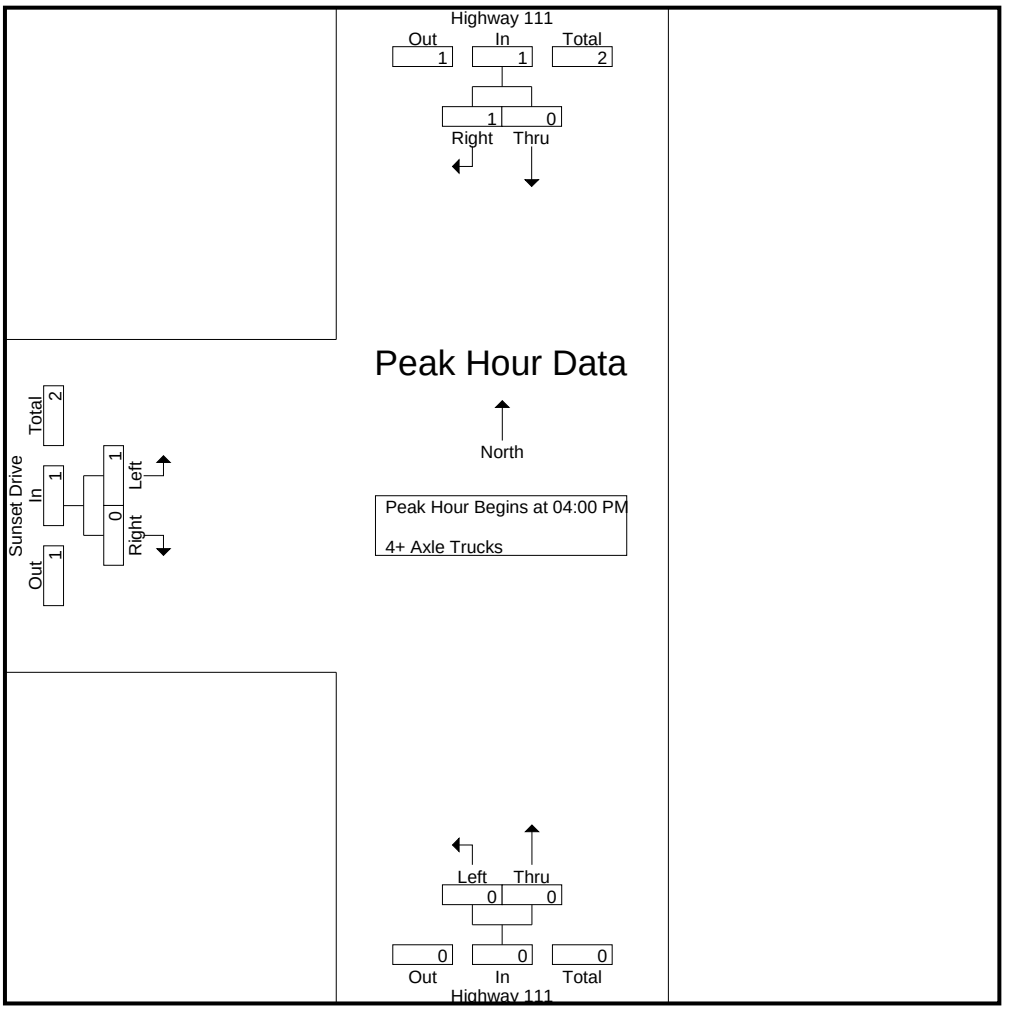

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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(951)268-6268

County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	26	26	4	1	5	12	6	18	49
07:15 AM	0	41	41	8	0	8	12	8	20	69
07:30 AM	0	37	37	7	0	7	11	6	17	61
07:45 AM	0	25	25	9	0	9	24	15	39	73
Total	0	129	129	28	1	29	59	35	94	252
08:00 AM	3	33	36	14	3	17	19	16	35	88
08:15 AM	2	26	28	16	0	16	17	13	30	74
08:30 AM	0	22	22	16	0	16	13	9	22	60
08:45 AM	0	31	31	8	0	8	19	4	23	62
Total	5	112	117	54	3	57	68	42	110	284
Grand Total	5	241	246	82	4	86	127	77	204	536
Apprch %	2	98		95.3	4.7		62.3	37.7		
Total %	0.9	45	45.9	15.3	0.7	16	23.7	14.4	38.1	
Passenger Vehicles	4	185	189	22	2	24	79	21	100	313
% Passenger Vehicles	80	76.8	76.8	26.8	50	27.9	62.2	27.3	49	58.4
Large 2 Axle Vehicles	0	9	9	1	0	1	3	1	4	14
% Large 2 Axle Vehicles	0	3.7	3.7	1.2	0	1.2	2.4	1.3	2	2.6
3 Axle Vehicles	0	31	31	13	1	14	38	21	59	104
% 3 Axle Vehicles	0	12.9	12.6	15.9	25	16.3	29.9	27.3	28.9	19.4
4+ Axle Trucks	1	16	17	46	1	47	7	34	41	105
% 4+ Axle Trucks	20	6.6	6.9	56.1	25	54.7	5.5	44.2	20.1	19.6

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**37**	**37**	7	0	7	11	6	17	61
07:45 AM	0	25	25	9	0	9	**24**	15	**39**	73
08:00 AM	**3**	33	36	14	**3**	**17**	19	**16**	35	**88**
08:15 AM	2	26	28	**16**	0	16	17	13	30	74
Total Volume	5	121	126	46	3	49	71	50	121	296
% App. Total	4	96		93.9	6.1		58.7	41.3		
PHF	.417	.818	.851	.719	.250	.721	.740	.781	.776	.841

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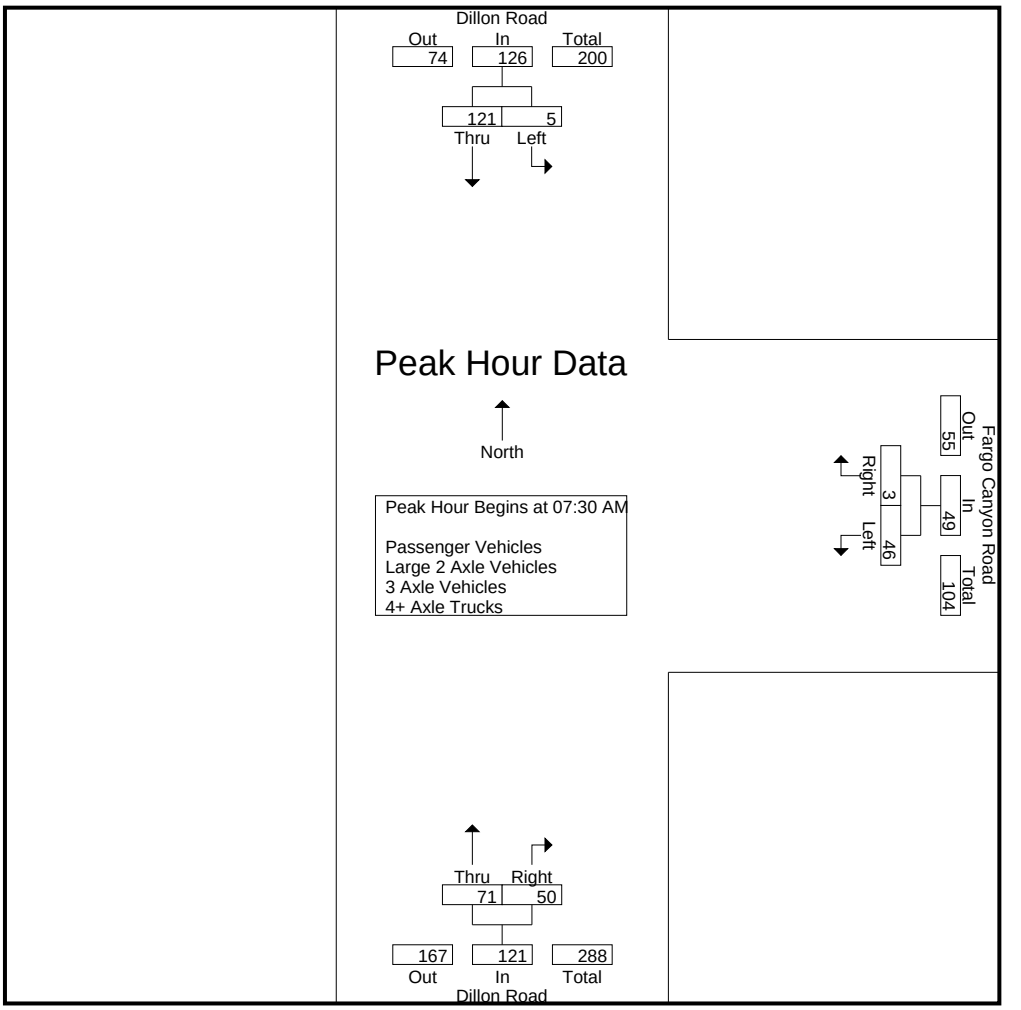

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:45 AM		
+0 mins.	0	**41**	**41**	9	0	9	**24**	15	**39**
+15 mins.	0	37	37	14	**3**	**17**	19	**16**	35
+30 mins.	0	25	25	**16**	0	16	17	13	30
+45 mins.	**3**	33	36	16	0	16	13	9	22
Total Volume	3	136	139	55	3	58	73	53	126
% App. Total	2.2	97.8		94.8	5.2		57.9	42.1	
PHF	.250	.829	.848	.859	.250	.853	.760	.828	.808

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	21	21	2	0	2	6	3	9	32
07:15 AM	0	33	33	3	0	3	8	2	10	46
07:30 AM	0	32	32	2	0	2	6	3	9	43
07:45 AM	0	24	24	3	0	3	14	3	17	44
Total	0	110	110	10	0	10	34	11	45	165
08:00 AM	2	24	26	2	2	4	9	6	15	45
08:15 AM	2	17	19	5	0	5	12	4	16	40
08:30 AM	0	14	14	3	0	3	11	0	11	28
08:45 AM	0	20	20	2	0	2	13	0	13	35
Total	4	75	79	12	2	14	45	10	55	148
Grand Total	4	185	189	22	2	24	79	21	100	313
Apprch %	2.1	97.9		91.7	8.3		79	21		
Total %	1.3	59.1	60.4	7	0.6	7.7	25.2	6.7	31.9	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**32**	**32**	2	0	2	6	3	9	43
07:45 AM	0	24	24	3	0	3	**14**	3	**17**	44
08:00 AM	**2**	24	26	2	**2**	4	9	**6**	15	**45**
08:15 AM	2	17	19	**5**	0	**5**	12	4	16	40
Total Volume	4	97	101	12	2	14	41	16	57	172
% App. Total	4	96		85.7	14.3		71.9	28.1		
PHF	.500	.758	.789	.600	.250	.700	.732	.667	.838	.956

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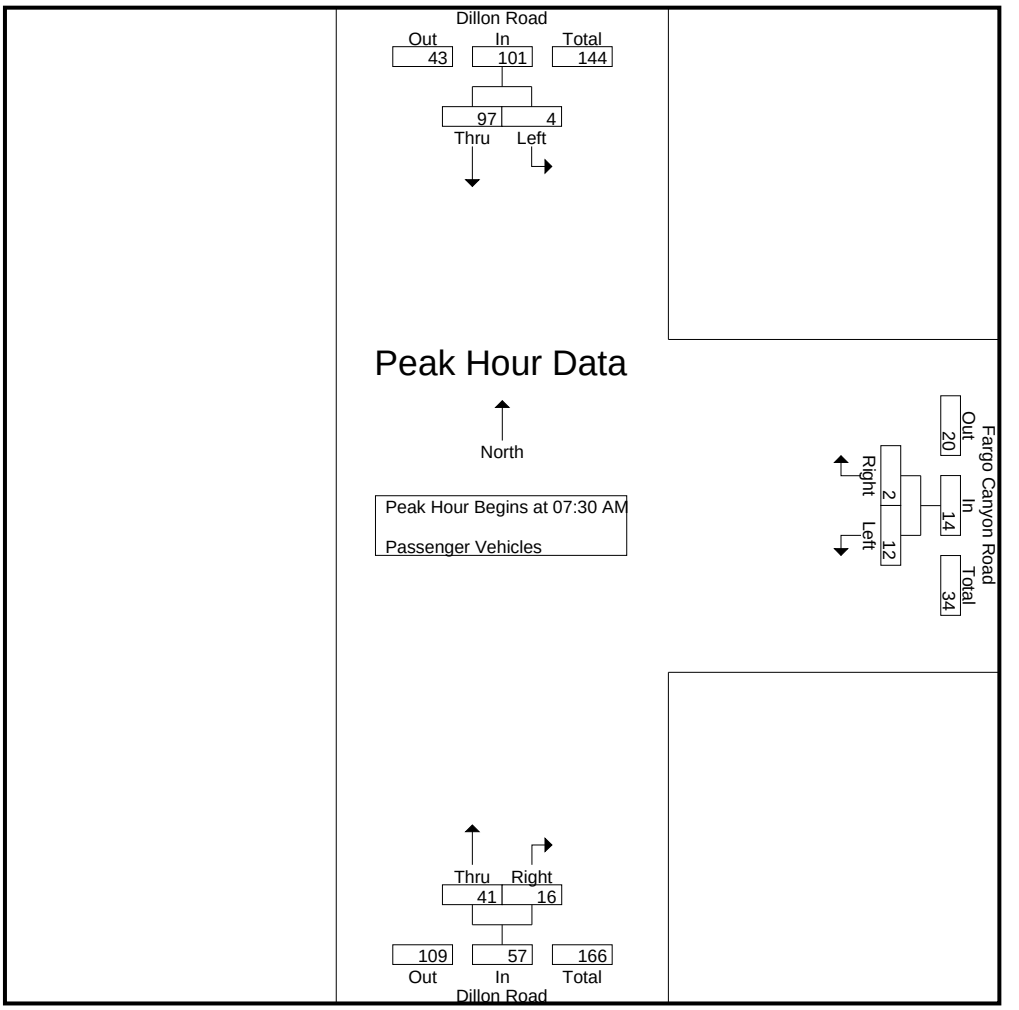

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**32**	**32**	2	0	2	6	3	9
+15 mins.	0	24	24	3	0	3	**14**	3	**17**
+30 mins.	**2**	24	26	2	**2**	4	9	**6**	15
+45 mins.	2	17	19	**5**	0	**5**	12	4	16
Total Volume	4	97	101	12	2	14	41	16	57
% App. Total	4	96		85.7	14.3		71.9	28.1	
PHF	.500	.758	.789	.600	.250	.700	.732	.667	.838

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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	1	1	2	4
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	1	1	1	0	1	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	4	4	1	0	1	3	1	4	9
08:00 AM	0	4	4	0	0	0	0	0	0	4
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	0	0	0	5
Grand Total	0	9	9	1	0	1	3	1	4	14
Apprch %	0	100		100	0		75	25		
Total %	0	64.3	64.3	7.1	0	7.1	21.4	7.1	28.6	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	**1**	0	**1**	**1**	0	**1**	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**4**	**4**	0	0	0	0	0	0	**4**
08:15 AM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	6	6	1	0	1	1	0	1	8
% App. Total	0	100		100	0		100	0		
PHF	.000	.375	.375	.250	.000	.250	.250	.000	.250	.500

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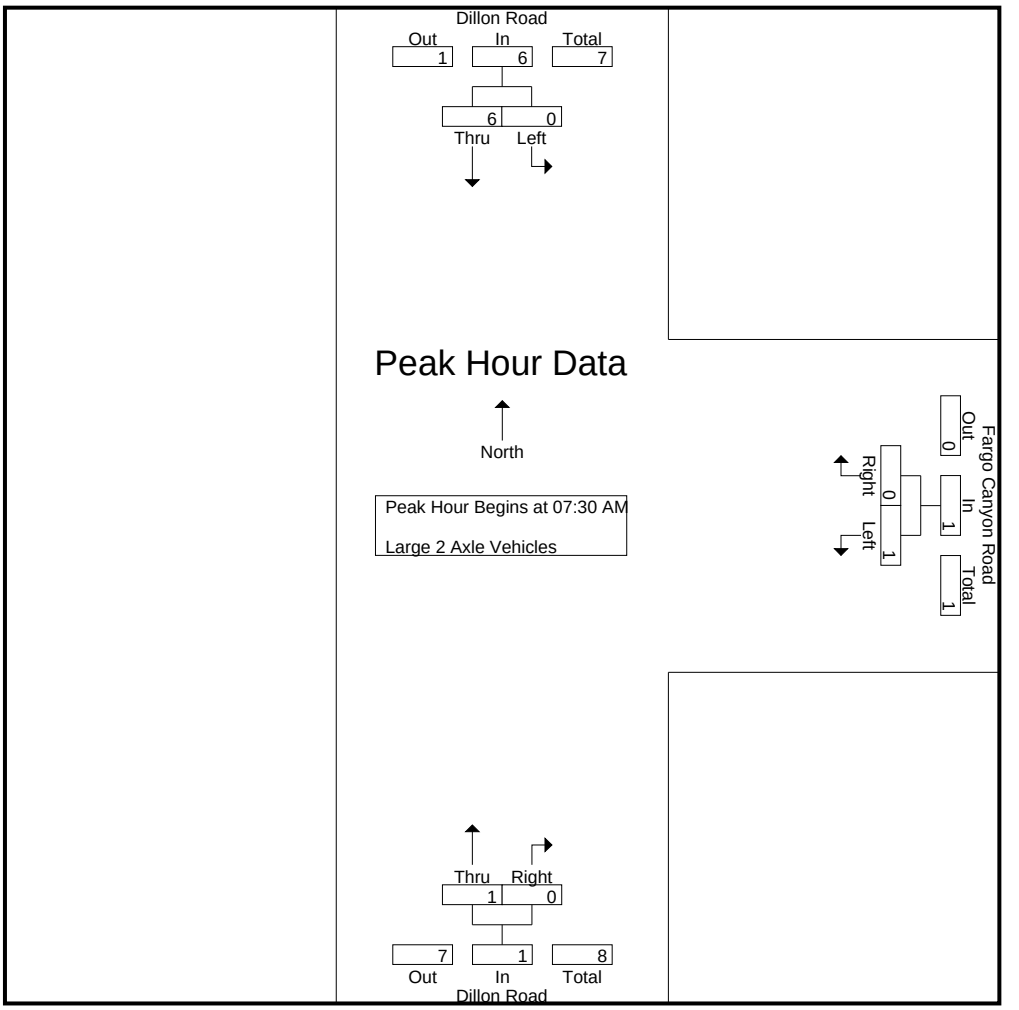

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	**1**	0	**1**	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**4**	**4**	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	0	6	6	1	0	1	1	0	1
% App. Total	0	100		100	0		100	0	
PHF	.000	.375	.375	.250	.000	.250	.250	.000	.250

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	4	2	6	7
07:15 AM	0	4	4	1	0	1	3	4	7	12
07:30 AM	0	3	3	4	0	4	4	1	5	12
07:45 AM	0	1	1	2	0	2	7	2	9	12
Total	0	9	9	7	0	7	18	9	27	43
08:00 AM	0	3	3	0	1	1	9	1	10	14
08:15 AM	0	5	5	3	0	3	3	4	7	15
08:30 AM	0	6	6	2	0	2	2	6	8	16
08:45 AM	0	8	8	1	0	1	6	1	7	16
Total	0	22	22	6	1	7	20	12	32	61
Grand Total	0	31	31	13	1	14	38	21	59	104
Apprch %	0	100		92.9	7.1		64.4	35.6		
Total %	0	29.8	29.8	12.5	1	13.5	36.5	20.2	56.7	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	3	3	**4**	0	**4**	4	1	5	12
07:45 AM	0	1	1	2	0	2	7	2	9	12
08:00 AM	0	3	3	0	**1**	1	**9**	1	**10**	14
08:15 AM	0	**5**	**5**	3	0	3	3	**4**	7	**15**
Total Volume	0	12	12	9	1	10	23	8	31	53
% App. Total	0	100		90	10		74.2	25.8		
PHF	.000	.600	.600	.563	.250	.625	.639	.500	.775	.883

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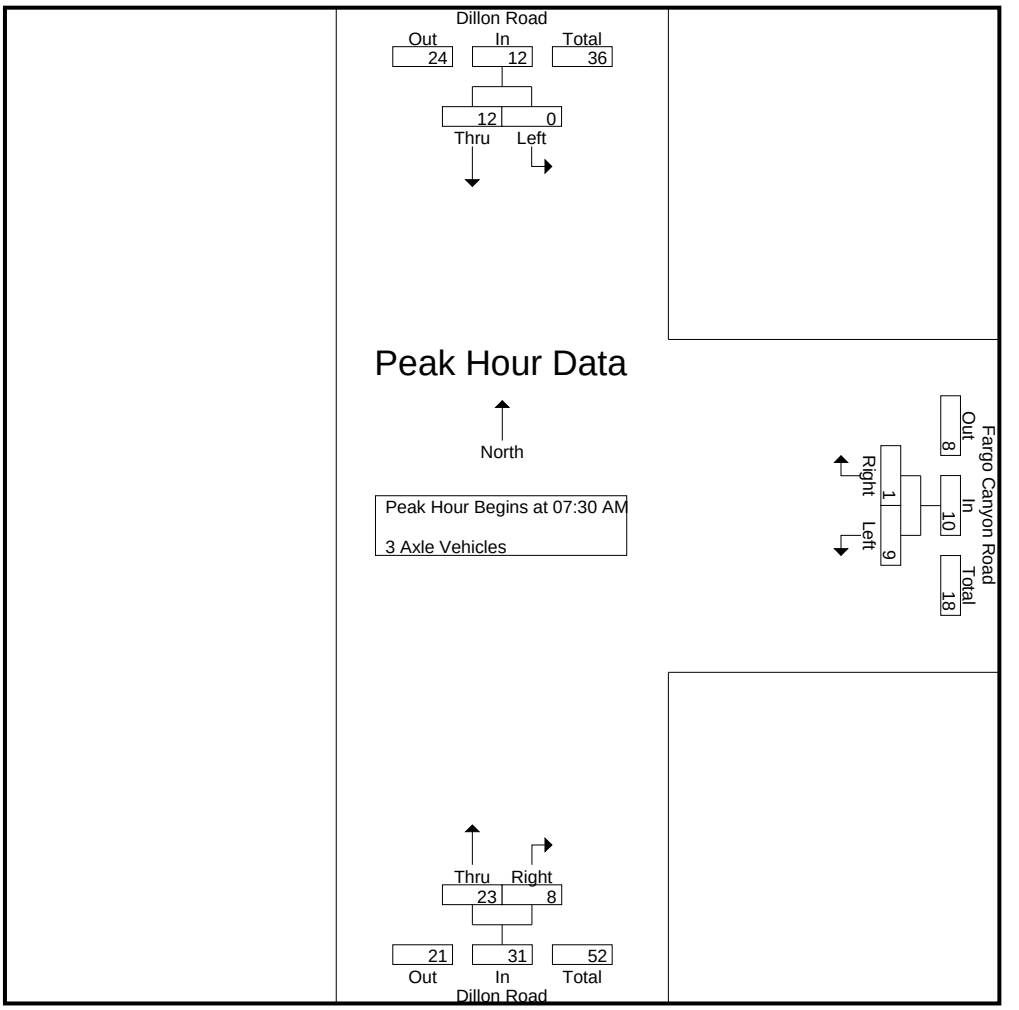

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	3	3	**4**	0	**4**	4	1	5
+15 mins.	0	1	1	2	0	2	7	2	9
+30 mins.	0	3	3	0	**1**	1	**9**	1	**10**
+45 mins.	0	**5**	**5**	3	0	3	3	**4**	7
Total Volume	0	12	12	9	1	10	23	8	31
% App. Total	0	100		90	10		74.2	25.8	
PHF	.000	.600	.600	.563	.250	.625	.639	.500	.775

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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	2	1	3	1	0	1	6
07:15 AM	0	3	3	4	0	4	0	2	2	9
07:30 AM	0	1	1	0	0	0	0	2	2	3
07:45 AM	0	0	0	4	0	4	3	10	13	17
Total	0	6	6	10	1	11	4	14	18	35
08:00 AM	1	2	3	12	0	12	1	9	10	25
08:15 AM	0	3	3	8	0	8	2	5	7	18
08:30 AM	0	2	2	11	0	11	0	3	3	16
08:45 AM	0	3	3	5	0	5	0	3	3	11
Total	1	10	11	36	0	36	3	20	23	70
Grand Total	1	16	17	46	1	47	7	34	41	105
Apprch %	5.9	94.1		97.9	2.1		17.1	82.9		
Total %	1	15.2	16.2	43.8	1	44.8	6.7	32.4	39	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	1	1	0	0	0	0	2	2	3
07:45 AM	0	0	0	4	0	4	**3**	**10**	**13**	17
08:00 AM	**1**	2	**3**	**12**	0	**12**	1	9	10	**25**
08:15 AM	0	**3**	3	8	0	8	2	5	7	18
Total Volume	1	6	7	24	0	24	6	26	32	63
% App. Total	14.3	85.7		100	0		18.8	81.2		
PHF	.250	.500	.583	.500	.000	.500	.500	.650	.615	.630

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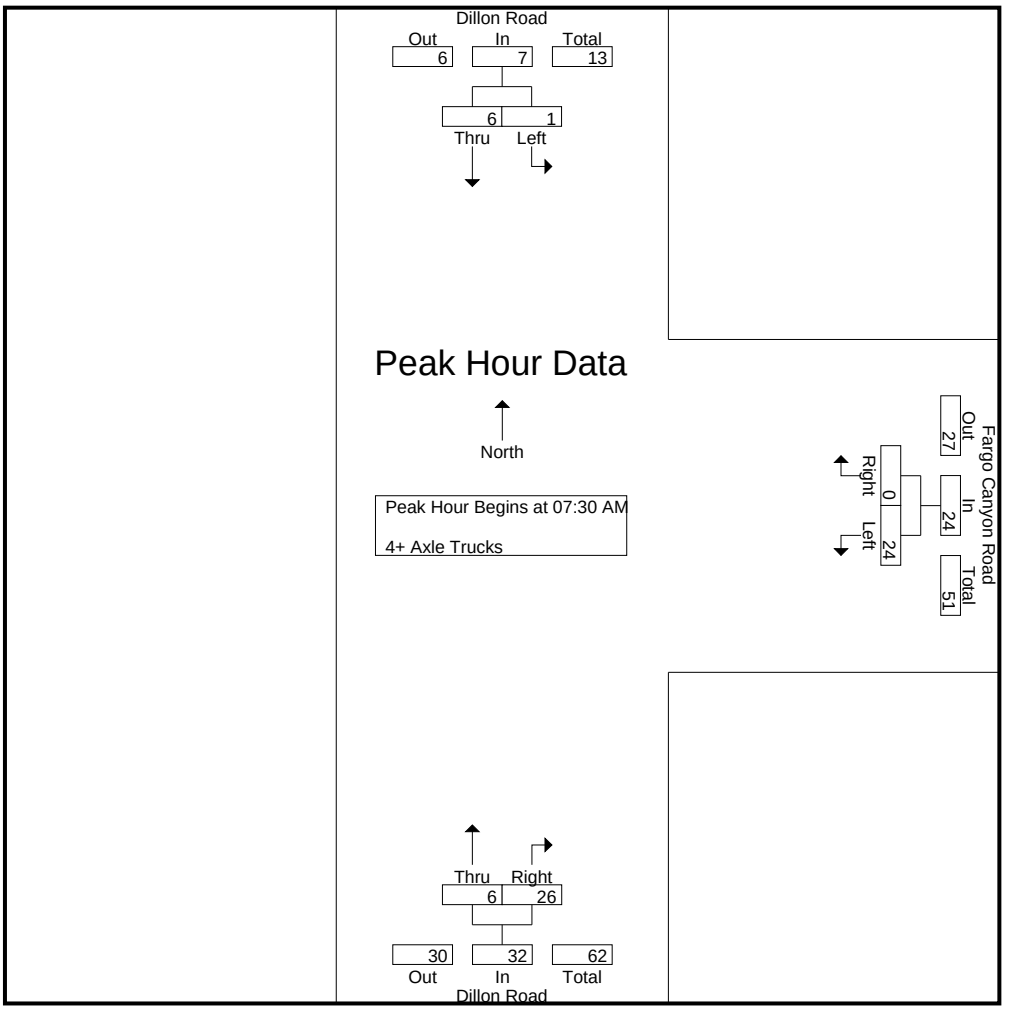

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	1	1	0	0	0	0	2	2
+15 mins.	0	0	0	4	0	4	**3**	**10**	**13**
+30 mins.	**1**	2	**3**	**12**	0	**12**	1	9	10
+45 mins.	0	**3**	3	8	0	8	2	5	7
Total Volume	1	6	7	24	0	24	6	26	32
% App. Total	14.3	85.7		100	0		18.8	81.2	
PHF	.250	.500	.583	.500	.000	.500	.500	.650	.615

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	32	32	6	2	8	25	1	26	66
04:15 PM	0	16	16	5	0	5	15	2	17	38
04:30 PM	0	18	18	2	0	2	19	0	19	39
04:45 PM	0	22	22	1	0	1	30	2	32	55
Total	0	88	88	14	2	16	89	5	94	198
05:00 PM	1	26	27	2	0	2	18	2	20	49
05:15 PM	0	12	12	0	0	0	20	1	21	33
05:30 PM	1	11	12	0	1	1	14	2	16	29
05:45 PM	0	13	13	2	1	3	16	1	17	33
Total	2	62	64	4	2	6	68	6	74	144
Grand Total	2	150	152	18	4	22	157	11	168	342
Apprch %	1.3	98.7		81.8	18.2		93.5	6.5		
Total %	0.6	43.9	44.4	5.3	1.2	6.4	45.9	3.2	49.1	
Passenger Vehicles	1	138	139	15	3	18	145	10	155	312
% Passenger Vehicles	50	92	91.4	83.3	75	81.8	92.4	90.9	92.3	91.2
Large 2 Axle Vehicles	0	2	2	0	0	0	3	0	3	5
% Large 2 Axle Vehicles	0	1.3	1.3	0	0	0	1.9	0	1.8	1.5
3 Axle Vehicles	1	3	4	2	1	3	2	1	3	10
% 3 Axle Vehicles	50	2	2.6	11.1	25	13.6	1.3	9.1	1.8	2.9
4+ Axle Trucks	0	7	7	1	0	1	7	0	7	15
% 4+ Axle Trucks	0	4.7	4.6	5.6	0	4.5	4.5	0	4.2	4.4

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**32**	**32**	**6**	**2**	**8**	25	1	26	**66**
04:15 PM	0	16	16	5	0	5	15	**2**	17	38
04:30 PM	0	18	18	2	0	2	19	0	19	39
04:45 PM	0	22	22	1	0	1	**30**	2	**32**	55
Total Volume	0	88	88	14	2	16	89	5	94	198
% App. Total	0	100		87.5	12.5		94.7	5.3		
PHF	.000	.688	.688	.583	.250	.500	.742	.625	.734	.750

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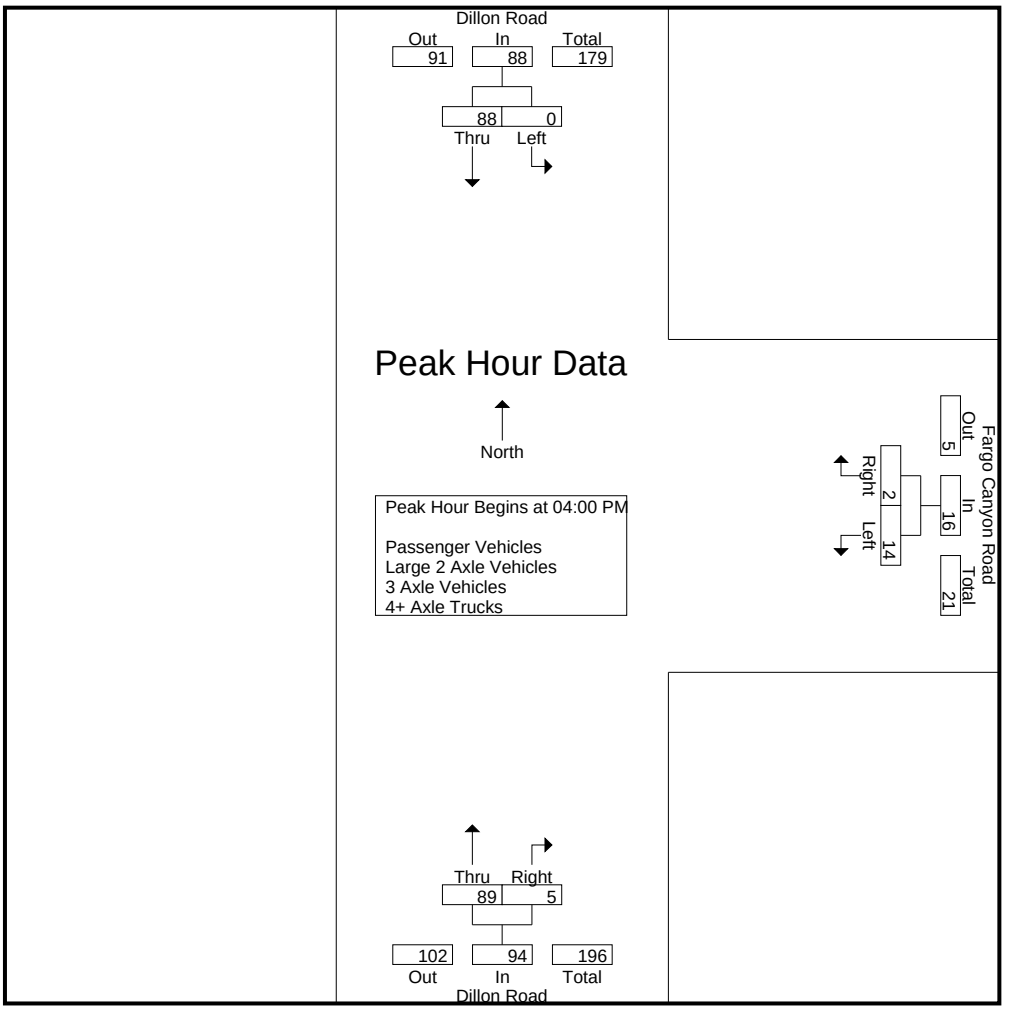

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**32**	**32**	**6**	**2**	**8**	25	1	26
+15 mins.	0	16	16	5	0	5	15	**2**	17
+30 mins.	0	18	18	2	0	2	19	0	19
+45 mins.	0	22	22	1	0	1	**30**	2	**32**
Total Volume	0	88	88	14	2	16	89	5	94
% App. Total	0	100		87.5	12.5		94.7	5.3	
PHF	.000	.688	.688	.583	.250	.500	.742	.625	.734

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County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	28	28	6	2	8	20	1	21	57
04:15 PM	0	16	16	4	0	4	15	1	16	36
04:30 PM	0	16	16	1	0	1	17	0	17	34
04:45 PM	0	20	20	0	0	0	26	2	28	48
Total	0	80	80	11	2	13	78	4	82	175
05:00 PM	0	24	24	2	0	2	18	2	20	46
05:15 PM	0	11	11	0	0	0	19	1	20	31
05:30 PM	1	11	12	0	0	0	14	2	16	28
05:45 PM	0	12	12	2	1	3	16	1	17	32
Total	1	58	59	4	1	5	67	6	73	137
Grand Total	1	138	139	15	3	18	145	10	155	312
Apprch %	0.7	99.3		83.3	16.7		93.5	6.5		
Total %	0.3	44.2	44.6	4.8	1	5.8	46.5	3.2	49.7	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**28**	**28**	**6**	**2**	**8**	20	1	21	**57**
04:15 PM	0	16	16	4	0	4	15	1	16	36
04:30 PM	0	16	16	1	0	1	17	0	17	34
04:45 PM	0	20	20	0	0	0	**26**	**2**	**28**	48
Total Volume	0	80	80	11	2	13	78	4	82	175
% App. Total	0	100		84.6	15.4		95.1	4.9		
PHF	.000	.714	.714	.458	.250	.406	.750	.500	.732	.768

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County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
Start Date : 8/24/2022
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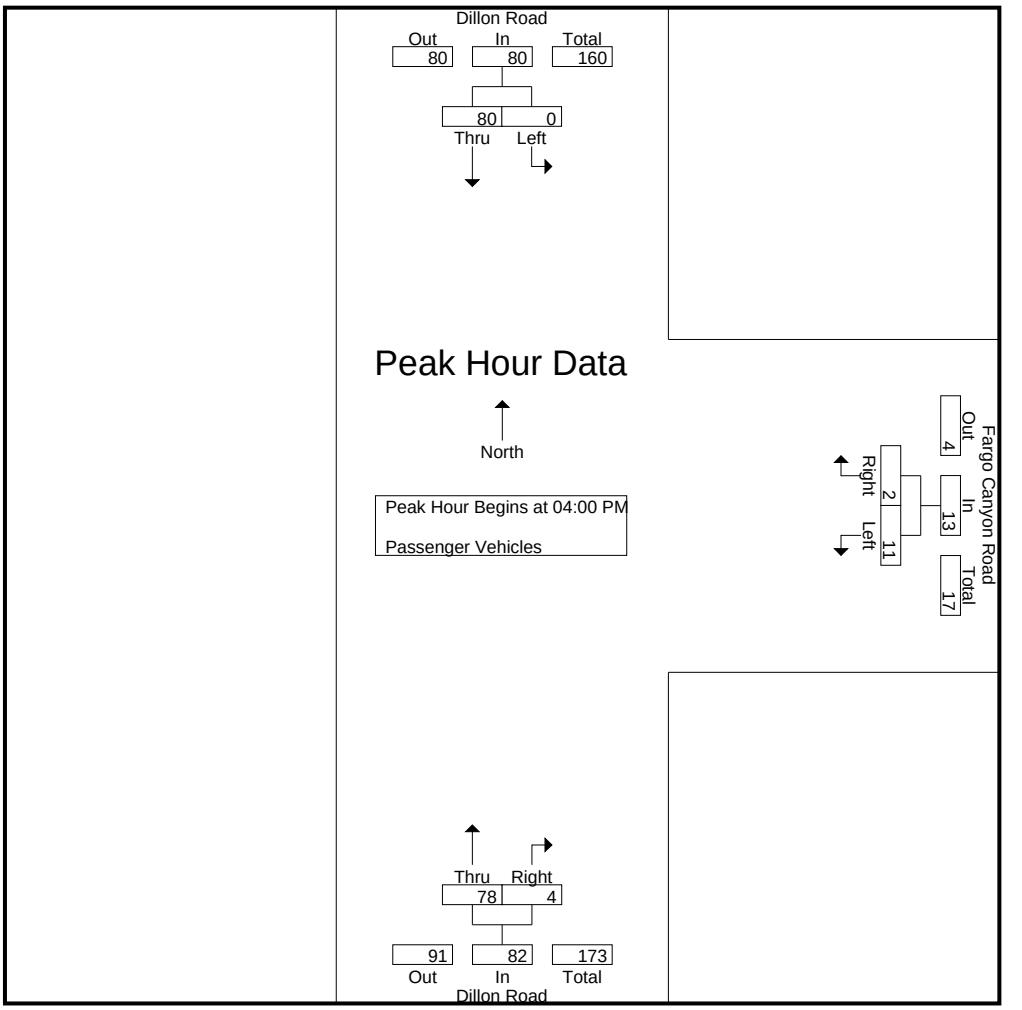

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**28**	**28**	**6**	**2**	**8**	20	1	21
+15 mins.	0	16	16	4	0	4	15	1	16
+30 mins.	0	16	16	1	0	1	17	0	17
+45 mins.	0	20	20	0	0	0	**26**	**2**	**28**
Total Volume	0	80	80	11	2	13	78	4	82
% App. Total	0	100		84.6	15.4		95.1	4.9	
PHF	.000	.714	.714	.458	.250	.406	.750	.500	.732

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County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	2	2	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	0	0	3	0	3	5
Apprch %	0	100		0	0		100	0		
Total %	0	40	40	0	0	0	60	0	60	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	**2**	0	**2**	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	2	2	0	0	0	3	0	3	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.375	.000	.375	.417

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County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
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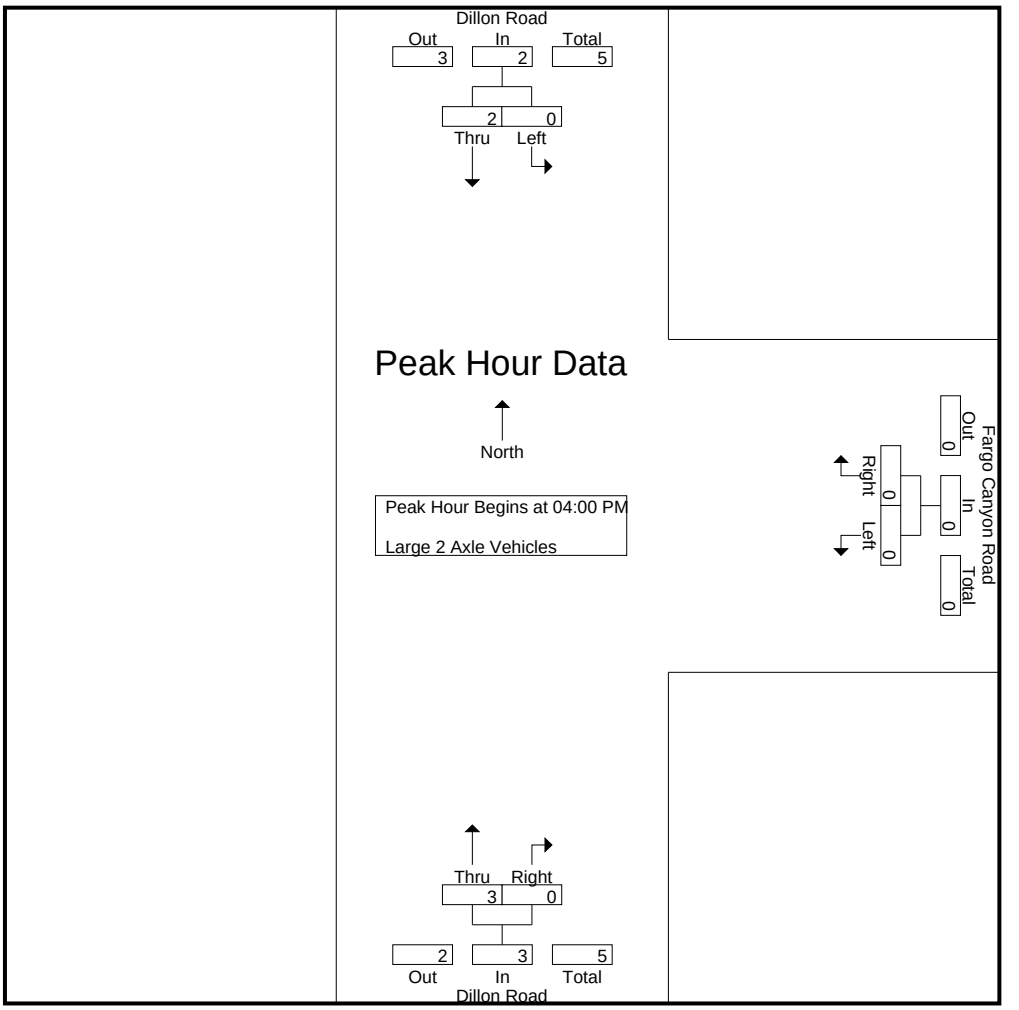

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	**1**	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	2	2	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.375	.000	.375

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County of Riverside
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E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	2	0	2	3
04:15 PM	0	0	0	1	0	1	0	1	1	2
04:30 PM	0	2	2	1	0	1	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	2	0	2	2	1	3	8
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
Grand Total	1	3	4	2	1	3	2	1	3	10
Apprch %	25	75		66.7	33.3		66.7	33.3		
Total %	10	30	40	20	10	30	20	10	30	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	**2**	0	**2**	**3**
04:15 PM	0	0	0	**1**	0	**1**	0	**1**	1	2
04:30 PM	0	**2**	**2**	1	0	1	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	2	0	2	2	1	3	8
% App. Total	0	100		100	0		66.7	33.3		
PHF	.000	.375	.375	.500	.000	.500	.250	.250	.375	.667

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Weather: Clear

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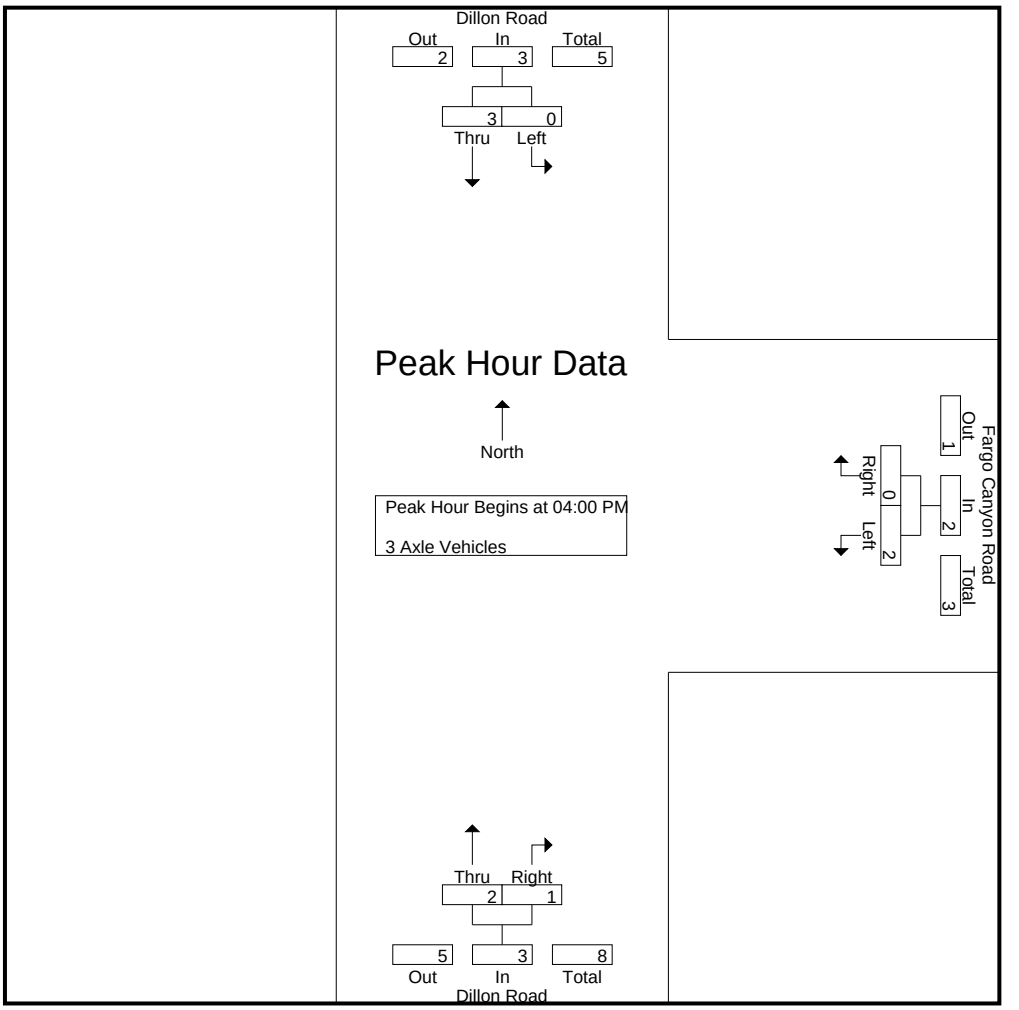

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	**1**	0	**1**	0	**1**	1
+30 mins.	0	**2**	**2**	1	0	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	2	0	2	2	1	3
% App. Total	0	100		100	0		66.7	33.3	
PHF	.000	.375	.375	.500	.000	.500	.250	.250	.375

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County of Riverside
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E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	1	1	1	0	1	3	0	3	5
Total	0	3	3	1	0	1	6	0	6	10
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	4	4	0	0	0	1	0	1	5
Grand Total	0	7	7	1	0	1	7	0	7	15
Apprch %	0	100		100	0		100	0		
Total %	0	46.7	46.7	6.7	0	6.7	46.7	0	46.7	

	Dillon Road Southbound			Fargo Canyon Road Westbound			Dillon Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**2**	**2**	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	1	1	**1**	0	**1**	**3**	0	**3**	**5**
Total Volume	0	3	3	1	0	1	6	0	6	10
% App. Total	0	100		100	0		100	0		
PHF	.000	.375	.375	.250	.000	.250	.500	.000	.500	.500

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County of Riverside
N/S: Dillon Road
E/W: Fargo Canyon Road
Weather: Clear

File Name : 43_CRV_Dillon_Fargo PM
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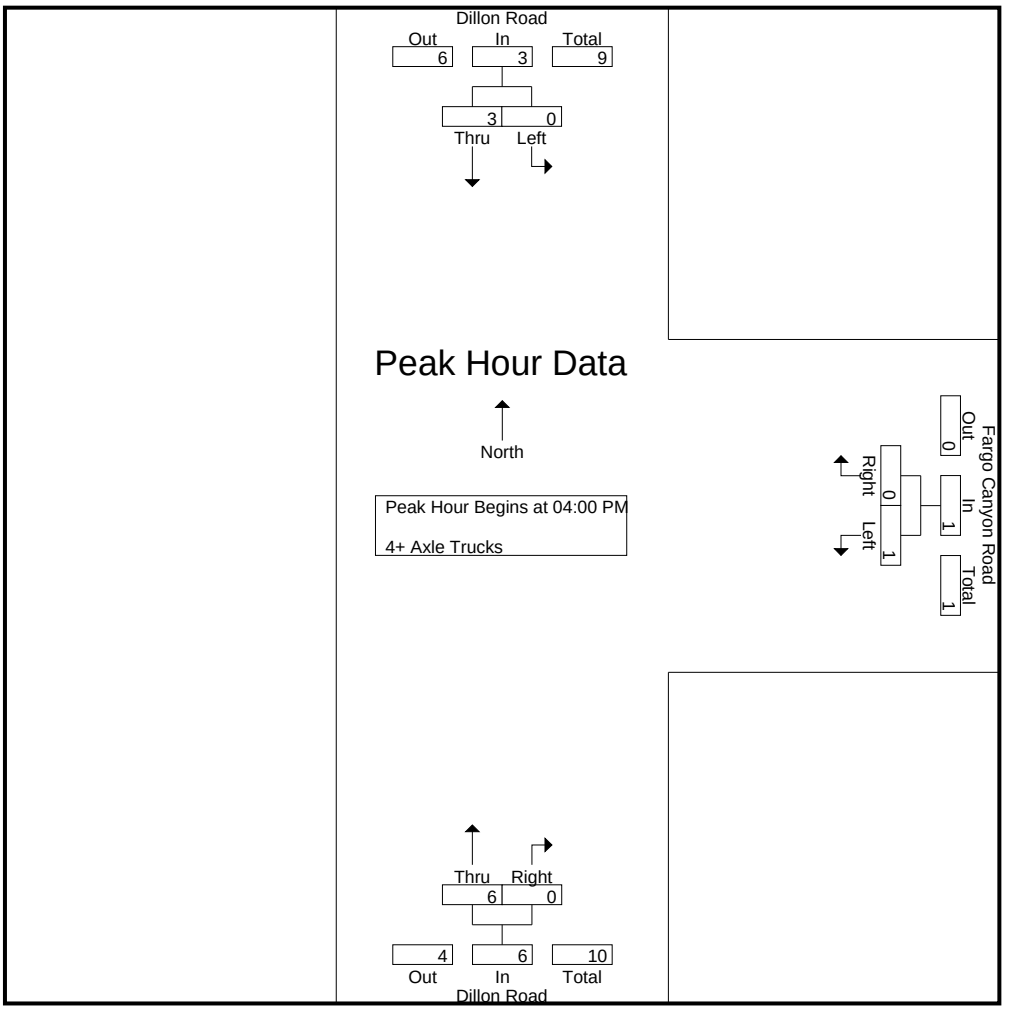

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**2**	**2**	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	0	2
+45 mins.	0	1	1	**1**	0	**1**	**3**	0	**3**
Total Volume	0	3	3	1	0	1	6	0	6
% App. Total	0	100		100	0		100	0	
PHF	.000	.375	.375	.250	.000	.250	.500	.000	.500

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	26	8	34	8	17	25	10	1	11	70
07:15 AM	32	18	50	4	18	22	8	7	15	87
07:30 AM	35	19	54	4	16	20	5	7	12	86
07:45 AM	24	14	38	4	44	48	7	4	11	97
Total	117	59	176	20	95	115	30	19	49	340
08:00 AM	35	11	46	5	38	43	6	12	18	107
08:15 AM	41	10	51	6	28	34	10	3	13	98
08:30 AM	38	11	49	5	22	27	9	3	12	88
08:45 AM	36	13	49	3	23	26	6	6	12	87
Total	150	45	195	19	111	130	31	24	55	380
Grand Total	267	104	371	39	206	245	61	43	104	720
Apprch %	72	28		15.9	84.1		58.7	41.3		
Total %	37.1	14.4	51.5	5.4	28.6	34	8.5	6	14.4	
Passenger Vehicles	147	81	228	34	92	126	46	40	86	440
% Passenger Vehicles	55.1	77.9	61.5	87.2	44.7	51.4	75.4	93	82.7	61.1
Large 2 Axle Vehicles	20	9	29	5	13	18	1	2	3	50
% Large 2 Axle Vehicles	7.5	8.7	7.8	12.8	6.3	7.3	1.6	4.7	2.9	6.9
3 Axle Vehicles	44	8	52	0	60	60	8	0	8	120
% 3 Axle Vehicles	16.5	7.7	14	0	29.1	24.5	13.1	0	7.7	16.7
4+ Axle Trucks	56	6	62	0	41	41	6	1	7	110
% 4+ Axle Trucks	21	5.8	16.7	0	19.9	16.7	9.8	2.3	6.7	15.3

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	24	**14**	38	4	**44**	**48**	7	4	11	97
08:00 AM	35	11	46	5	38	43	6	**12**	**18**	**107**
08:15 AM	**41**	10	**51**	**6**	28	34	**10**	3	13	98
08:30 AM	38	11	49	5	22	27	9	3	12	88
Total Volume	138	46	184	20	132	152	32	22	54	390
% App. Total	75	25		13.2	86.8		59.3	40.7		
PHF	.841	.821	.902	.833	.750	.792	.800	.458	.750	.911

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

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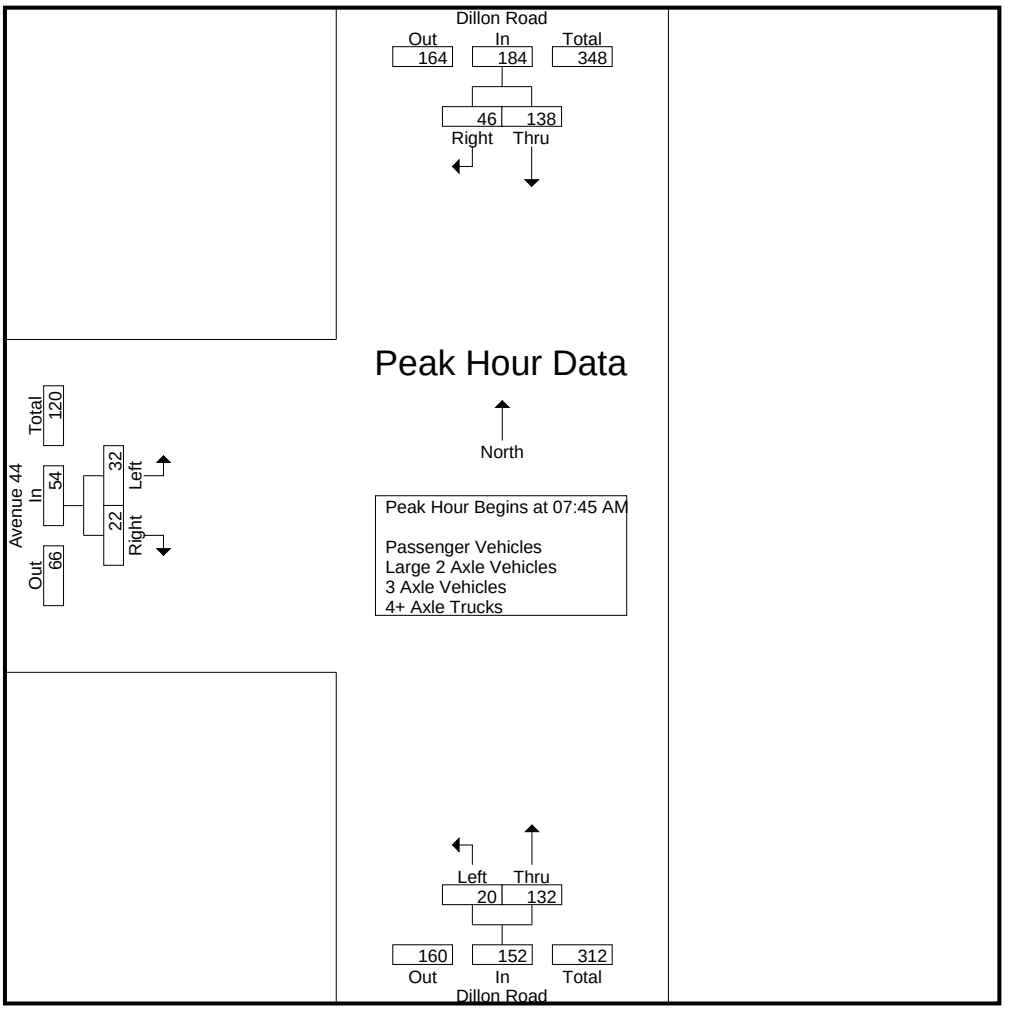

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:15 AM		
+0 mins.	35	11	46	4	**44**	**48**	**8**	7	15
+15 mins.	**41**	10	**51**	5	38	43	5	7	12
+30 mins.	38	11	49	**6**	28	34	7	4	11
+45 mins.	36	**13**	49	5	22	27	6	**12**	**18**
Total Volume	150	45	195	20	132	152	26	30	56
% App. Total	76.9	23.1		13.2	86.8		46.4	53.6	
PHF	.915	.865	.956	.833	.750	.792	.813	.625	.778

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	19	4	23	8	5	13	8	1	9	45
07:15 AM	17	15	32	2	8	10	6	7	13	55
07:30 AM	23	15	38	3	6	9	4	7	11	58
07:45 AM	20	10	30	4	22	26	3	4	7	63
Total	79	44	123	17	41	58	21	19	40	221
08:00 AM	16	10	26	5	17	22	5	9	14	62
08:15 AM	19	7	26	4	12	16	8	3	11	53
08:30 AM	17	7	24	5	10	15	8	3	11	50
08:45 AM	16	13	29	3	12	15	4	6	10	54
Total	68	37	105	17	51	68	25	21	46	219
Grand Total	147	81	228	34	92	126	46	40	86	440
Apprch %	64.5	35.5		27	73		53.5	46.5		
Total %	33.4	18.4	51.8	7.7	20.9	28.6	10.5	9.1	19.5	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**20**	**10**	**30**	4	**22**	**26**	3	4	7	**63**
08:00 AM	16	10	26	**5**	17	22	5	**9**	**14**	62
08:15 AM	19	7	26	4	12	16	**8**	3	11	53
08:30 AM	17	7	24	5	10	15	8	3	11	50
Total Volume	72	34	106	18	61	79	24	19	43	228
% App. Total	67.9	32.1		22.8	77.2		55.8	44.2		
PHF	.900	.850	.883	.900	.693	.760	.750	.528	.768	.905

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 AM
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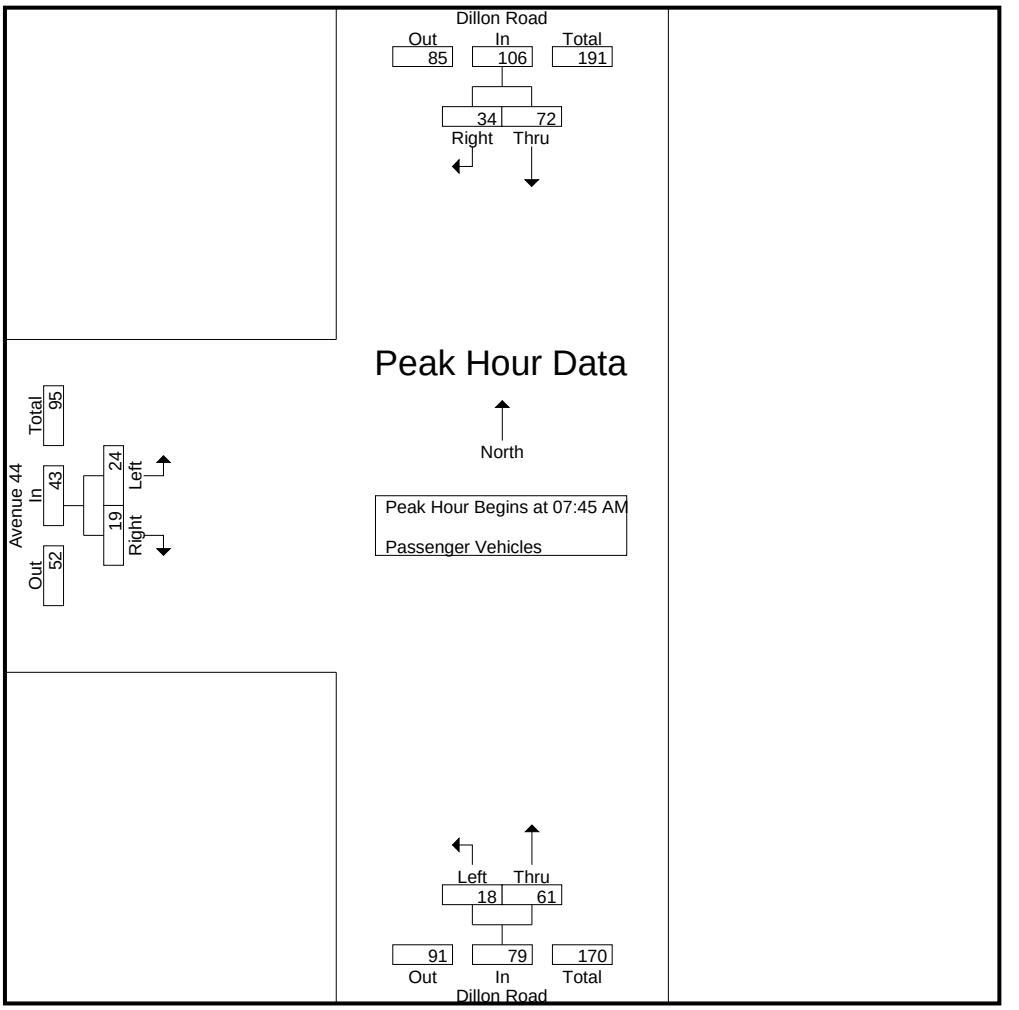

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	**20**	**10**	**30**	4	**22**	**26**	3	4	7
+15 mins.	16	10	26	**5**	17	22	5	**9**	**14**
+30 mins.	19	7	26	4	12	16	**8**	3	11
+45 mins.	17	7	24	5	10	15	8	3	11
Total Volume	72	34	106	18	61	79	24	19	43
% App. Total	67.9	32.1		22.8	77.2		55.8	44.2	
PHF	.900	.850	.883	.900	.693	.760	.750	.528	.768

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 AM
Site Code : 05722739
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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	4	6	0	3	3	1	0	1	10
07:15 AM	3	2	5	2	0	2	0	0	0	7
07:30 AM	2	1	3	1	1	2	0	0	0	5
07:45 AM	1	2	3	0	3	3	0	0	0	6
Total	8	9	17	3	7	10	1	0	1	28
08:00 AM	4	0	4	0	1	1	0	2	2	7
08:15 AM	4	0	4	2	3	5	0	0	0	9
08:30 AM	2	0	2	0	1	1	0	0	0	3
08:45 AM	2	0	2	0	1	1	0	0	0	3
Total	12	0	12	2	6	8	0	2	2	22
Grand Total	20	9	29	5	13	18	1	2	3	50
Apprch %	69	31		27.8	72.2		33.3	66.7		
Total %	40	18	58	10	26	36	2	4	6	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	**2**	3	0	**3**	3	0	0	0	6
08:00 AM	**4**	0	**4**	0	1	1	0	**2**	**2**	7
08:15 AM	4	0	4	**2**	3	**5**	0	0	0	**9**
08:30 AM	2	0	2	0	1	1	0	0	0	3
Total Volume	11	2	13	2	8	10	0	2	2	25
% App. Total	84.6	15.4		20	80		0	100		
PHF	.688	.250	.813	.250	.667	.500	.000	.250	.250	.694

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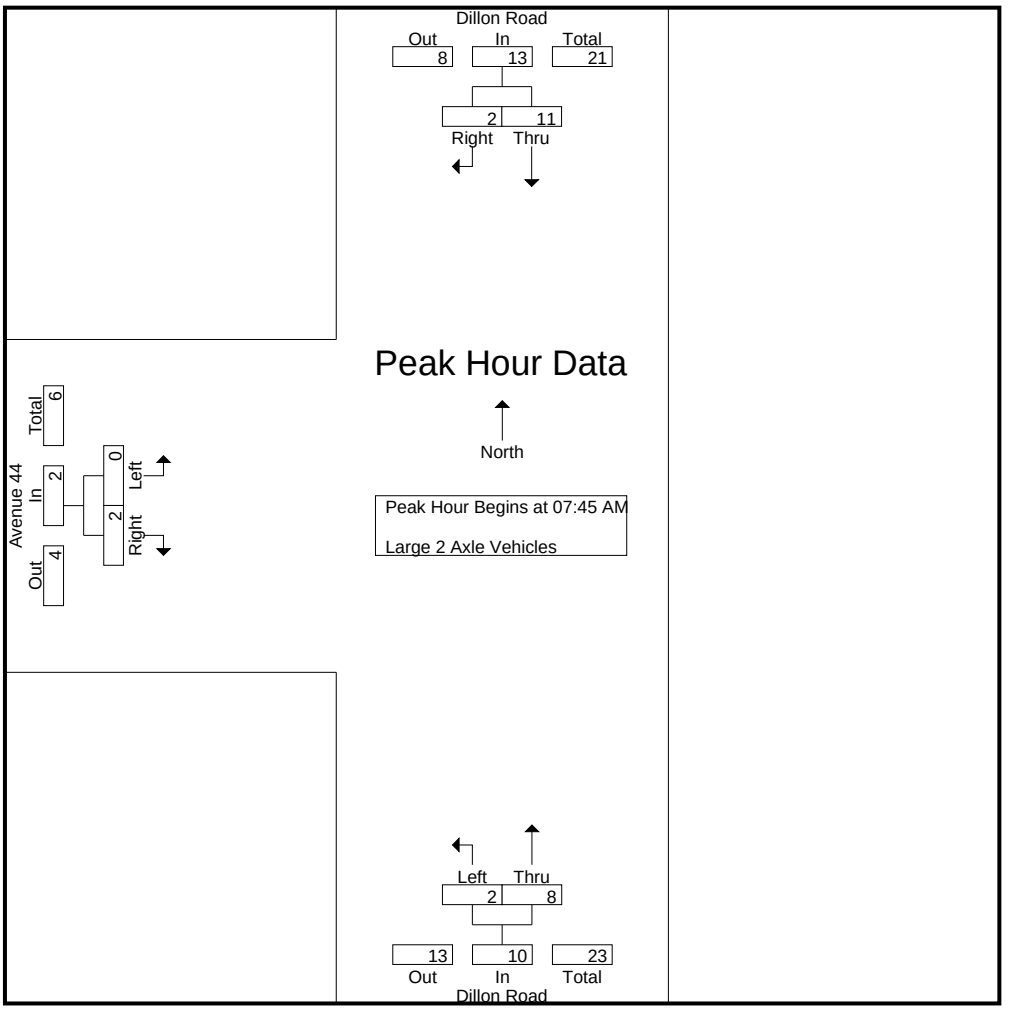

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	**2**	3	0	**3**	3	0	0	0
+15 mins.	**4**	0	**4**	0	1	1	0	**2**	**2**
+30 mins.	4	0	4	**2**	3	**5**	0	0	0
+45 mins.	2	0	2	0	1	1	0	0	0
Total Volume	11	2	13	2	8	10	0	2	2
% App. Total	84.6	15.4		20	80		0	100	
PHF	.688	.250	.813	.250	.667	.500	.000	.250	.250

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City of Indio
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Weather: Clear

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Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	6	6	1	0	1	8
07:15 AM	5	1	6	0	8	8	1	0	1	15
07:30 AM	7	3	10	0	6	6	0	0	0	16
07:45 AM	2	0	2	0	10	10	2	0	2	14
Total	15	4	19	0	30	30	4	0	4	53
08:00 AM	5	1	6	0	10	10	1	0	1	17
08:15 AM	7	1	8	0	5	5	2	0	2	15
08:30 AM	7	2	9	0	9	9	1	0	1	19
08:45 AM	10	0	10	0	6	6	0	0	0	16
Total	29	4	33	0	30	30	4	0	4	67
Grand Total	44	8	52	0	60	60	8	0	8	120
Apprch %	84.6	15.4		0	100		100	0		
Total %	36.7	6.7	43.3	0	50	50	6.7	0	6.7	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	0	2	0	**10**	**10**	**2**	0	**2**	14
08:00 AM	5	1	6	0	10	10	1	0	1	17
08:15 AM	**7**	1	8	0	5	5	2	0	2	15
08:30 AM	7	**2**	**9**	0	9	9	1	0	1	**19**
Total Volume	21	4	25	0	34	34	6	0	6	65
% App. Total	84	16		0	100		100	0		
PHF	.750	.500	.694	.000	.850	.850	.750	.000	.750	.855

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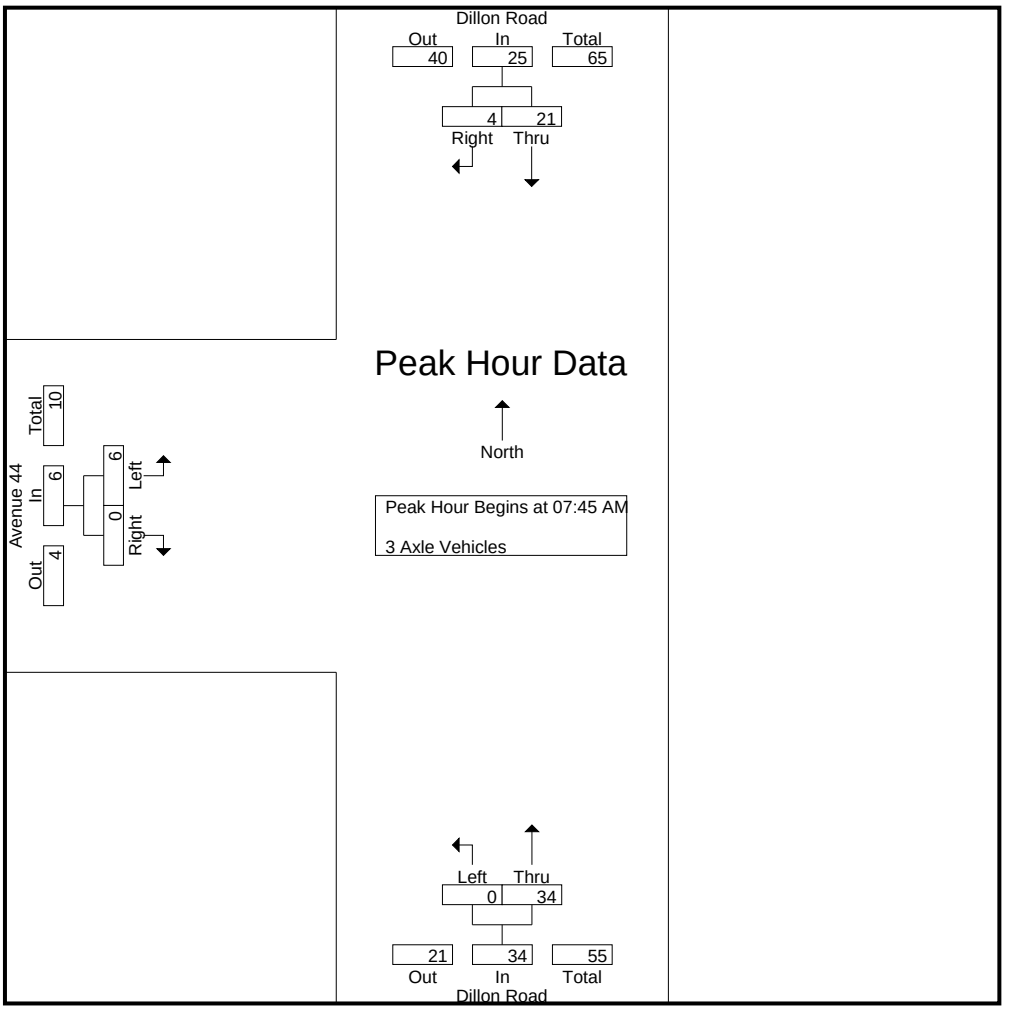

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	2	0	2	0	**10**	**10**	**2**	0	**2**
+15 mins.	5	1	6	0	10	10	1	0	1
+30 mins.	**7**	1	8	0	5	5	2	0	2
+45 mins.	7	**2**	**9**	0	9	9	1	0	1
Total Volume	21	4	25	0	34	34	6	0	6
% App. Total	84	16		0	100		100	0	
PHF	.750	.500	.694	.000	.850	.850	.750	.000	.750

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City of Indio
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File Name : 44_IND_Dillon_Ave 44 AM
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Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	0	4	0	3	3	0	0	0	7
07:15 AM	7	0	7	0	2	2	1	0	1	10
07:30 AM	3	0	3	0	3	3	1	0	1	7
07:45 AM	1	2	3	0	9	9	2	0	2	14
Total	15	2	17	0	17	17	4	0	4	38
08:00 AM	10	0	10	0	10	10	0	1	1	21
08:15 AM	11	2	13	0	8	8	0	0	0	21
08:30 AM	12	2	14	0	2	2	0	0	0	16
08:45 AM	8	0	8	0	4	4	2	0	2	14
Total	41	4	45	0	24	24	2	1	3	72
Grand Total	56	6	62	0	41	41	6	1	7	110
Apprch %	90.3	9.7		0	100		85.7	14.3		
Total %	50.9	5.5	56.4	0	37.3	37.3	5.5	0.9	6.4	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	**2**	3	0	9	9	**2**	0	**2**	14
08:00 AM	10	0	10	0	**10**	**10**	0	**1**	1	**21**
08:15 AM	11	2	13	0	8	8	0	0	0	21
08:30 AM	**12**	2	**14**	0	2	2	0	0	0	16
Total Volume	34	6	40	0	29	29	2	1	3	72
% App. Total	85	15		0	100		66.7	33.3		
PHF	.708	.750	.714	.000	.725	.725	.250	.250	.375	.857

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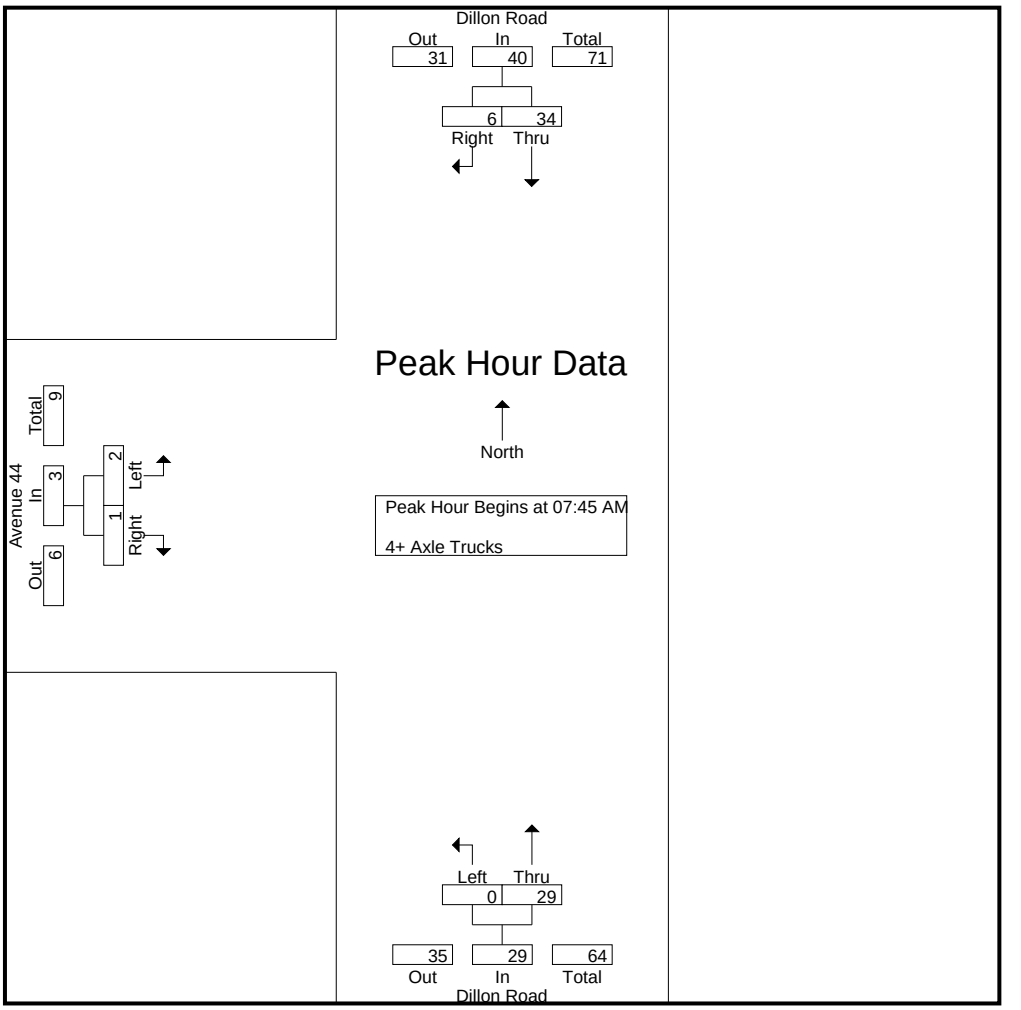

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	**2**	3	0	9	9	**2**	0	**2**
+15 mins.	10	0	10	0	**10**	**10**	0	**1**	1
+30 mins.	11	2	13	0	8	8	0	0	0
+45 mins.	**12**	2	**14**	0	2	2	0	0	0
Total Volume	34	6	40	0	29	29	2	1	3
% App. Total	85	15		0	100		66.7	33.3	
PHF	.708	.750	.714	.000	.725	.725	.250	.250	.375

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Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	40	13	53	11	22	33	10	4	14	100
04:15 PM	21	7	28	9	13	22	9	12	21	71
04:30 PM	19	5	24	4	17	21	10	4	14	59
04:45 PM	25	6	31	3	24	27	11	13	24	82
Total	105	31	136	27	76	103	40	33	73	312
05:00 PM	30	7	37	3	16	19	11	9	20	76
05:15 PM	18	5	23	8	6	14	13	7	20	57
05:30 PM	15	2	17	6	10	16	9	5	14	47
05:45 PM	11	9	20	5	5	10	5	6	11	41
Total	74	23	97	22	37	59	38	27	65	221
Grand Total	179	54	233	49	113	162	78	60	138	533
Apprch %	76.8	23.2		30.2	69.8		56.5	43.5		
Total %	33.6	10.1	43.7	9.2	21.2	30.4	14.6	11.3	25.9	
Passenger Vehicles	141	51	192	49	80	129	71	60	131	452
% Passenger Vehicles	78.8	94.4	82.4	100	70.8	79.6	91	100	94.9	84.8
Large 2 Axle Vehicles	10	1	11	0	7	7	3	0	3	21
% Large 2 Axle Vehicles	5.6	1.9	4.7	0	6.2	4.3	3.8	0	2.2	3.9
3 Axle Vehicles	19	2	21	0	16	16	4	0	4	41
% 3 Axle Vehicles	10.6	3.7	9	0	14.2	9.9	5.1	0	2.9	7.7
4+ Axle Trucks	9	0	9	0	10	10	0	0	0	19
% 4+ Axle Trucks	5	0	3.9	0	8.8	6.2	0	0	0	3.6

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**40**	**13**	**53**	**11**	22	**33**	10	4	14	**100**
04:15 PM	21	7	28	9	13	22	9	12	21	71
04:30 PM	19	5	24	4	17	21	10	4	14	59
04:45 PM	25	6	31	3	**24**	27	**11**	**13**	**24**	82
Total Volume	105	31	136	27	76	103	40	33	73	312
% App. Total	77.2	22.8		26.2	73.8		54.8	45.2		
PHF	.656	.596	.642	.614	.792	.780	.909	.635	.760	.780

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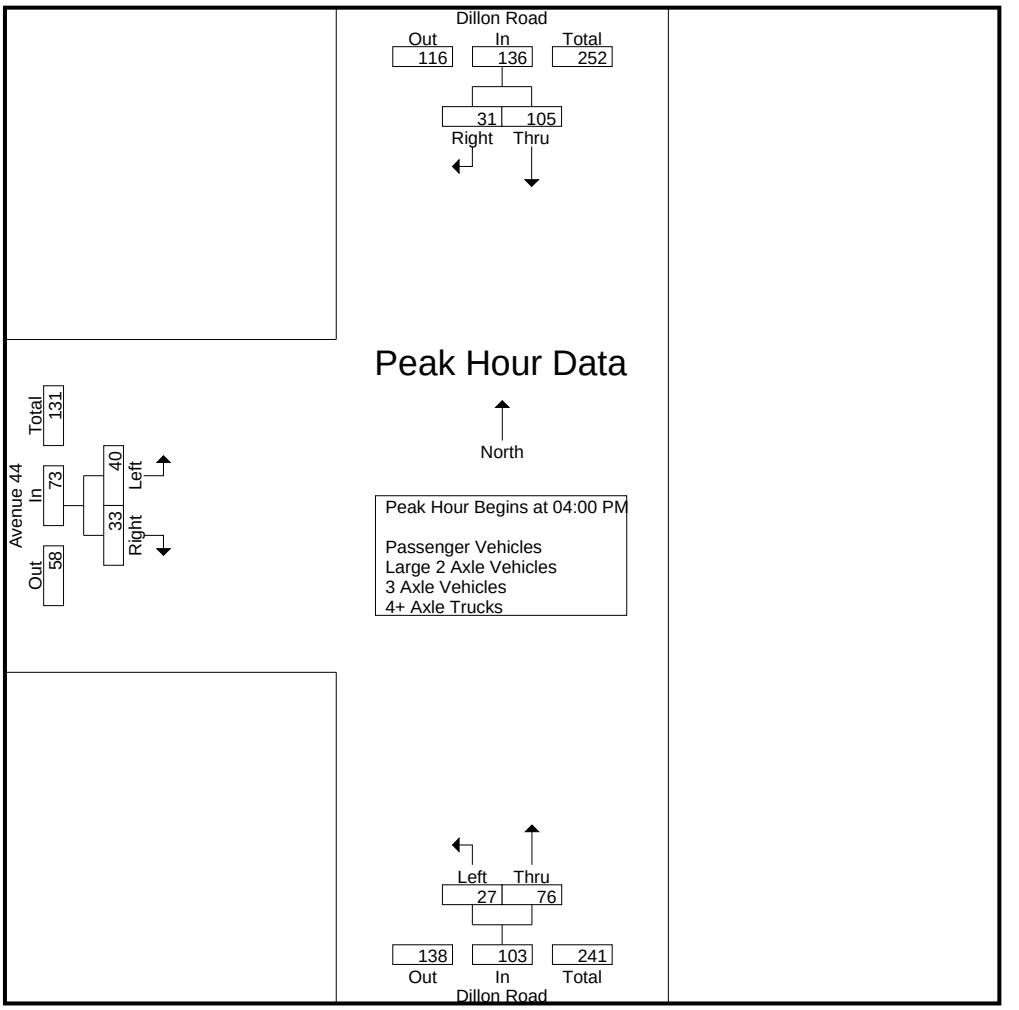

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	**40**	**13**	**53**	**11**	22	**33**	9	12	21
+15 mins.	21	7	28	9	13	22	10	4	14
+30 mins.	19	5	24	4	17	21	**11**	**13**	**24**
+45 mins.	25	6	31	3	**24**	27	11	9	20
Total Volume	105	31	136	27	76	103	41	38	79
% App. Total	77.2	22.8		26.2	73.8		51.9	48.1	
PHF	.656	.596	.642	.614	.792	.780	.932	.731	.823

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Groups Printed- Passenger Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	30	13	43	11	11	22	10	4	14	79
04:15 PM	18	7	25	9	11	20	8	12	20	65
04:30 PM	16	5	21	4	10	14	8	4	12	47
04:45 PM	18	5	23	3	18	21	10	13	23	67
Total	82	30	112	27	50	77	36	33	69	258
05:00 PM	26	6	32	3	12	15	10	9	19	66
05:15 PM	12	5	17	8	4	12	13	7	20	49
05:30 PM	13	2	15	6	9	15	7	5	12	42
05:45 PM	8	8	16	5	5	10	5	6	11	37
Total	59	21	80	22	30	52	35	27	62	194
Grand Total	141	51	192	49	80	129	71	60	131	452
Apprch %	73.4	26.6		38	62		54.2	45.8		
Total %	31.2	11.3	42.5	10.8	17.7	28.5	15.7	13.3	29	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**30**	**13**	**43**	**11**	11	**22**	**10**	4	14	**79**
04:15 PM	18	7	25	9	11	20	8	12	20	65
04:30 PM	16	5	21	4	10	14	8	4	12	47
04:45 PM	18	5	23	3	**18**	21	10	**13**	**23**	67
Total Volume	82	30	112	27	50	77	36	33	69	258
% App. Total	73.2	26.8		35.1	64.9		52.2	47.8		
PHF	.683	.577	.651	.614	.694	.875	.900	.635	.750	.816

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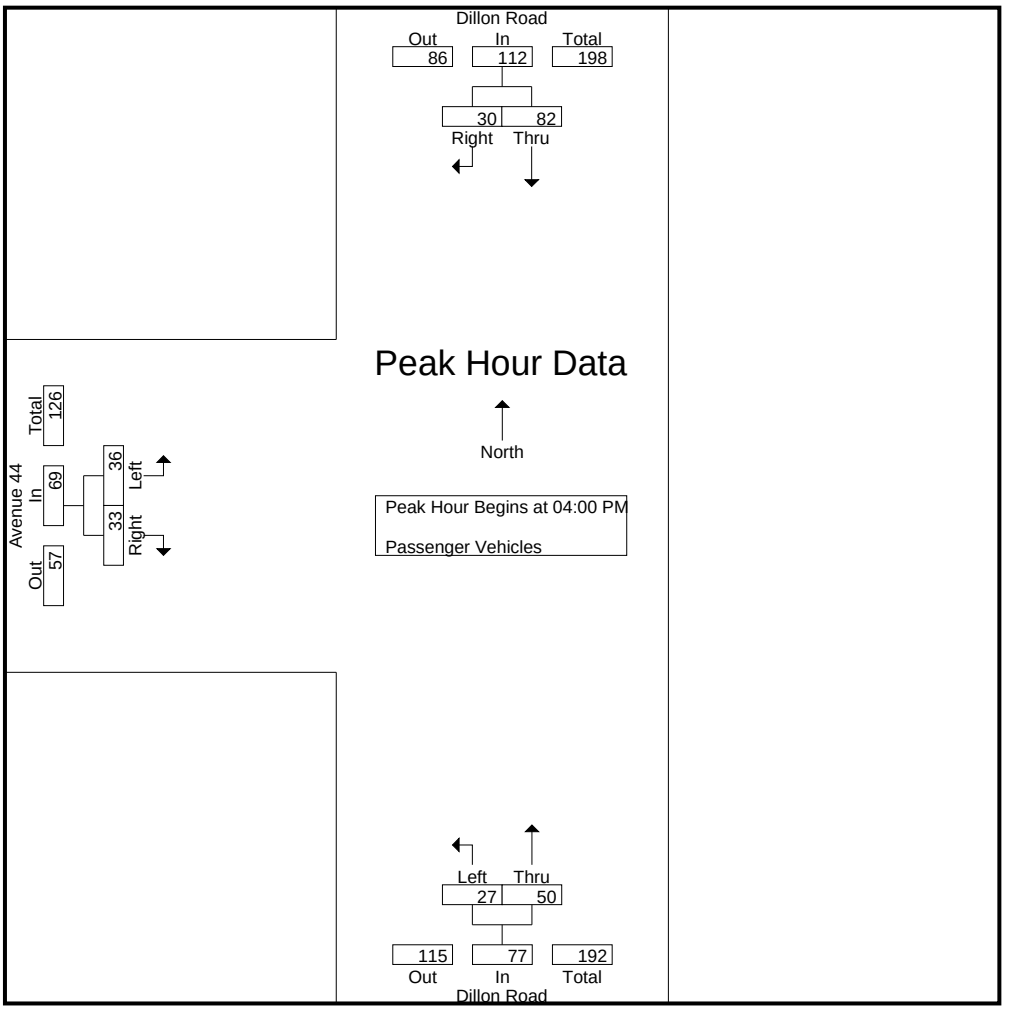

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**30**	**13**	**43**	**11**	11	**22**	**10**	4	14
+15 mins.	18	7	25	9	11	20	8	12	20
+30 mins.	16	5	21	4	10	14	8	4	12
+45 mins.	18	5	23	3	**18**	21	10	**13**	**23**
Total Volume	82	30	112	27	50	77	36	33	69
% App. Total	73.2	26.8		35.1	64.9		52.2	47.8	
PHF	.683	.577	.651	.614	.694	.875	.900	.635	.750

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Groups Printed- Large 2 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	4	0	4	0	4	4	0	0	0	8
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	2	0	2	2
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total	7	1	8	0	4	4	3	0	3	15
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	1	0	1	0	1	1	0	0	0	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	3	0	3	0	3	3	0	0	0	6
Grand Total	10	1	11	0	7	7	3	0	3	21
Apprch %	90.9	9.1		0	100		100	0		
Total %	47.6	4.8	52.4	0	33.3	33.3	14.3	0	14.3	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**4**	0	**4**	0	**4**	**4**	0	0	0	**8**
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	**2**	0	**2**	2
04:45 PM	1	**1**	2	0	0	0	1	0	1	3
Total Volume	7	1	8	0	4	4	3	0	3	15
% App. Total	87.5	12.5		0	100		100	0		
PHF	.438	.250	.500	.000	.250	.250	.375	.000	.375	.469

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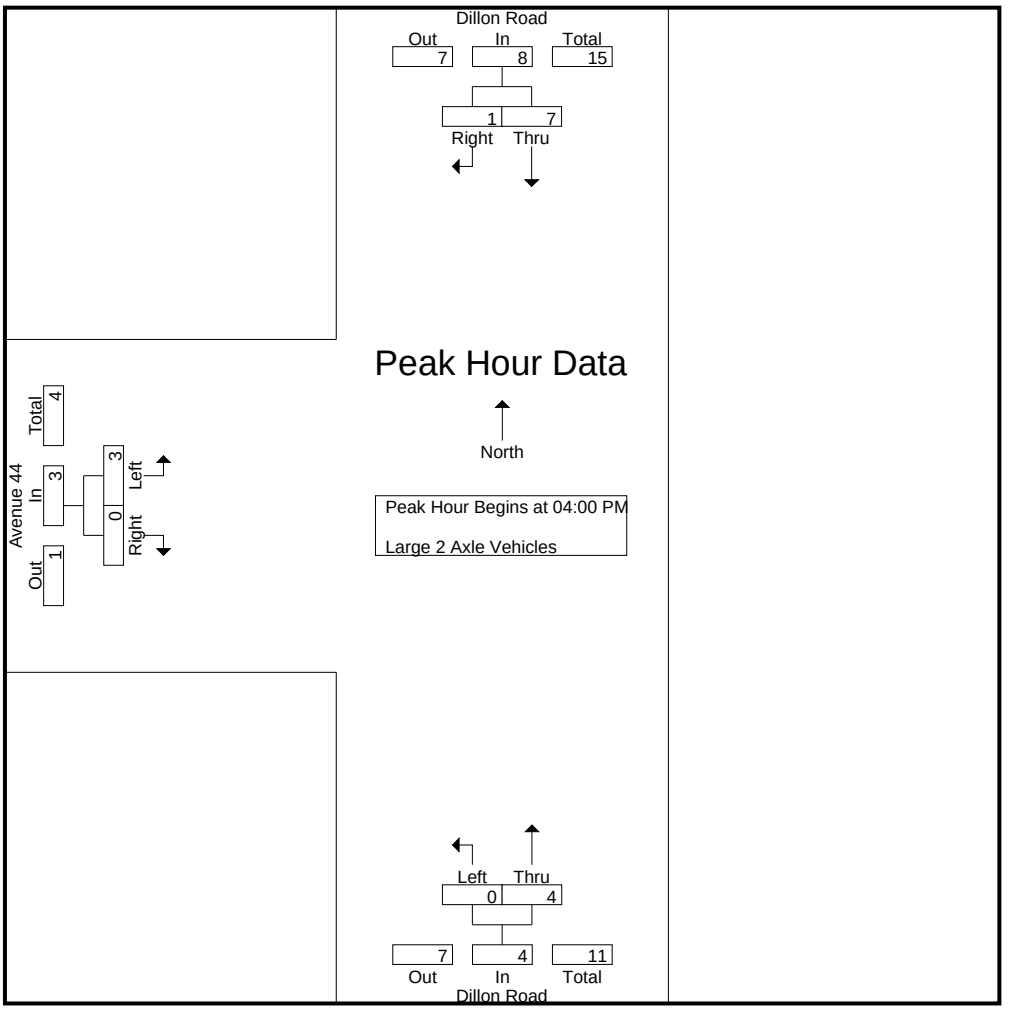

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**4**	0	**4**	0	**4**	**4**	0	0	0
+15 mins.	2	0	2	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	1	**1**	2	0	0	0	1	0	1
Total Volume	7	1	8	0	4	4	3	0	3
% App. Total	87.5	12.5		0	100		100	0	
PHF	.438	.250	.500	.000	.250	.250	.375	.000	.375

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	5	5	0	0	0	8
04:15 PM	1	0	1	0	1	1	1	0	1	3
04:30 PM	3	0	3	0	4	4	0	0	0	7
04:45 PM	4	0	4	0	4	4	0	0	0	8
Total	11	0	11	0	14	14	1	0	1	26
05:00 PM	3	1	4	0	1	1	1	0	1	6
05:15 PM	3	0	3	0	1	1	0	0	0	4
05:30 PM	1	0	1	0	0	0	2	0	2	3
05:45 PM	1	1	2	0	0	0	0	0	0	2
Total	8	2	10	0	2	2	3	0	3	15
Grand Total	19	2	21	0	16	16	4	0	4	41
Apprch %	90.5	9.5		0	100		100	0		
Total %	46.3	4.9	51.2	0	39	39	9.8	0	9.8	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	0	**5**	**5**	0	0	0	**8**
04:15 PM	1	0	1	0	1	1	**1**	0	**1**	3
04:30 PM	3	0	3	0	4	4	0	0	0	7
04:45 PM	**4**	0	**4**	0	4	4	0	0	0	8
Total Volume	11	0	11	0	14	14	1	0	1	26
% App. Total	100	0		0	100		100	0		
PHF	.688	.000	.688	.000	.700	.700	.250	.000	.250	.813

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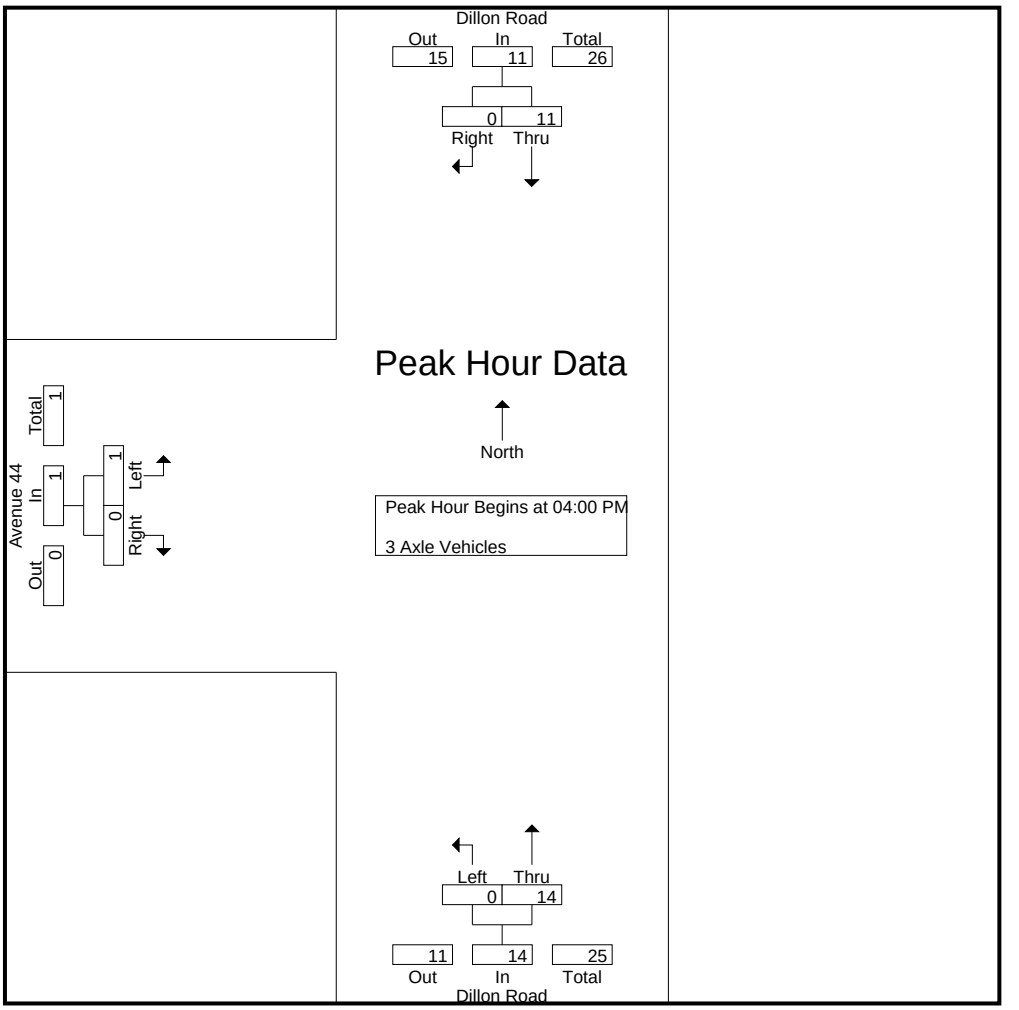
City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	0	**5**	**5**	0	0	0
+15 mins.	1	0	1	0	1	1	**1**	0	**1**
+30 mins.	3	0	3	0	4	4	0	0	0
+45 mins.	**4**	0	**4**	0	4	4	0	0	0
Total Volume	11	0	11	0	14	14	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.688	.000	.688	.000	.700	.700	.250	.000	.250

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City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	2	2	0	0	0	5
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	3	3	0	0	0	3
04:45 PM	2	0	2	0	2	2	0	0	0	4
Total	5	0	5	0	8	8	0	0	0	13
05:00 PM	1	0	1	0	2	2	0	0	0	3
05:15 PM	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	4	0	4	0	2	2	0	0	0	6
Grand Total	9	0	9	0	10	10	0	0	0	19
Apprch %	100	0		0	100		0	0		
Total %	47.4	0	47.4	0	52.6	52.6	0	0	0	

	Dillon Road Southbound			Dillon Road Northbound			Avenue 44 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	0	**3**	0	2	2	0	0	0	**5**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	**3**	**3**	0	0	0	3
04:45 PM	2	0	2	0	2	2	0	0	0	4
Total Volume	5	0	5	0	8	8	0	0	0	13
% App. Total	100	0		0	100		0	0		
PHF	.417	.000	.417	.000	.667	.667	.000	.000	.000	.650

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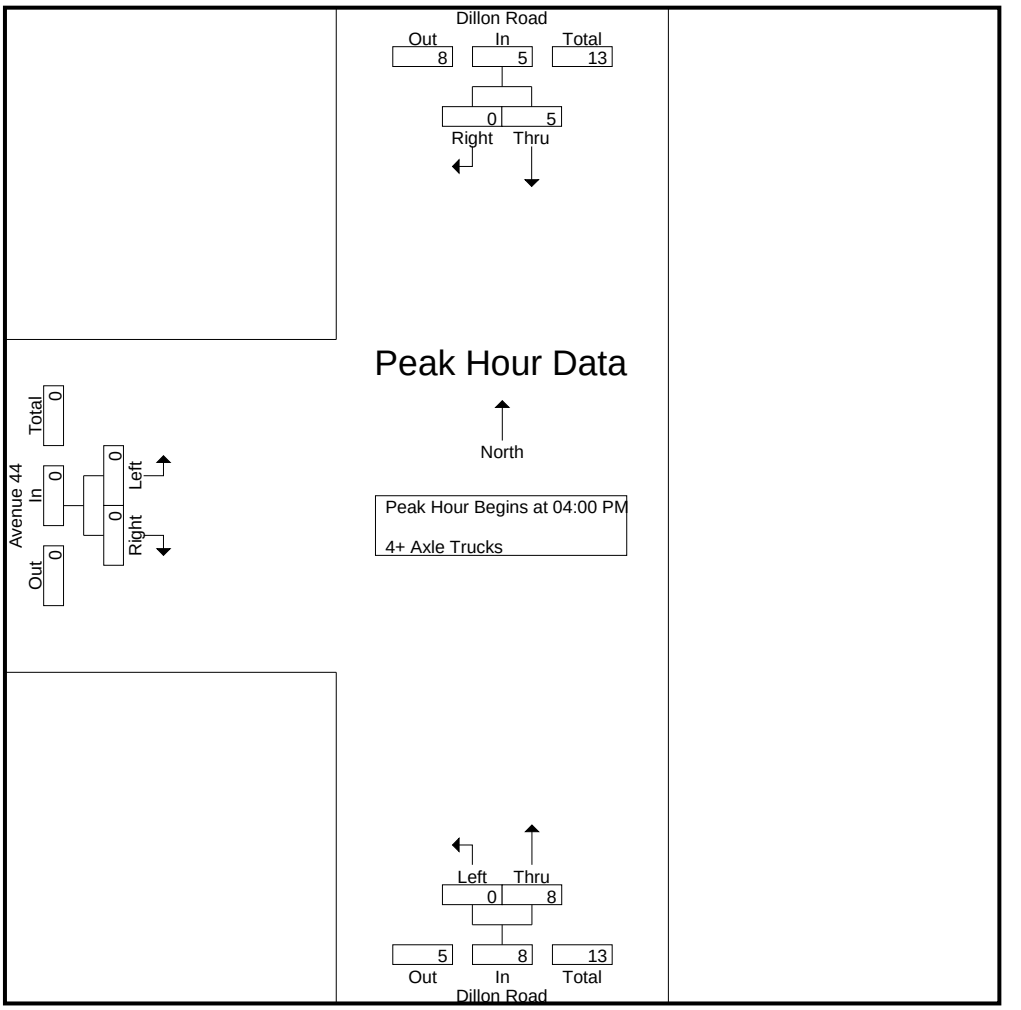
City of Indio
N/S: Dillon Road
E/W: Avenue 44
Weather: Clear

File Name : 44_IND_Dillon_Ave 44 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**3**	0	**3**	0	2	2	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	**3**	**3**	0	0	0
+45 mins.	2	0	2	0	2	2	0	0	0
Total Volume	5	0	5	0	8	8	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.417	.000	.417	.000	.667	.667	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	9	0	9	0	5	5	14
07:15 AM	0	0	0	14	0	14	0	0	0	14
07:30 AM	0	0	0	7	0	7	0	1	1	8
07:45 AM	0	0	0	14	0	14	0	3	3	17
Total	0	0	0	44	0	44	0	9	9	53
08:00 AM	0	0	0	8	0	8	0	12	12	20
08:15 AM	0	0	0	10	0	10	0	3	3	13
08:30 AM	0	0	0	8	0	8	0	5	5	13
08:45 AM	0	0	0	8	0	8	0	6	6	14
Total	0	0	0	34	0	34	0	26	26	60
Grand Total	0	0	0	78	0	78	0	35	35	113
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	69	0	69	0	31	31	
Passenger Vehicles	0	0	0	77	0	77	0	34	34	111
% Passenger Vehicles	0	0	0	98.7	0	98.7	0	97.1	97.1	98.2
Large 2 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% Large 2 Axle Vehicles	0	0	0	1.3	0	1.3	0	2.9	2.9	1.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**14**	0	**14**	0	3	3	17
08:00 AM	0	0	0	8	0	8	0	**12**	**12**	**20**
08:15 AM	0	0	0	10	0	10	0	3	3	13
08:30 AM	0	0	0	8	0	8	0	5	5	13
Total Volume	0	0	0	40	0	40	0	23	23	63
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.714	.000	.714	.000	.479	.479	.788

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
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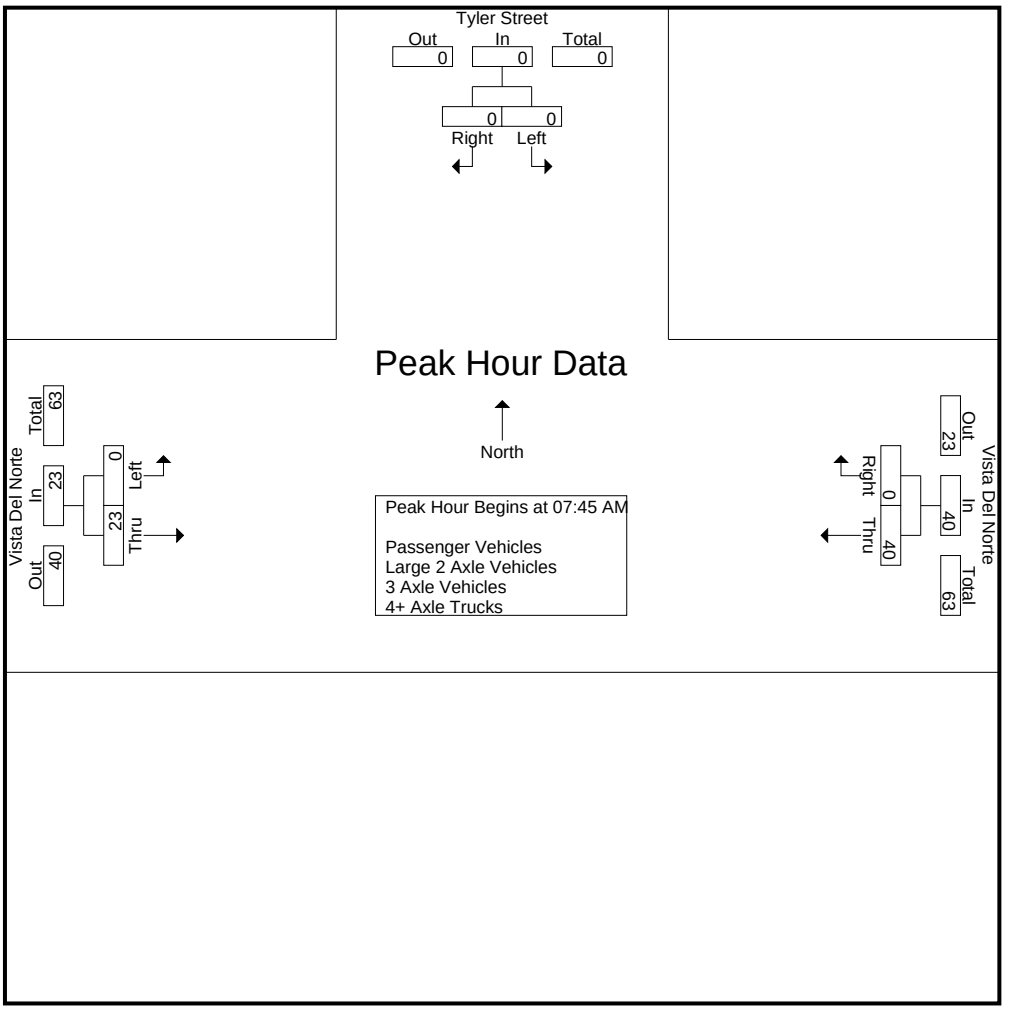

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	0	0	0	9	0	9	0	**12**	**12**
+15 mins.	0	0	0	**14**	0	**14**	0	3	3
+30 mins.	0	0	0	7	0	7	0	5	5
+45 mins.	0	0	0	14	0	14	0	6	6
Total Volume	0	0	0	44	0	44	0	26	26
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.786	.000	.786	.000	.542	.542

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	9	0	9	0	5	5	14
07:15 AM	0	0	0	14	0	14	0	0	0	14
07:30 AM	0	0	0	7	0	7	0	1	1	8
07:45 AM	0	0	0	14	0	14	0	3	3	17
Total	0	0	0	44	0	44	0	9	9	53
08:00 AM	0	0	0	7	0	7	0	11	11	18
08:15 AM	0	0	0	10	0	10	0	3	3	13
08:30 AM	0	0	0	8	0	8	0	5	5	13
08:45 AM	0	0	0	8	0	8	0	6	6	14
Total	0	0	0	33	0	33	0	25	25	58
Grand Total	0	0	0	77	0	77	0	34	34	111
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	69.4	0	69.4	0	30.6	30.6	

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**14**	0	**14**	0	3	3	17
08:00 AM	0	0	0	7	0	7	0	**11**	**11**	**18**
08:15 AM	0	0	0	10	0	10	0	3	3	13
08:30 AM	0	0	0	8	0	8	0	5	5	13
Total Volume	0	0	0	39	0	39	0	22	22	61
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.696	.000	.696	.000	.500	.500	.847

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
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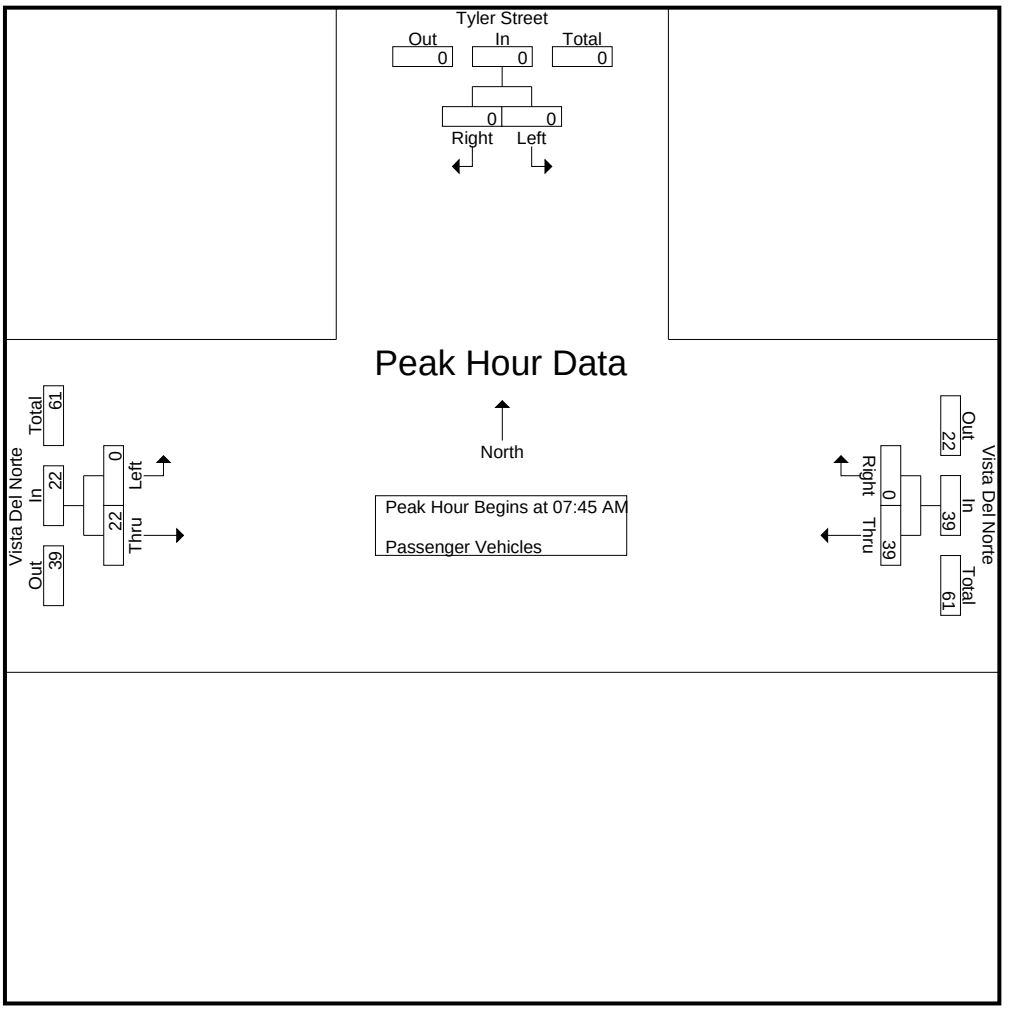

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	**14**	0	**14**	0	3	3
+15 mins.	0	0	0	7	0	7	0	**11**	**11**
+30 mins.	0	0	0	10	0	10	0	3	3
+45 mins.	0	0	0	8	0	8	0	5	5
Total Volume	0	0	0	39	0	39	0	22	22
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.696	.000	.696	.000	.500	.500

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	0	1	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

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City of Coachella
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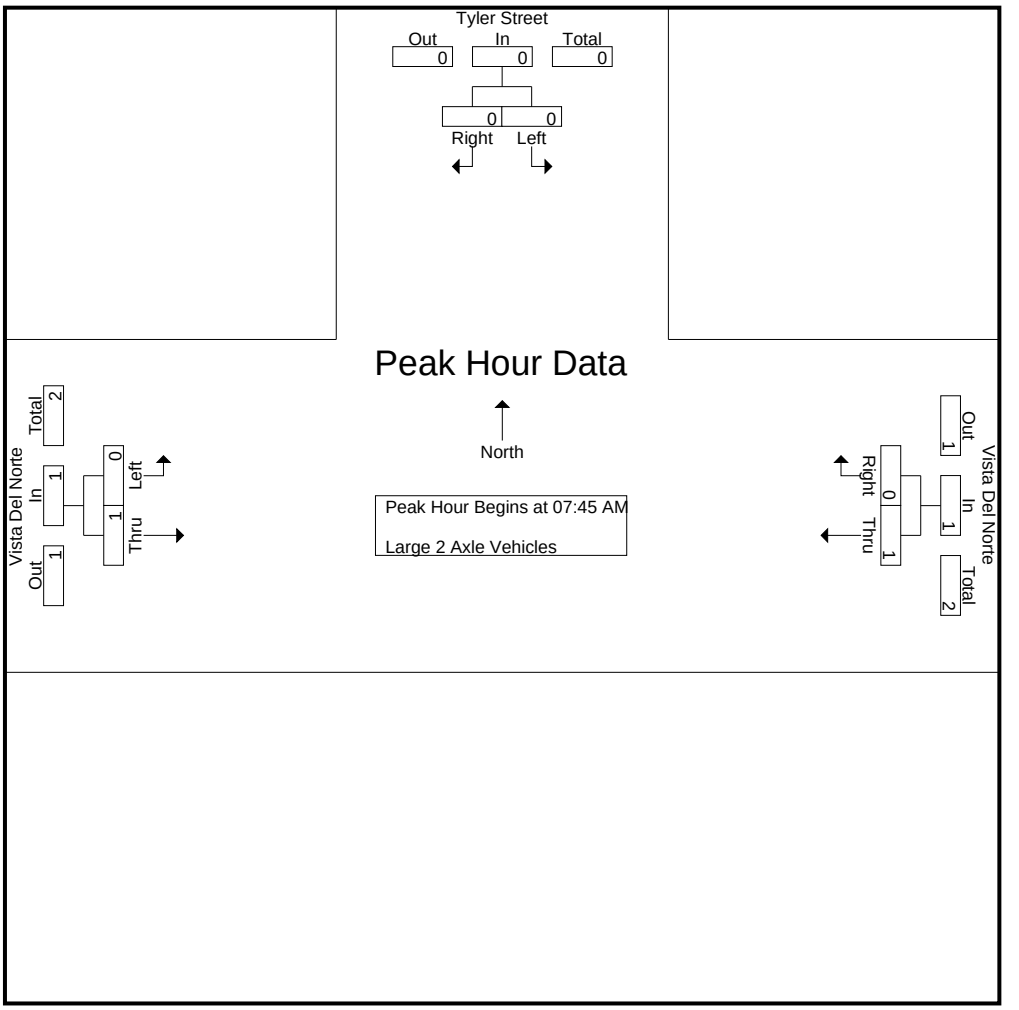

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
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File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
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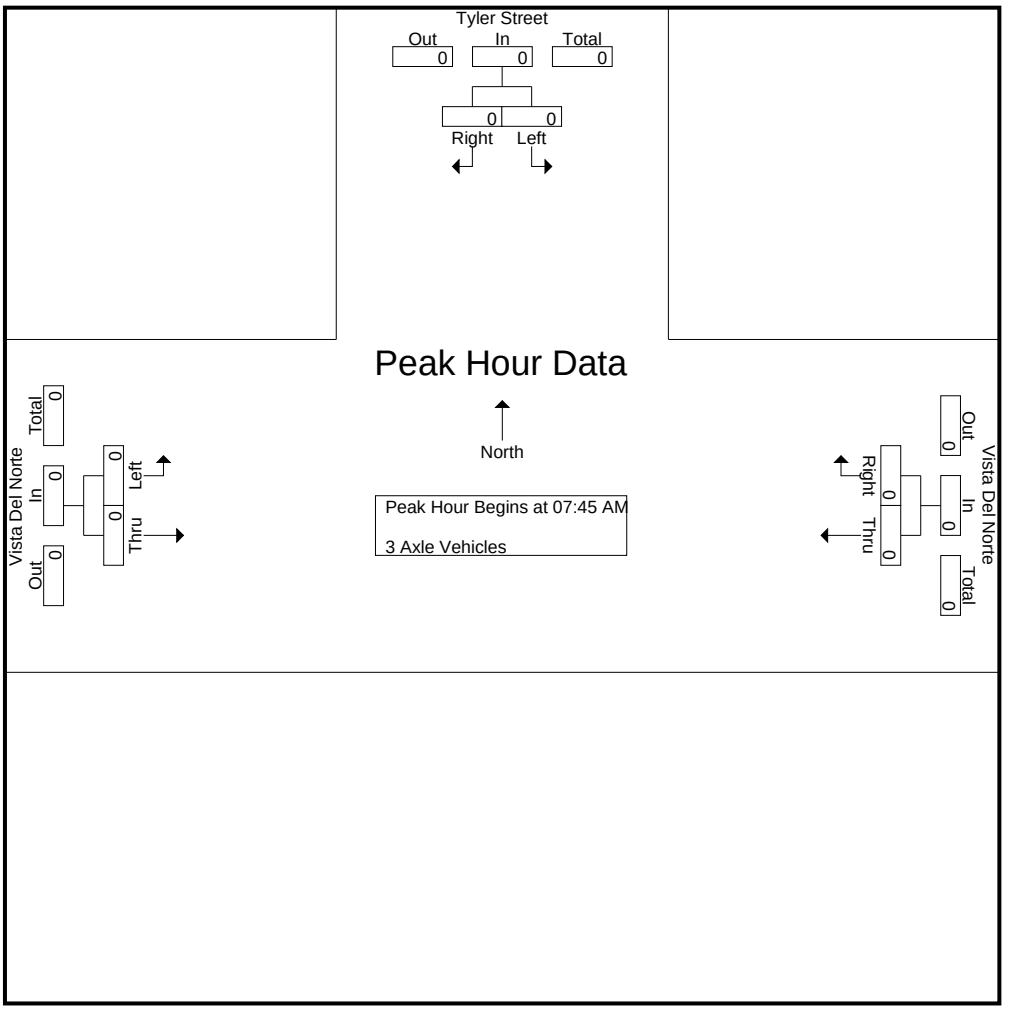
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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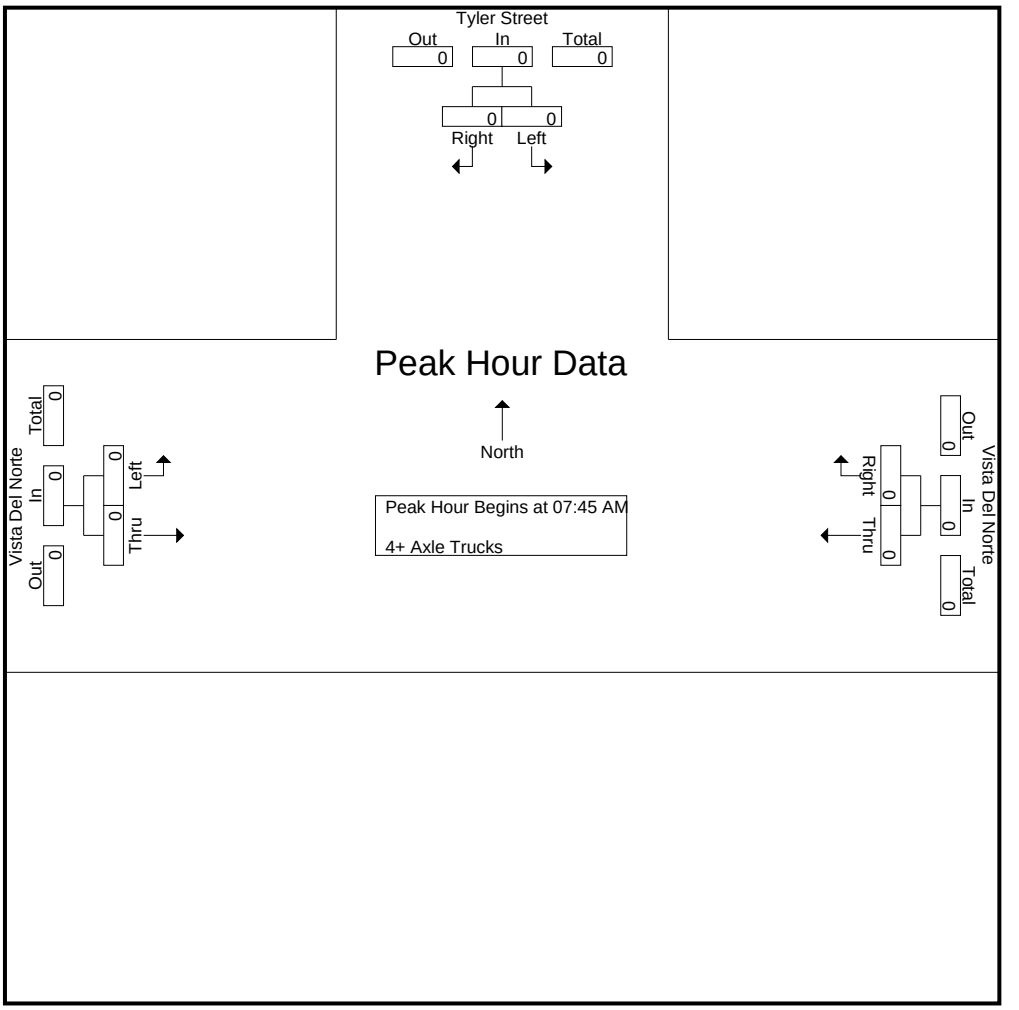
City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	8	0	8	0	12	12	20
04:15 PM	1	0	1	4	1	5	0	6	6	12
04:30 PM	0	0	0	2	0	2	0	3	3	5
04:45 PM	0	0	0	1	0	1	0	8	8	9
Total	1	0	1	15	1	16	0	29	29	46
05:00 PM	0	0	0	5	0	5	0	7	7	12
05:15 PM	0	0	0	4	0	4	0	11	11	15
05:30 PM	0	0	0	5	0	5	0	13	13	18
05:45 PM	0	0	0	7	0	7	0	15	15	22
Total	0	0	0	21	0	21	0	46	46	67
Grand Total	1	0	1	36	1	37	0	75	75	113
Apprch %	100	0		97.3	2.7		0	100		
Total %	0.9	0	0.9	31.9	0.9	32.7	0	66.4	66.4	
Passenger Vehicles	1	0	1	35	1	36	0	74	74	111
% Passenger Vehicles	100	0	100	97.2	100	97.3	0	98.7	98.7	98.2
Large 2 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% Large 2 Axle Vehicles	0	0	0	2.8	0	2.7	0	1.3	1.3	1.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	5	0	5	0	7	7	12
05:15 PM	0	0	0	4	0	4	0	11	11	15
05:30 PM	0	0	0	5	0	5	0	13	13	18
05:45 PM	0	0	0	**7**	0	**7**	0	**15**	**15**	**22**
Total Volume	0	0	0	21	0	21	0	46	46	67
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.767	.767	.761

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
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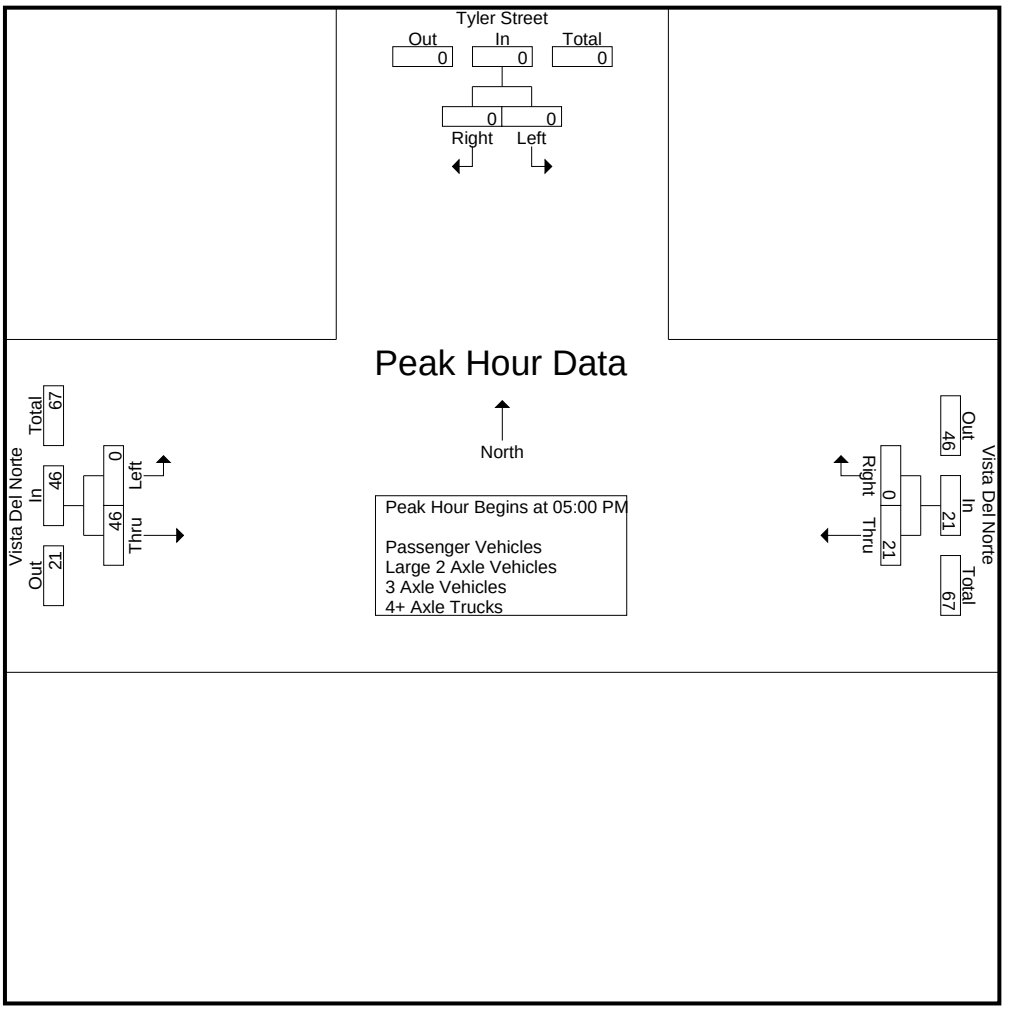

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	5	0	5	0	7	7
+15 mins.	**1**	0	**1**	4	0	4	0	11	11
+30 mins.	0	0	0	5	0	5	0	13	13
+45 mins.	0	0	0	**7**	0	**7**	0	**15**	**15**
Total Volume	1	0	1	21	0	21	0	46	46
% App. Total	100	0		100	0		0	100	
PHF	.250	.000	.250	.750	.000	.750	.000	.767	.767

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	7	0	7	0	11	11	18
04:15 PM	1	0	1	4	1	5	0	6	6	12
04:30 PM	0	0	0	2	0	2	0	3	3	5
04:45 PM	0	0	0	1	0	1	0	8	8	9
Total	1	0	1	14	1	15	0	28	28	44
05:00 PM	0	0	0	5	0	5	0	7	7	12
05:15 PM	0	0	0	4	0	4	0	11	11	15
05:30 PM	0	0	0	5	0	5	0	13	13	18
05:45 PM	0	0	0	7	0	7	0	15	15	22
Total	0	0	0	21	0	21	0	46	46	67
Grand Total	1	0	1	35	1	36	0	74	74	111
Apprch %	100	0		97.2	2.8		0	100		
Total %	0.9	0	0.9	31.5	0.9	32.4	0	66.7	66.7	

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	5	0	5	0	7	7	12
05:15 PM	0	0	0	4	0	4	0	11	11	15
05:30 PM	0	0	0	5	0	5	0	13	13	18
05:45 PM	0	0	0	**7**	0	**7**	0	**15**	**15**	**22**
Total Volume	0	0	0	21	0	21	0	46	46	67
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.750	.000	.750	.000	.767	.767	.761

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
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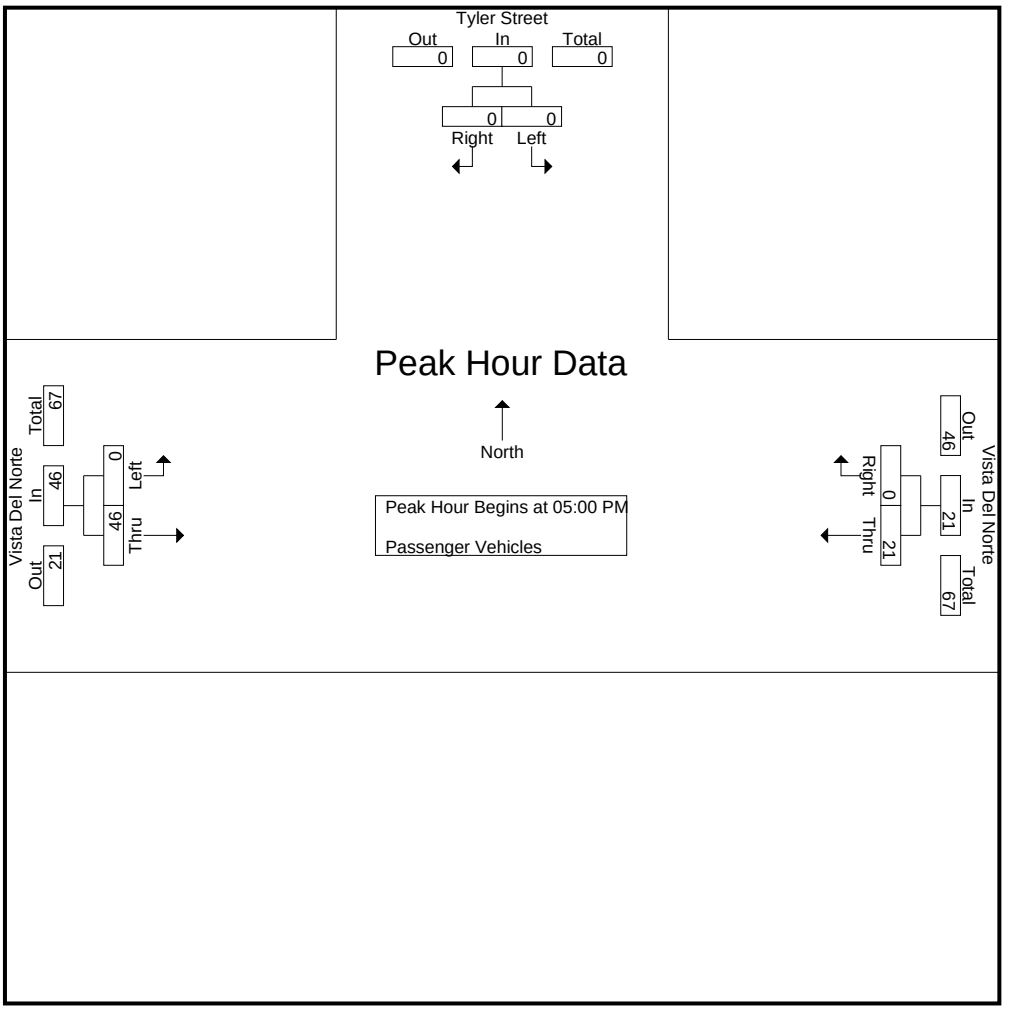

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	5	0	5	0	7	7
+15 mins.	0	0	0	4	0	4	0	11	11
+30 mins.	0	0	0	5	0	5	0	13	13
+45 mins.	0	0	0	**7**	0	**7**	0	**15**	**15**
Total Volume	0	0	0	21	0	21	0	46	46
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.750	.000	.750	.000	.767	.767

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
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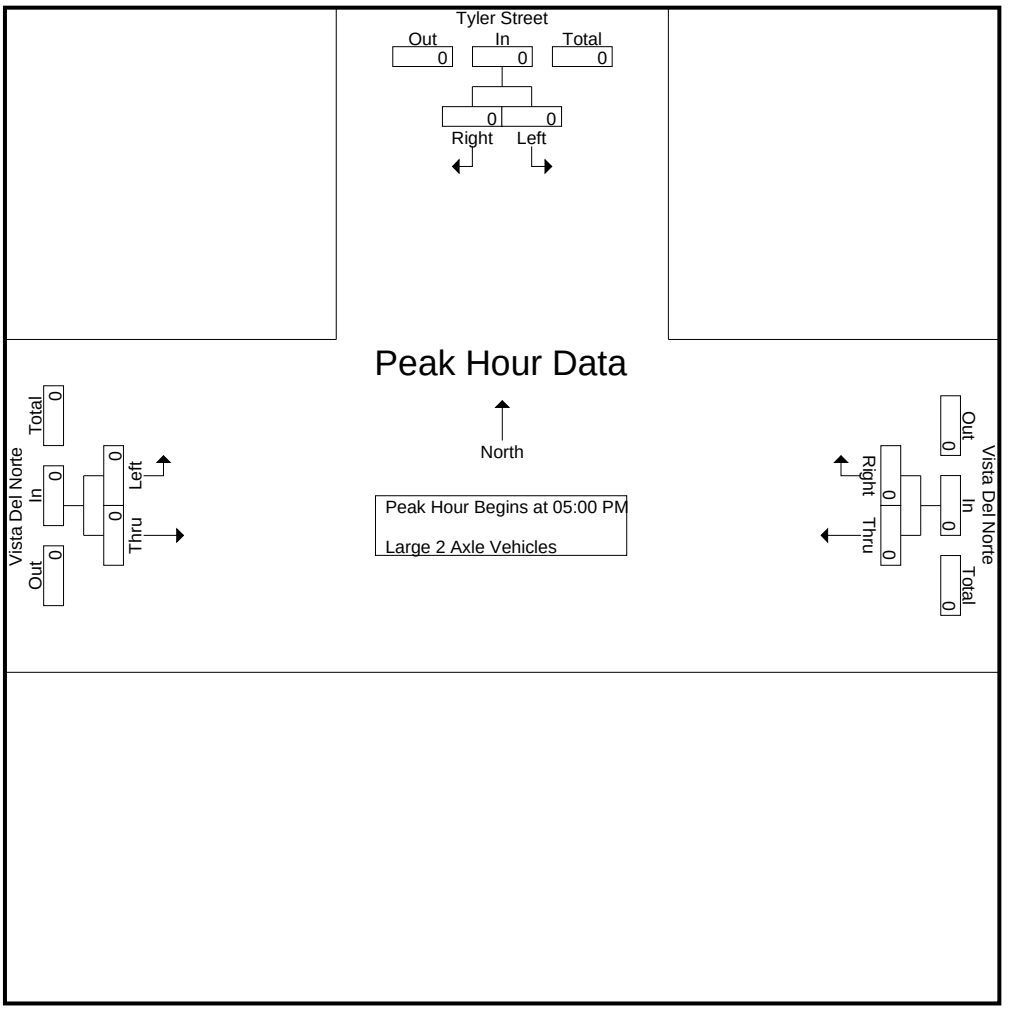

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

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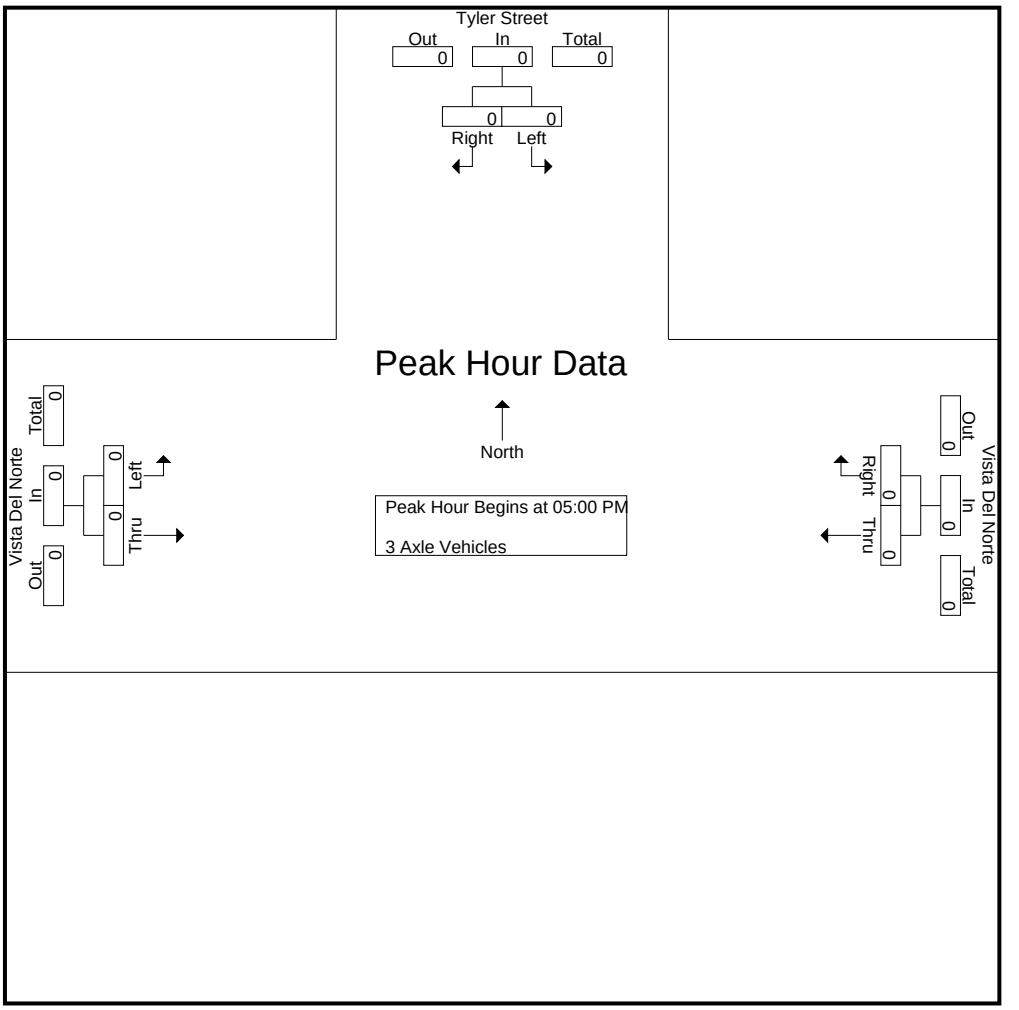

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
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Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Tyler Street Southbound			Vista Del Norte Westbound			Vista Del Norte Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Vista Del Norte
Weather: Clear

File Name : 45_COA_Tyler_VDN PM
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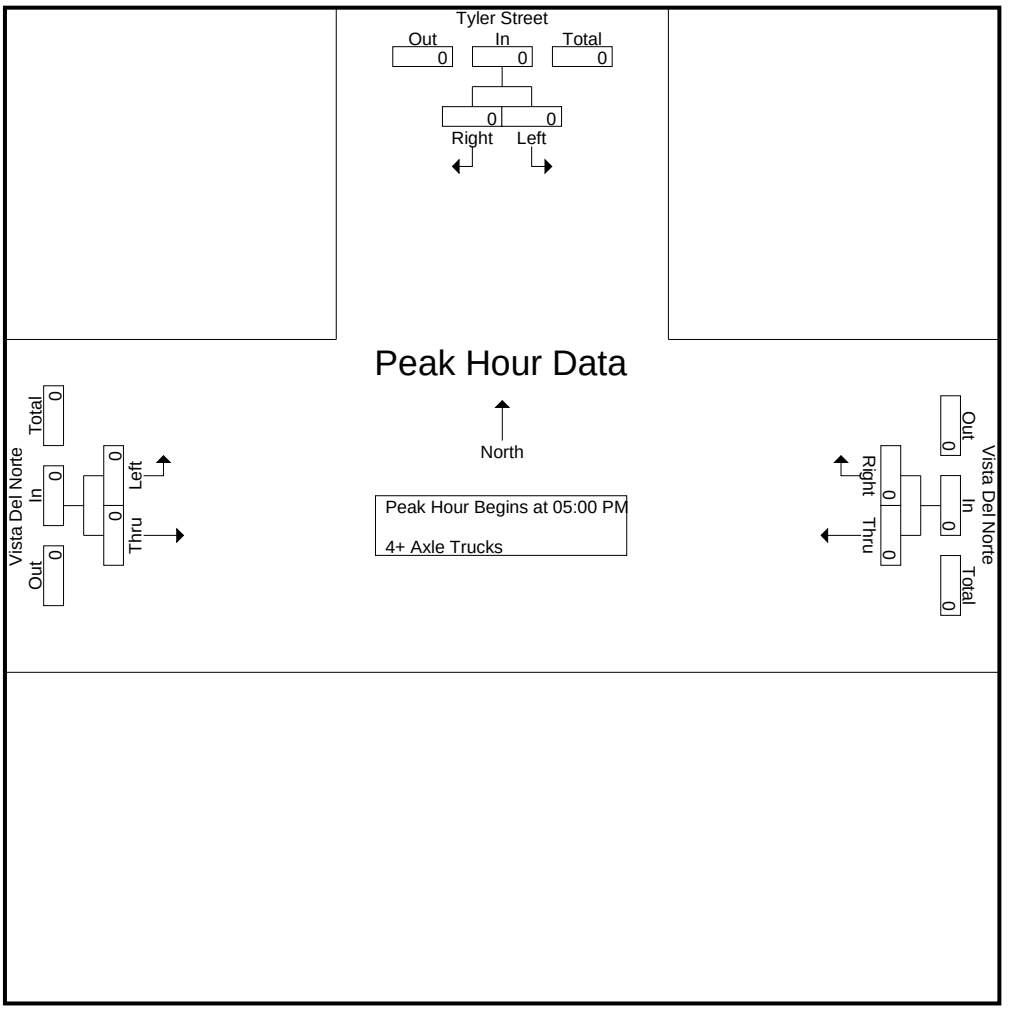

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	1	5	3	1	4	1	1	2	11
07:15 AM	2	1	3	4	5	9	0	0	0	12
07:30 AM	7	1	8	5	2	7	2	1	3	18
07:45 AM	9	1	10	2	0	2	0	3	3	15
Total	22	4	26	14	8	22	3	5	8	56
08:00 AM	3	1	4	1	2	3	1	2	3	10
08:15 AM	9	1	10	4	2	6	0	1	1	17
08:30 AM	3	1	4	1	3	4	0	2	2	10
08:45 AM	2	1	3	2	4	6	0	0	0	9
Total	17	4	21	8	11	19	1	5	6	46
Grand Total	39	8	47	22	19	41	4	10	14	102
Apprch %	83	17		53.7	46.3		28.6	71.4		
Total %	38.2	7.8	46.1	21.6	18.6	40.2	3.9	9.8	13.7	
Passenger Vehicles	37	6	43	20	18	38	4	7	11	92
% Passenger Vehicles	94.9	75	91.5	90.9	94.7	92.7	100	70	78.6	90.2
Large 2 Axle Vehicles	2	1	3	1	1	2	0	3	3	8
% Large 2 Axle Vehicles	5.1	12.5	6.4	4.5	5.3	4.9	0	30	21.4	7.8
3 Axle Vehicles	0	0	0	1	0	1	0	0	0	1
% 3 Axle Vehicles	0	0	0	4.5	0	2.4	0	0	0	1
4+ Axle Trucks	0	1	1	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	12.5	2.1	0	0	0	0	0	0	1

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	7	**1**	8	**5**	**2**	**7**	**2**	1	**3**	**18**
07:45 AM	**9**	1	**10**	2	0	2	0	**3**	3	15
08:00 AM	3	1	4	1	2	3	1	2	3	10
08:15 AM	9	1	10	4	2	6	0	1	1	17
Total Volume	28	4	32	12	6	18	3	7	10	60
% App. Total	87.5	12.5		66.7	33.3		30	70		
PHF	.778	1.00	.800	.600	.750	.643	.375	.583	.833	.833

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 AM
Site Code : 05722739
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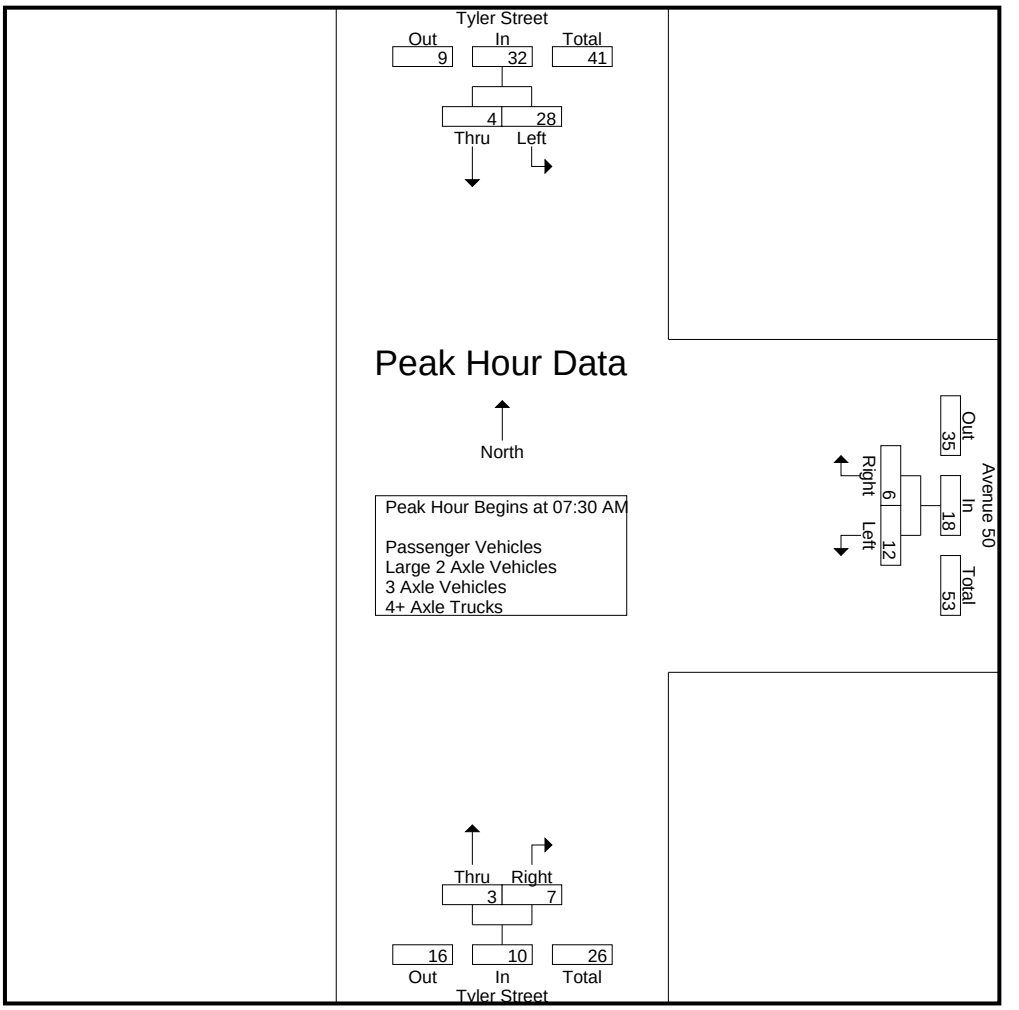

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			07:30 AM		
+0 mins.	7	**1**	8	3	1	4	**2**	1	**3**
+15 mins.	**9**	1	**10**	4	**5**	**9**	0	**3**	3
+30 mins.	3	1	4	**5**	2	7	1	2	3
+45 mins.	9	1	10	2	0	2	0	1	1
Total Volume	28	4	32	14	8	22	3	7	10
% App. Total	87.5	12.5		63.6	36.4		30	70	
PHF	.778	1.000	.800	.700	.400	.611	.375	.583	.833

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
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File Name : 46_COA_Tyler_Ave 50 AM
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Groups Printed- Passenger Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	1	5	3	1	4	1	1	2	11
07:15 AM	2	1	3	4	4	8	0	0	0	11
07:30 AM	6	0	6	4	2	6	2	1	3	15
07:45 AM	9	0	9	2	0	2	0	1	1	12
Total	21	2	23	13	7	20	3	3	6	49
08:00 AM	3	1	4	1	2	3	1	1	2	9
08:15 AM	8	1	9	4	2	6	0	1	1	16
08:30 AM	3	1	4	1	3	4	0	2	2	10
08:45 AM	2	1	3	1	4	5	0	0	0	8
Total	16	4	20	7	11	18	1	4	5	43
Grand Total	37	6	43	20	18	38	4	7	11	92
Apprch %	86	14		52.6	47.4		36.4	63.6		
Total %	40.2	6.5	46.7	21.7	19.6	41.3	4.3	7.6	12	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	6	0	6	**4**	**2**	**6**	**2**	**1**	**3**	15
07:45 AM	**9**	0	**9**	2	0	2	0	1	1	12
08:00 AM	3	**1**	4	1	2	3	1	1	2	9
08:15 AM	8	1	9	4	2	6	0	1	1	**16**
Total Volume	26	2	28	11	6	17	3	4	7	52
% App. Total	92.9	7.1		64.7	35.3		42.9	57.1		
PHF	.722	.500	.778	.688	.750	.708	.375	1.00	.583	.813

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
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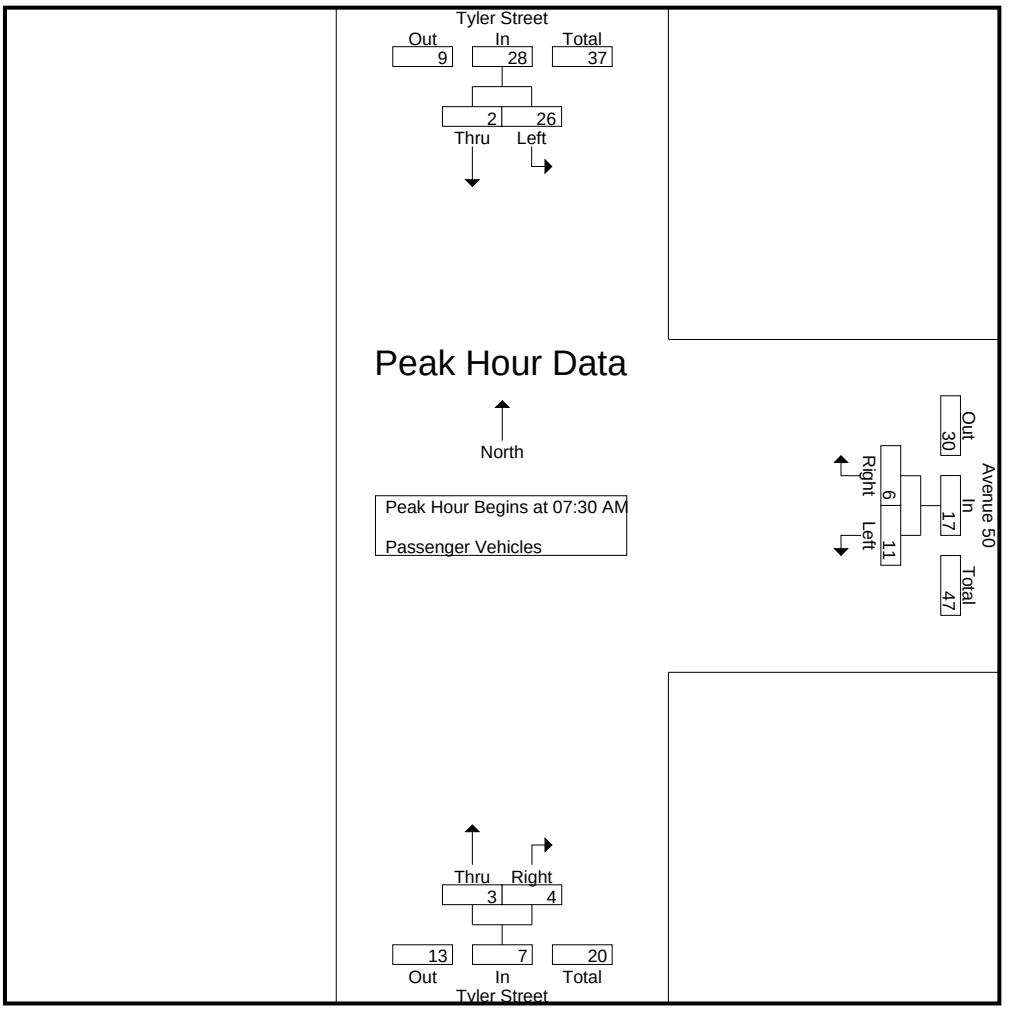

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	6	0	6	**4**	**2**	**6**	**2**	**1**	**3**
+15 mins.	**9**	0	**9**	2	0	2	0	1	1
+30 mins.	3	**1**	4	1	2	3	1	1	2
+45 mins.	8	1	9	4	2	6	0	1	1
Total Volume	26	2	28	11	6	17	3	4	7
% App. Total	92.9	7.1		64.7	35.3		42.9	57.1	
PHF	.722	.500	.778	.688	.750	.708	.375	1.000	.583

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City of Coachella
N/S: Tyler Street
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Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	1	1	2	1	0	1	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	2	2	2
Total	1	1	2	1	1	2	0	2	2	6
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	1	1	2
Grand Total	2	1	3	1	1	2	0	3	3	8
Apprch %	66.7	33.3		50	50		0	100		
Total %	25	12.5	37.5	12.5	12.5	25	0	37.5	37.5	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	**1**	**2**	**1**	0	**1**	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	**2**	**2**	2
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	1	3	1	0	1	0	3	3	7
% App. Total	66.7	33.3		100	0		0	100		
PHF	.500	.250	.375	.250	.000	.250	.000	.375	.375	.583

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Weather: Clear

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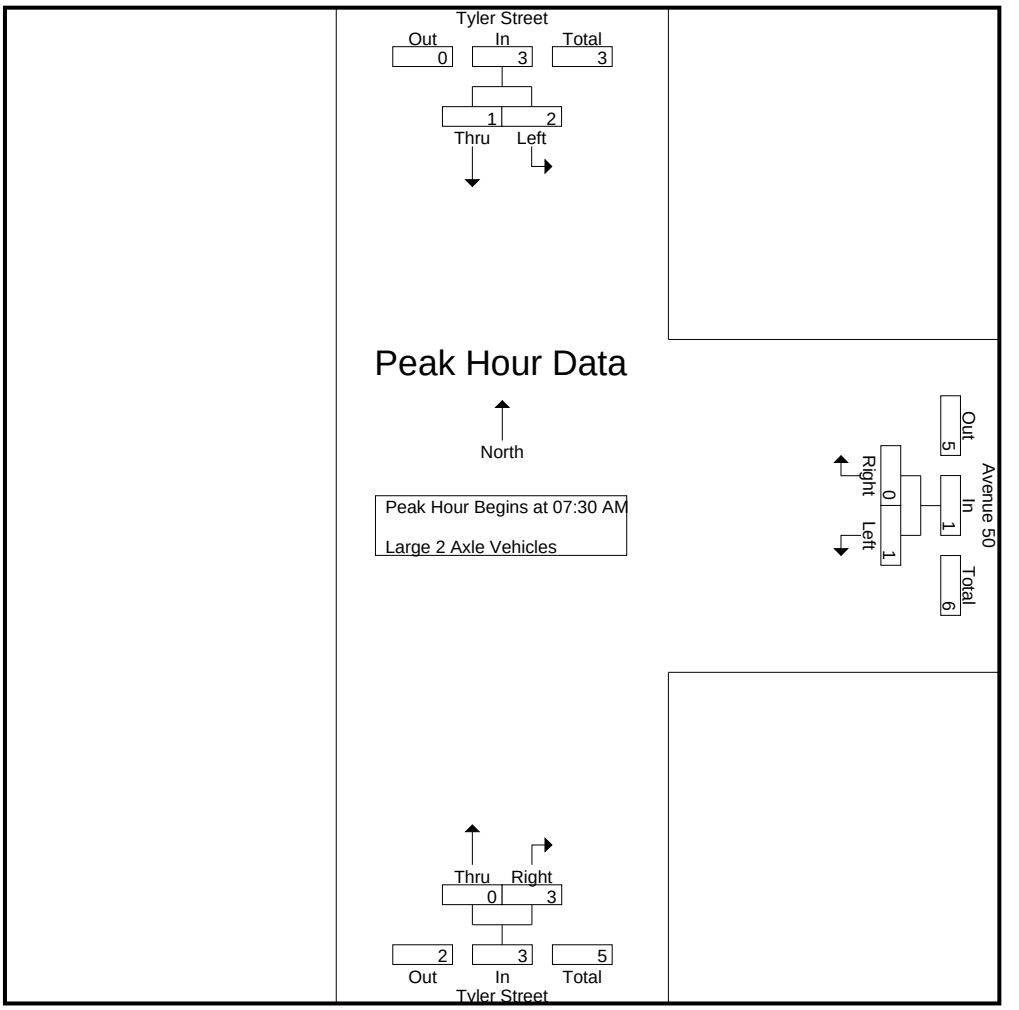

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	**1**	**2**	**1**	0	**1**	0	0	0
+15 mins.	0	0	0	0	0	0	0	**2**	**2**
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	1	3	1	0	1	0	3	3
% App. Total	66.7	33.3		100	0		0	100	
PHF	.500	.250	.375	.250	.000	.250	.000	.375	.375

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Weather: Clear

File Name : 46_COA_Tyler_Ave 50 AM
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Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

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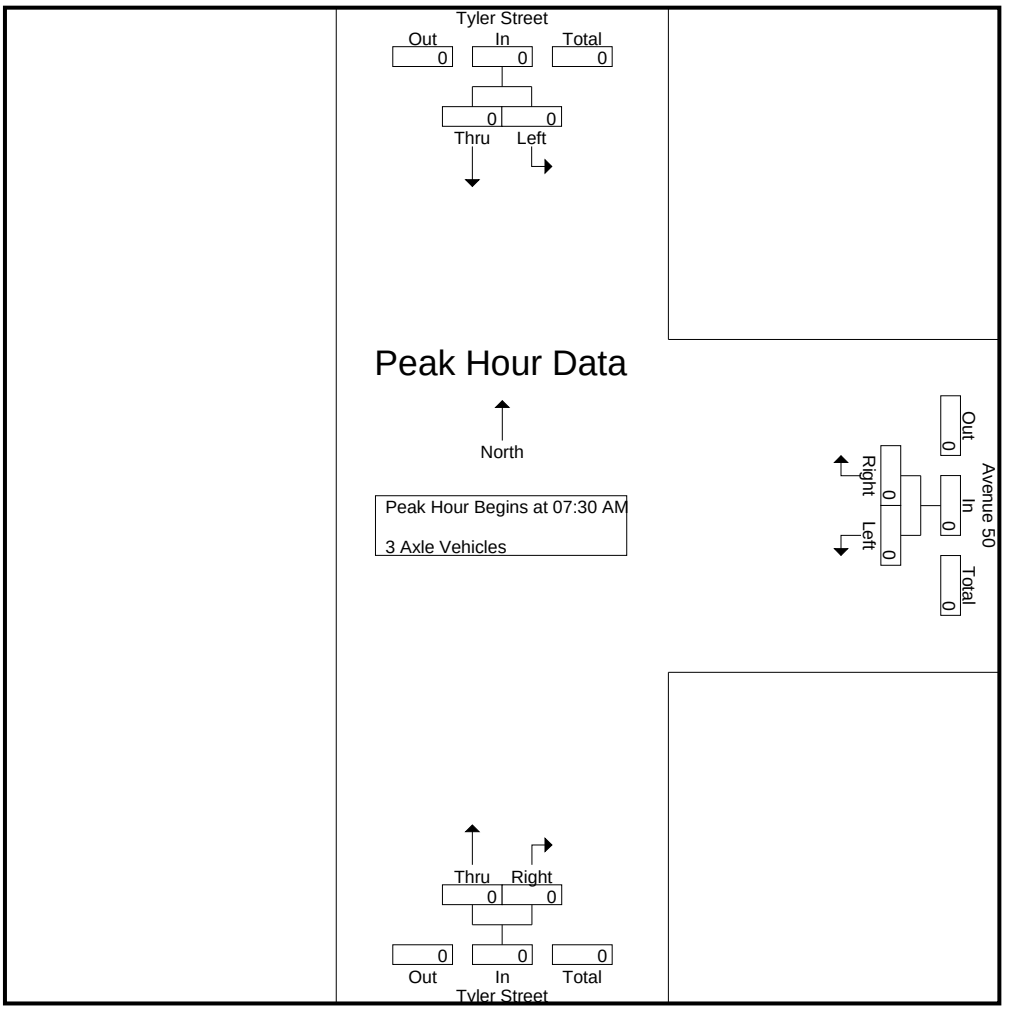

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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File Name : 46_COA_Tyler_Ave 50 AM
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Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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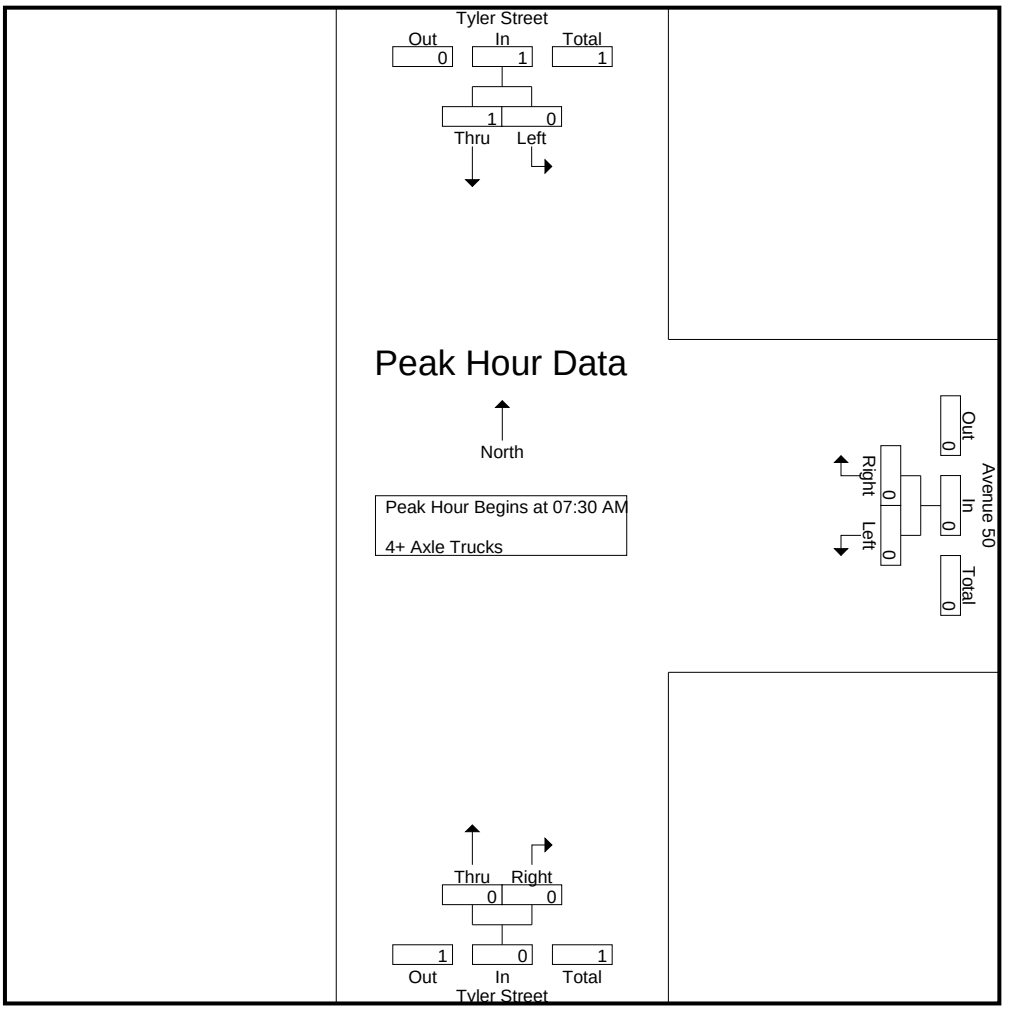

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Coachella
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	0	6	5	4	9	0	5	5	20
04:15 PM	5	0	5	6	7	13	2	1	3	21
04:30 PM	6	2	8	2	8	10	3	1	4	22
04:45 PM	1	2	3	0	5	5	0	2	2	10
Total	18	4	22	13	24	37	5	9	14	73
05:00 PM	2	0	2	5	6	11	3	2	5	18
05:15 PM	6	2	8	3	6	9	2	1	3	20
05:30 PM	5	2	7	2	6	8	1	1	2	17
05:45 PM	7	1	8	3	1	4	0	2	2	14
Total	20	5	25	13	19	32	6	6	12	69
Grand Total	38	9	47	26	43	69	11	15	26	142
Apprch %	80.9	19.1		37.7	62.3		42.3	57.7		
Total %	26.8	6.3	33.1	18.3	30.3	48.6	7.7	10.6	18.3	
Passenger Vehicles	38	8	46	24	43	67	11	12	23	136
% Passenger Vehicles	100	88.9	97.9	92.3	100	97.1	100	80	88.5	95.8
Large 2 Axle Vehicles	0	0	0	1	0	1	0	2	2	3
% Large 2 Axle Vehicles	0	0	0	3.8	0	1.4	0	13.3	7.7	2.1
3 Axle Vehicles	0	1	1	1	0	1	0	0	0	2
% 3 Axle Vehicles	0	11.1	2.1	3.8	0	1.4	0	0	0	1.4
4+ Axle Trucks	0	0	0	0	0	0	0	1	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	6.7	3.8	0.7

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**6**	0	6	5	4	9	0	**5**	**5**	20
04:15 PM	5	0	5	**6**	7	**13**	2	1	3	21
04:30 PM	6	**2**	**8**	2	**8**	10	**3**	1	4	**22**
04:45 PM	1	2	3	0	5	5	0	2	2	10
Total Volume	18	4	22	13	24	37	5	9	14	73
% App. Total	81.8	18.2		35.1	64.9		35.7	64.3		
PHF	.750	.500	.688	.542	.750	.712	.417	.450	.700	.830

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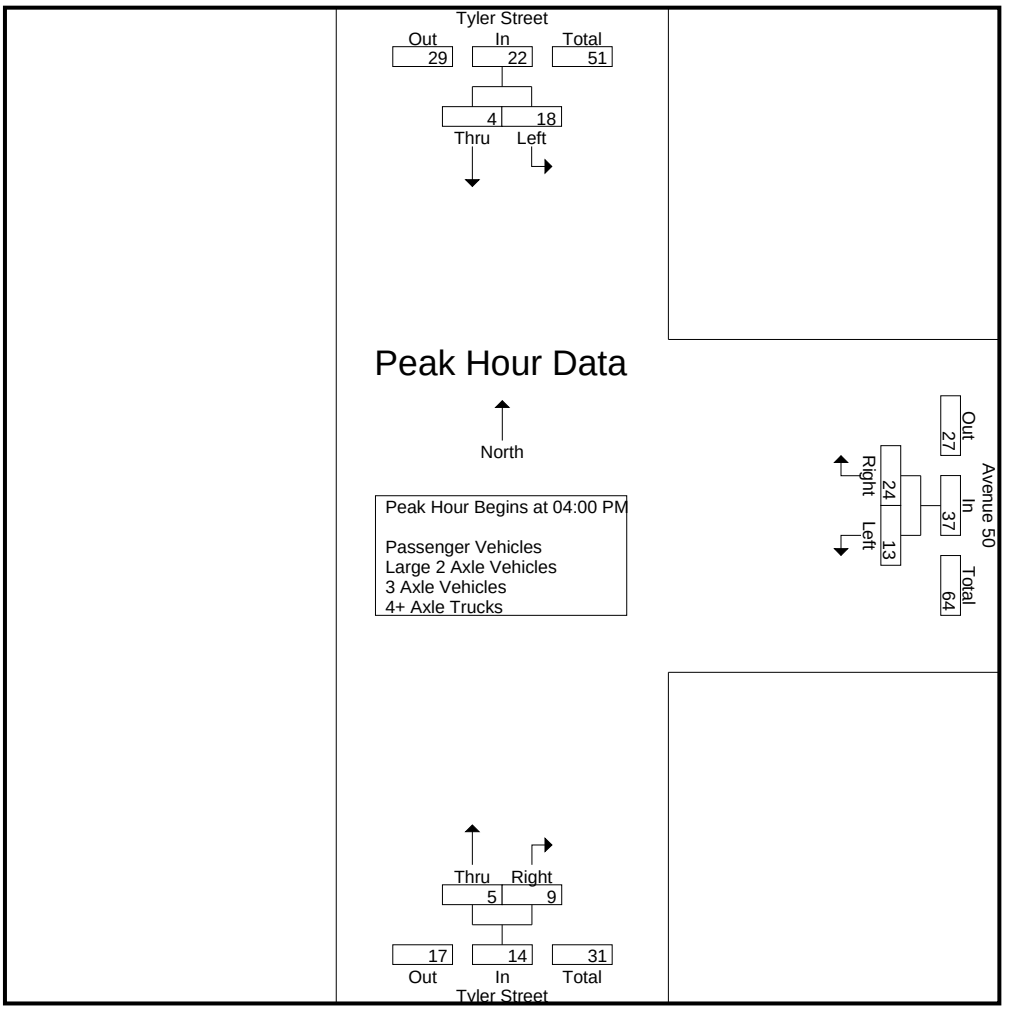

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:00 PM		
+0 mins.	2	0	2	**6**	7	**13**	0	**5**	**5**
+15 mins.	6	**2**	**8**	2	**8**	10	2	1	3
+30 mins.	5	2	7	0	5	5	**3**	1	4
+45 mins.	**7**	1	8	5	6	11	0	2	2
Total Volume	20	5	25	13	26	39	5	9	14
% App. Total	80	20		33.3	66.7		35.7	64.3	
PHF	.714	.625	.781	.542	.813	.750	.417	.450	.700

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	0	6	5	4	9	0	3	3	18
04:15 PM	5	0	5	6	7	13	2	1	3	21
04:30 PM	6	2	8	2	8	10	3	1	4	22
04:45 PM	1	1	2	0	5	5	0	2	2	9
Total	18	3	21	13	24	37	5	7	12	70
05:00 PM	2	0	2	4	6	10	3	2	5	17
05:15 PM	6	2	8	2	6	8	2	1	3	19
05:30 PM	5	2	7	2	6	8	1	1	2	17
05:45 PM	7	1	8	3	1	4	0	1	1	13
Total	20	5	25	11	19	30	6	5	11	66
Grand Total	38	8	46	24	43	67	11	12	23	136
Apprch %	82.6	17.4		35.8	64.2		47.8	52.2		
Total %	27.9	5.9	33.8	17.6	31.6	49.3	8.1	8.8	16.9	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**6**	0	6	5	4	9	0	**3**	3	18
04:15 PM	5	0	5	**6**	7	**13**	2	1	3	21
04:30 PM	6	**2**	**8**	2	**8**	10	**3**	1	**4**	**22**
04:45 PM	1	1	2	0	5	5	0	2	2	9
Total Volume	18	3	21	13	24	37	5	7	12	70
% App. Total	85.7	14.3		35.1	64.9		41.7	58.3		
PHF	.750	.375	.656	.542	.750	.712	.417	.583	.750	.795

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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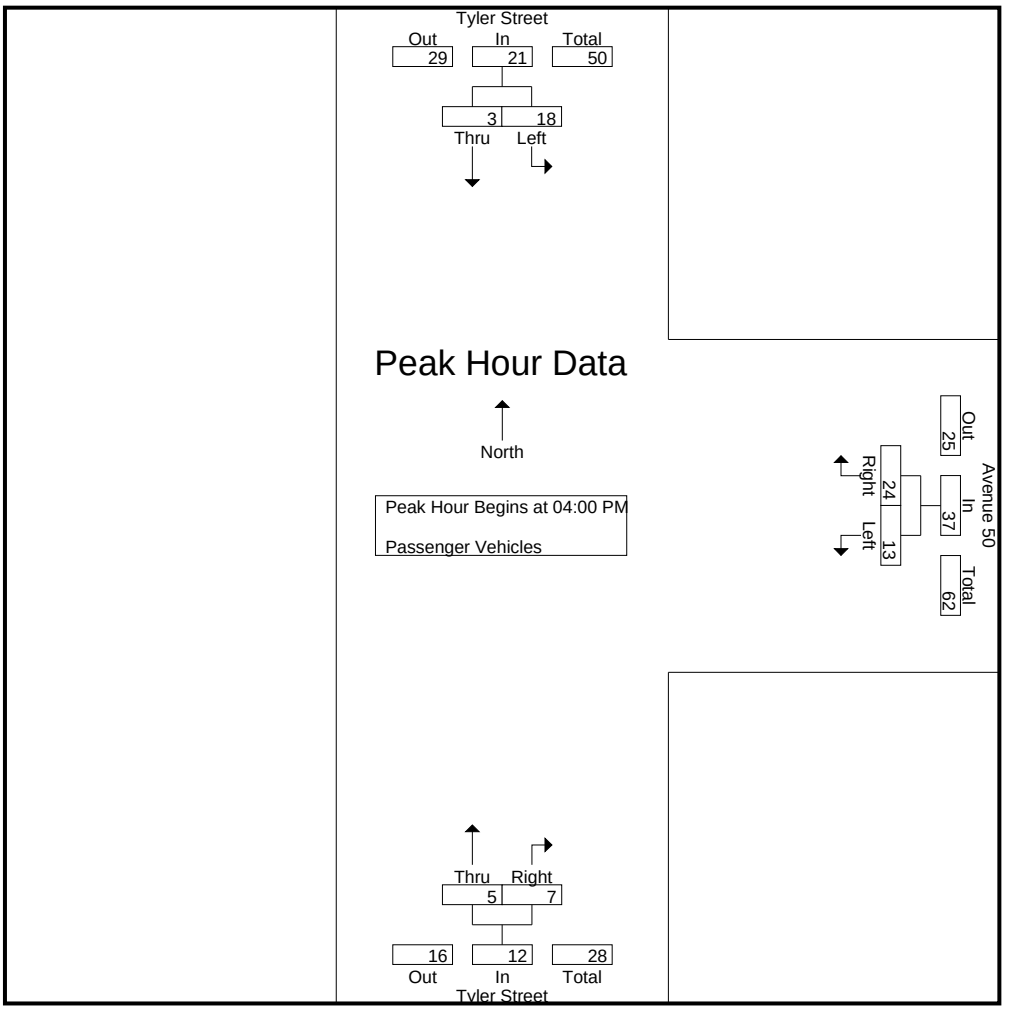

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**6**	0	6	5	4	9	0	**3**	3
+15 mins.	5	0	5	**6**	7	**13**	2	1	3
+30 mins.	6	**2**	**8**	2	**8**	10	**3**	1	**4**
+45 mins.	1	1	2	0	5	5	0	2	2
Total Volume	18	3	21	13	24	37	5	7	12
% App. Total	85.7	14.3		35.1	64.9		41.7	58.3	
PHF	.750	.375	.656	.542	.750	.712	.417	.583	.750

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	0	0	1	0	1	0	2	2	3
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	33.3	0	33.3	0	66.7	66.7	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
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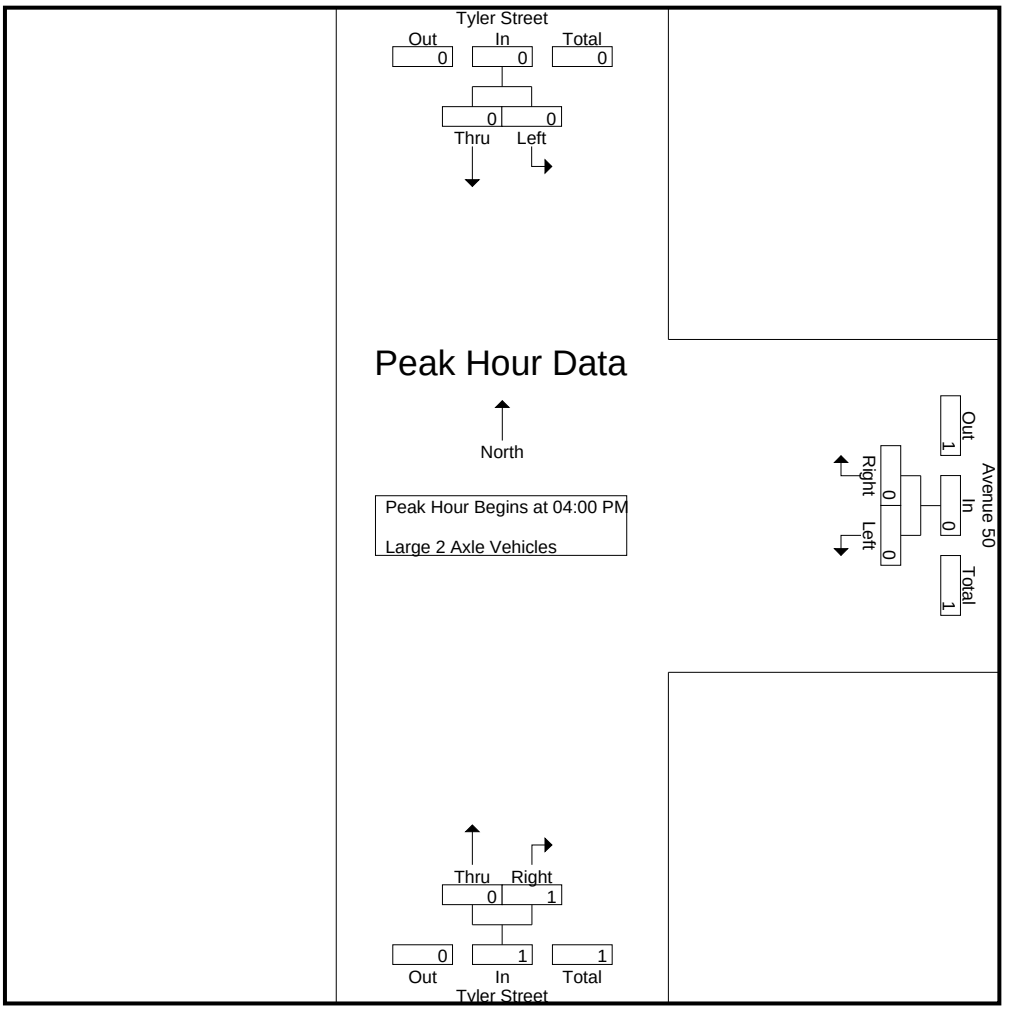

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
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Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	1	1	1	0	1	0	0	0	2
Apprch %	0	100		100	0		0	0		
Total %	0	50	50	50	0	50	0	0	0	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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City of Coachella
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Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
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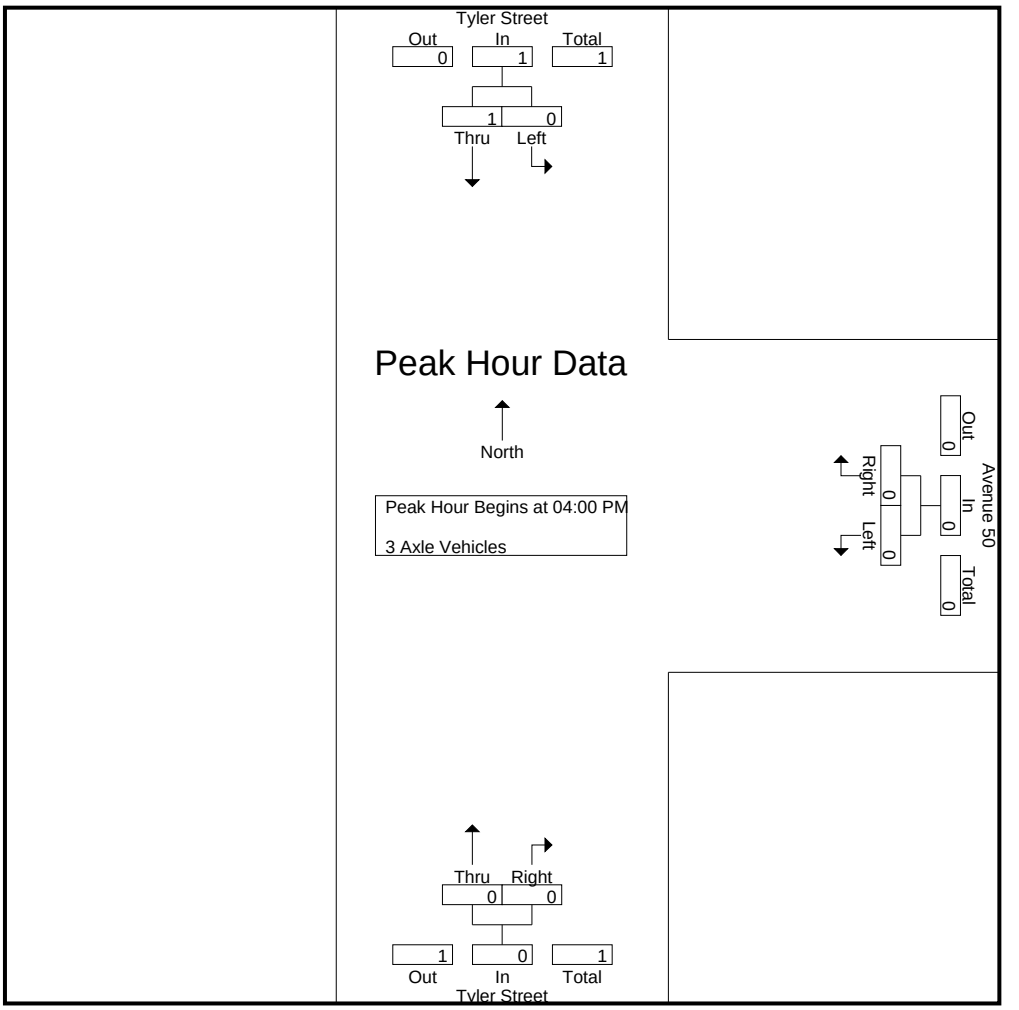

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	**1**	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

	Tyler Street Southbound			Avenue 50 Westbound			Tyler Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Coachella
N/S: Tyler Street
E/W: Avenue 50
Weather: Clear

File Name : 46_COA_Tyler_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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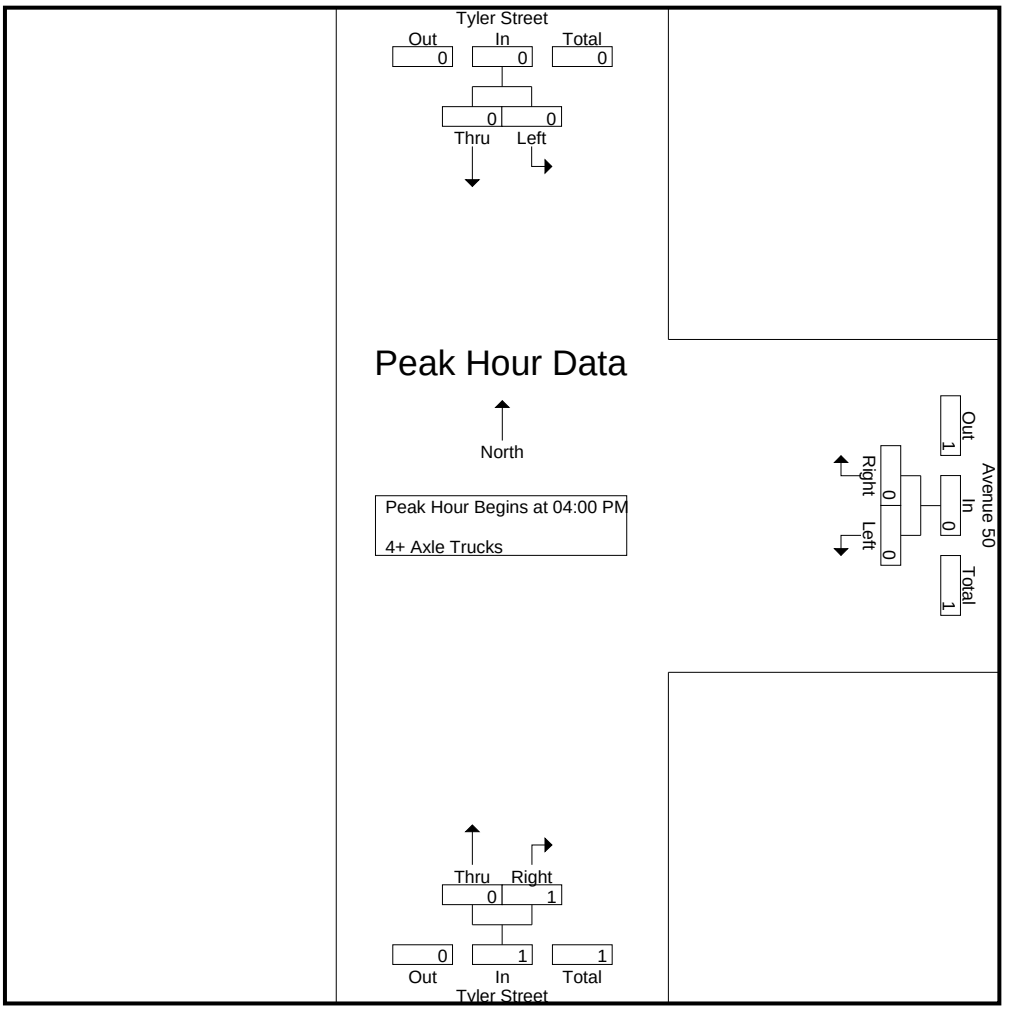

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1
% App. Total	0	0		0	0		0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	4	5	10	231	0	241	68	1	6	75	1	140	44	185	506
07:15 AM	1	1	2	4	17	266	0	283	76	4	8	88	1	194	55	250	625
07:30 AM	0	3	7	10	20	285	0	305	97	2	6	105	1	200	61	262	682
07:45 AM	1	4	3	8	16	258	0	274	75	1	4	80	0	183	56	239	601
Total	2	9	16	27	63	1040	0	1103	316	8	24	348	3	717	216	936	2414
08:00 AM	0	3	3	6	13	243	0	256	84	1	6	91	1	140	51	192	545
08:15 AM	1	4	5	10	14	214	0	228	60	2	6	68	1	98	46	145	451
08:30 AM	0	2	2	4	17	199	0	216	57	2	9	68	2	144	47	193	481
08:45 AM	0	2	1	3	14	148	0	162	33	5	11	49	0	128	39	167	381
Total	1	11	11	23	58	804	0	862	234	10	32	276	4	510	183	697	1858
Grand Total	3	20	27	50	121	1844	0	1965	550	18	56	624	7	1227	399	1633	4272
Apprch %	6	40	54		6.2	93.8	0		88.1	2.9	9		0.4	75.1	24.4		
Total %	0.1	0.5	0.6	1.2	2.8	43.2	0	46	12.9	0.4	1.3	14.6	0.2	28.7	9.3	38.2	
Passenger Vehicles	2	15	24	41	112	1600	0	1712	513	16	50	579	7	983	360	1350	3682
% Passenger Vehicles	66.7	75	88.9	82	92.6	86.8	0	87.1	93.3	88.9	89.3	92.8	100	80.1	90.2	82.7	86.2
Large 2 Axle Vehicles	1	5	3	9	3	59	0	62	16	1	2	19	0	41	12	53	143
% Large 2 Axle Vehicles	33.3	25	11.1	18	2.5	3.2	0	3.2	2.9	5.6	3.6	3	0	3.3	3	3.2	3.3
3 Axle Vehicles	0	0	0	0	6	42	0	48	9	1	3	13	0	28	19	47	108
% 3 Axle Vehicles	0	0	0	0	5	2.3	0	2.4	1.6	5.6	5.4	2.1	0	2.3	4.8	2.9	2.5
4+ Axle Trucks	0	0	0	0	0	143	0	143	12	0	1	13	0	175	8	183	339
% 4+ Axle Trucks	0	0	0	0	0	7.8	0	7.3	2.2	0	1.8	2.1	0	14.3	2	11.2	7.9

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	1	2	4	17	266	0	283	76	**4**	**8**	88	**1**	194	55	250	625
07:30 AM	0	3	**7**	**10**	**20**	**285**	0	**305**	**97**	2	6	**105**	1	**200**	**61**	**262**	**682**
07:45 AM	1	**4**	3	8	16	258	0	274	75	1	4	80	0	183	56	239	601
08:00 AM	0	3	3	6	13	243	0	256	84	1	6	91	1	140	51	192	545
Total Volume	2	11	15	28	66	1052	0	1118	332	8	24	364	3	717	223	943	2453
% App. Total	7.1	39.3	53.6		5.9	94.1	0		91.2	2.2	6.6		0.3	76	23.6		
PHF	.500	.688	.536	.700	.825	.923	.000	.916	.856	.500	.750	.867	.750	.896	.914	.900	.899

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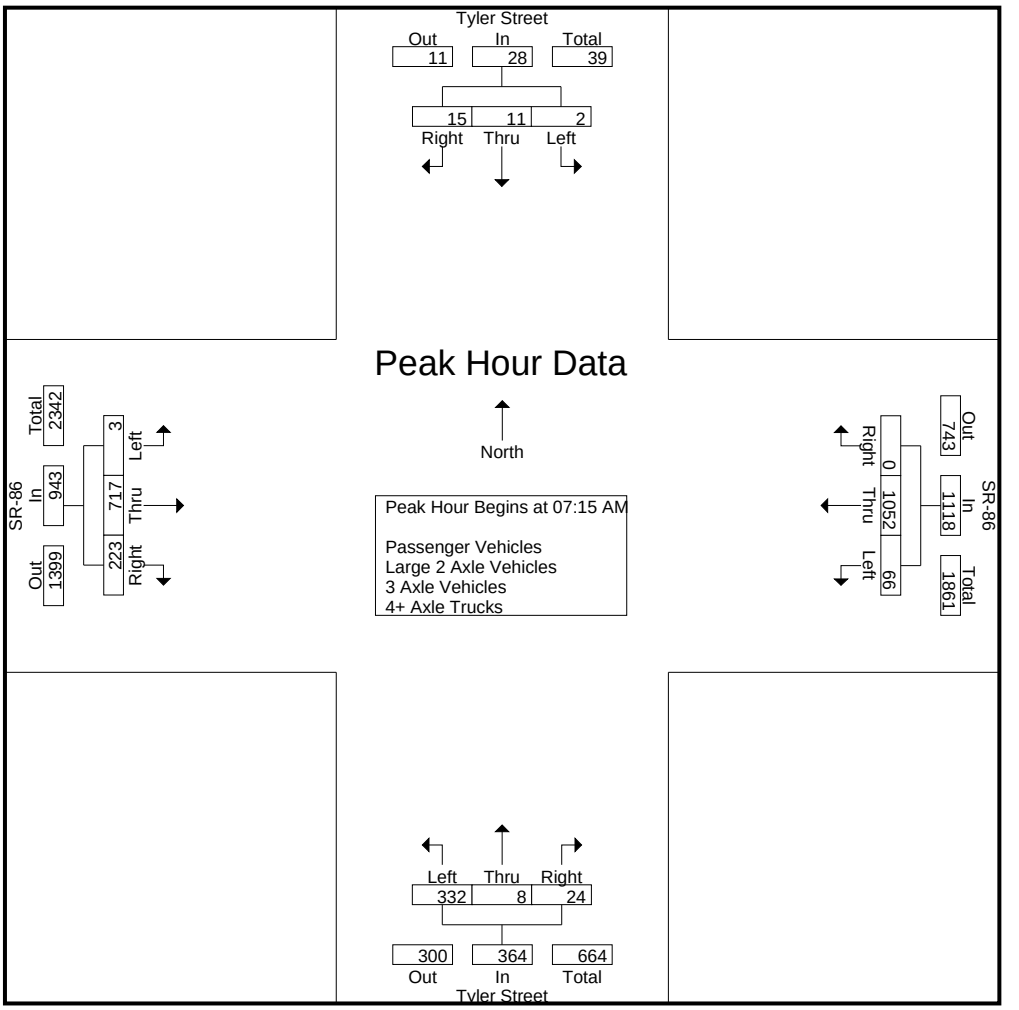

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	**7**	**10**	17	266	0	283	76	**4**	**8**	88	**1**	194	55	250
+15 mins.	**1**	**4**	3	8	**20**	**285**	0	**305**	**97**	2	6	**105**	1	**200**	**61**	**262**
+30 mins.	0	3	3	6	16	258	0	274	75	1	4	80	0	183	56	239
+45 mins.	1	4	5	10	13	243	0	256	84	1	6	91	1	140	51	192
Total Volume	2	14	18	34	66	1052	0	1118	332	8	24	364	3	717	223	943
% App. Total	5.9	41.2	52.9		5.9	94.1	0		91.2	2.2	6.6		0.3	76	23.6	
PHF	.500	.875	.643	.850	.825	.923	.000	.916	.856	.500	.750	.867	.750	.896	.914	.900

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 AM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	3	4	10	196	0	206	66	1	4	71	1	106	37	144	425
07:15 AM	0	1	2	3	16	236	0	252	74	3	8	85	1	164	50	215	555
07:30 AM	0	3	6	9	19	255	0	274	91	2	6	99	1	170	55	226	608
07:45 AM	1	1	3	5	15	232	0	247	71	1	4	76	0	150	50	200	528
Total	1	6	14	21	60	919	0	979	302	7	22	331	3	590	192	785	2116
08:00 AM	0	1	3	4	11	208	0	219	74	1	4	79	1	115	48	164	466
08:15 AM	1	4	4	9	12	196	0	208	52	2	5	59	1	76	39	116	392
08:30 AM	0	2	2	4	15	160	0	175	55	2	9	66	2	107	43	152	397
08:45 AM	0	2	1	3	14	117	0	131	30	4	10	44	0	95	38	133	311
Total	1	9	10	20	52	681	0	733	211	9	28	248	4	393	168	565	1566
Grand Total	2	15	24	41	112	1600	0	1712	513	16	50	579	7	983	360	1350	3682
Apprch %	4.9	36.6	58.5		6.5	93.5	0		88.6	2.8	8.6		0.5	72.8	26.7		
Total %	0.1	0.4	0.7	1.1	3	43.5	0	46.5	13.9	0.4	1.4	15.7	0.2	26.7	9.8	36.7	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	2	3	16	236	0	252	74	**3**	**8**	85	**1**	164	50	215	555
07:30 AM	0	**3**	**6**	**9**	**19**	**255**	0	**274**	**91**	2	6	**99**	1	**170**	**55**	**226**	**608**
07:45 AM	**1**	1	3	5	15	232	0	247	71	1	4	76	0	150	50	200	528
08:00 AM	0	1	3	4	11	208	0	219	74	1	4	79	1	115	48	164	466
Total Volume	1	6	14	21	61	931	0	992	310	7	22	339	3	599	203	805	2157
% App. Total	4.8	28.6	66.7		6.1	93.9	0		91.4	2.1	6.5		0.4	74.4	25.2		
PHF	.250	.500	.583	.583	.803	.913	.000	.905	.852	.583	.688	.856	.750	.881	.923	.890	.887

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 AM
Site Code : 05722739
Start Date : 8/24/2022
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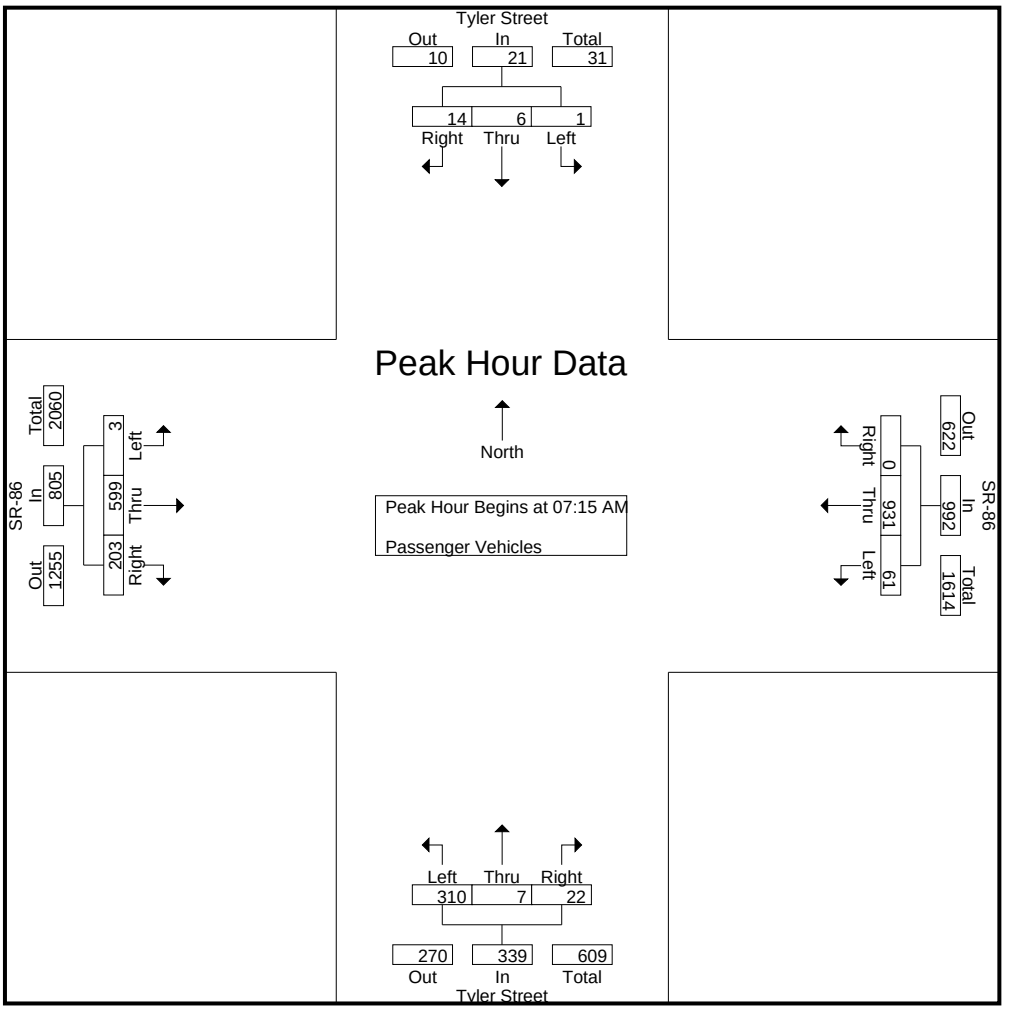

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	2	3	16	236	0	252	74	**3**	**8**	85	**1**	164	50	215
+15 mins.	0	**3**	**6**	**9**	**19**	**255**	0	**274**	**91**	2	6	**99**	1	**170**	**55**	**226**
+30 mins.	**1**	1	3	5	15	232	0	247	71	1	4	76	0	150	50	200
+45 mins.	0	1	3	4	11	208	0	219	74	1	4	79	1	115	48	164
Total Volume	1	6	14	21	61	931	0	992	310	7	22	339	3	599	203	805
% App. Total	4.8	28.6	66.7		6.1	93.9	0		91.4	2.1	6.5		0.4	74.4	25.2	
PHF	.250	.500	.583	.583	.803	.913	.000	.905	.852	.583	.688	.856	.750	.881	.923	.890

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City of Coachella
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Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	8	0	8	1	0	1	2	0	12	2	14	25
07:15 AM	1	0	0	1	0	6	0	6	0	1	0	1	0	9	1	10	18
07:30 AM	0	0	1	1	1	8	0	9	3	0	0	3	0	1	3	4	17
07:45 AM	0	3	0	3	0	9	0	9	1	0	0	1	0	5	2	7	20
Total	1	3	2	6	1	31	0	32	5	1	1	7	0	27	8	35	80
08:00 AM	0	2	0	2	1	9	0	10	6	0	1	7	0	5	1	6	25
08:15 AM	0	0	1	1	1	6	0	7	4	0	0	4	0	2	2	4	16
08:30 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	3	0	3	13
08:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	1	5	9
Total	0	2	1	3	2	28	0	30	11	0	1	12	0	14	4	18	63
Grand Total	1	5	3	9	3	59	0	62	16	1	2	19	0	41	12	53	143
Apprch %	11.1	55.6	33.3		4.8	95.2	0		84.2	5.3	10.5		0	77.4	22.6		
Total %	0.7	3.5	2.1	6.3	2.1	41.3	0	43.4	11.2	0.7	1.4	13.3	0	28.7	8.4	37.1	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	1	0	6	0	6	0	**1**	0	1	0	**9**	1	**10**	18
07:30 AM	0	0	**1**	1	**1**	8	0	9	3	0	0	3	0	1	**3**	4	17
07:45 AM	0	**3**	0	**3**	0	**9**	0	9	1	0	0	1	0	5	2	7	20
08:00 AM	0	2	0	2	1	9	0	**10**	**6**	0	**1**	**7**	0	5	1	6	**25**
Total Volume	1	5	1	7	2	32	0	34	10	1	1	12	0	20	7	27	80
% App. Total	14.3	71.4	14.3		5.9	94.1	0		83.3	8.3	8.3		0	74.1	25.9		
PHF	.250	.417	.250	.583	.500	.889	.000	.850	.417	.250	.250	.429	.000	.556	.583	.675	.800

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City of Coachella
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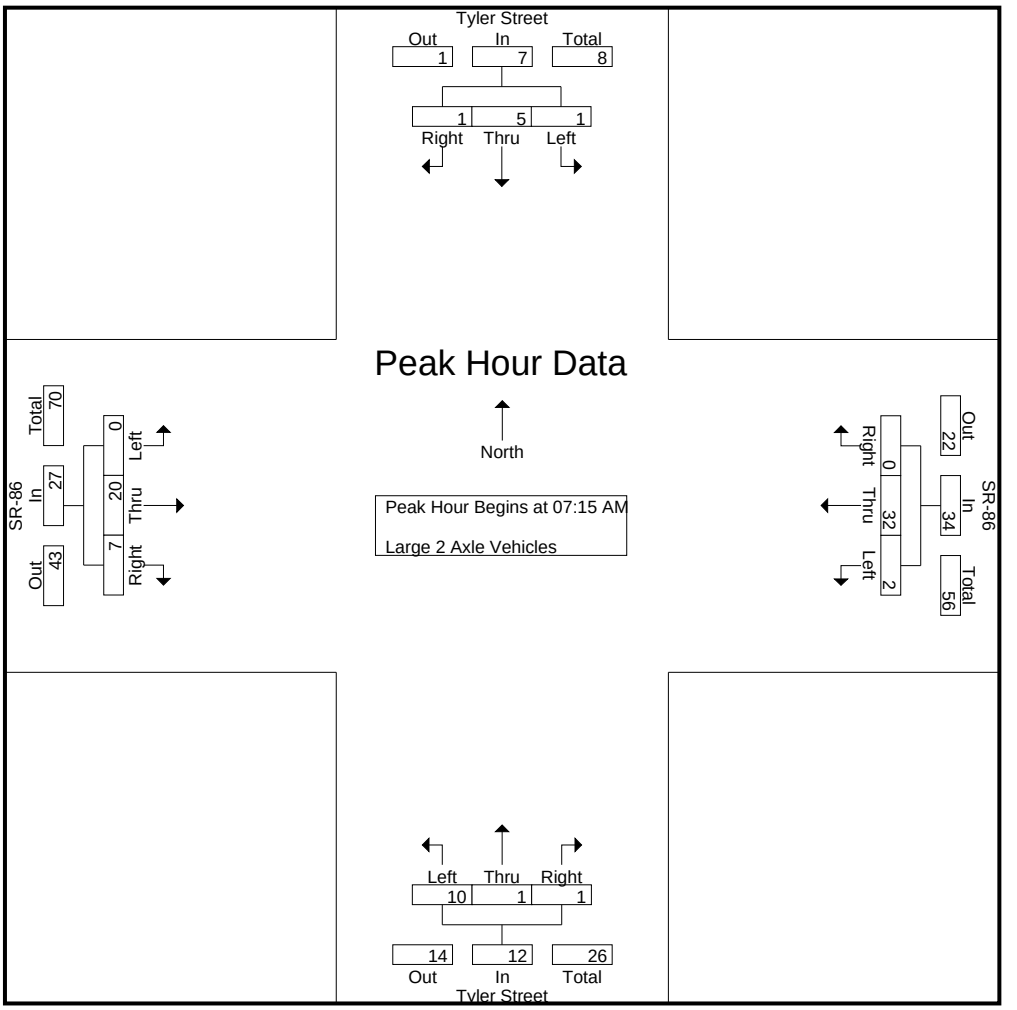

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	1	0	6	0	6	0	**1**	0	1	0	**9**	1	**10**
+15 mins.	0	0	**1**	1	**1**	8	0	9	3	0	0	3	0	1	**3**	4
+30 mins.	0	**3**	0	**3**	0	**9**	0	9	1	0	0	1	0	5	2	7
+45 mins.	0	2	0	2	1	9	0	**10**	**6**	0	**1**	**7**	0	5	1	6
Total Volume	1	5	1	7	2	32	0	34	10	1	1	12	0	20	7	27
% App. Total	14.3	71.4	14.3		5.9	94.1	0		83.3	8.3	8.3		0	74.1	25.9	
PHF	.250	.417	.250	.583	.500	.889	.000	.850	.417	.250	.250	.429	.000	.556	.583	.675

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Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	9	0	9	1	0	0	1	0	2	3	5	15
07:15 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	2	3	5	10
07:30 AM	0	0	0	0	0	8	0	8	1	0	0	1	0	2	3	5	14
07:45 AM	0	0	0	0	1	5	0	6	2	0	0	2	0	6	2	8	16
Total	0	0	0	0	2	26	0	28	4	0	0	4	0	12	11	23	55
08:00 AM	0	0	0	0	1	3	0	4	3	0	1	4	0	3	2	5	13
08:15 AM	0	0	0	0	1	3	0	4	1	0	1	2	0	3	2	5	11
08:30 AM	0	0	0	0	2	6	0	8	0	0	0	0	0	5	4	9	17
08:45 AM	0	0	0	0	0	4	0	4	1	1	1	3	0	5	0	5	12
Total	0	0	0	0	4	16	0	20	5	1	3	9	0	16	8	24	53
Grand Total	0	0	0	0	6	42	0	48	9	1	3	13	0	28	19	47	108
Apprch %	0	0	0		12.5	87.5	0		69.2	7.7	23.1		0	59.6	40.4		
Total %	0	0	0	0	5.6	38.9	0	44.4	8.3	0.9	2.8	12	0	25.9	17.6	43.5	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	4	0	5	0	0	0	0	0	2	**3**	5	10
07:30 AM	0	0	0	0	0	**8**	0	**8**	1	0	0	1	0	2	3	5	14
07:45 AM	0	0	0	0	1	5	0	6	2	0	0	2	0	**6**	2	**8**	**16**
08:00 AM	0	0	0	0	1	3	0	4	**3**	0	**1**	**4**	0	3	2	5	13
Total Volume	0	0	0	0	3	20	0	23	6	0	1	7	0	13	10	23	53
% App. Total	0	0	0		13	87	0		85.7	0	14.3		0	56.5	43.5		
PHF	.000	.000	.000	.000	.750	.625	.000	.719	.500	.000	.250	.438	.000	.542	.833	.719	.828

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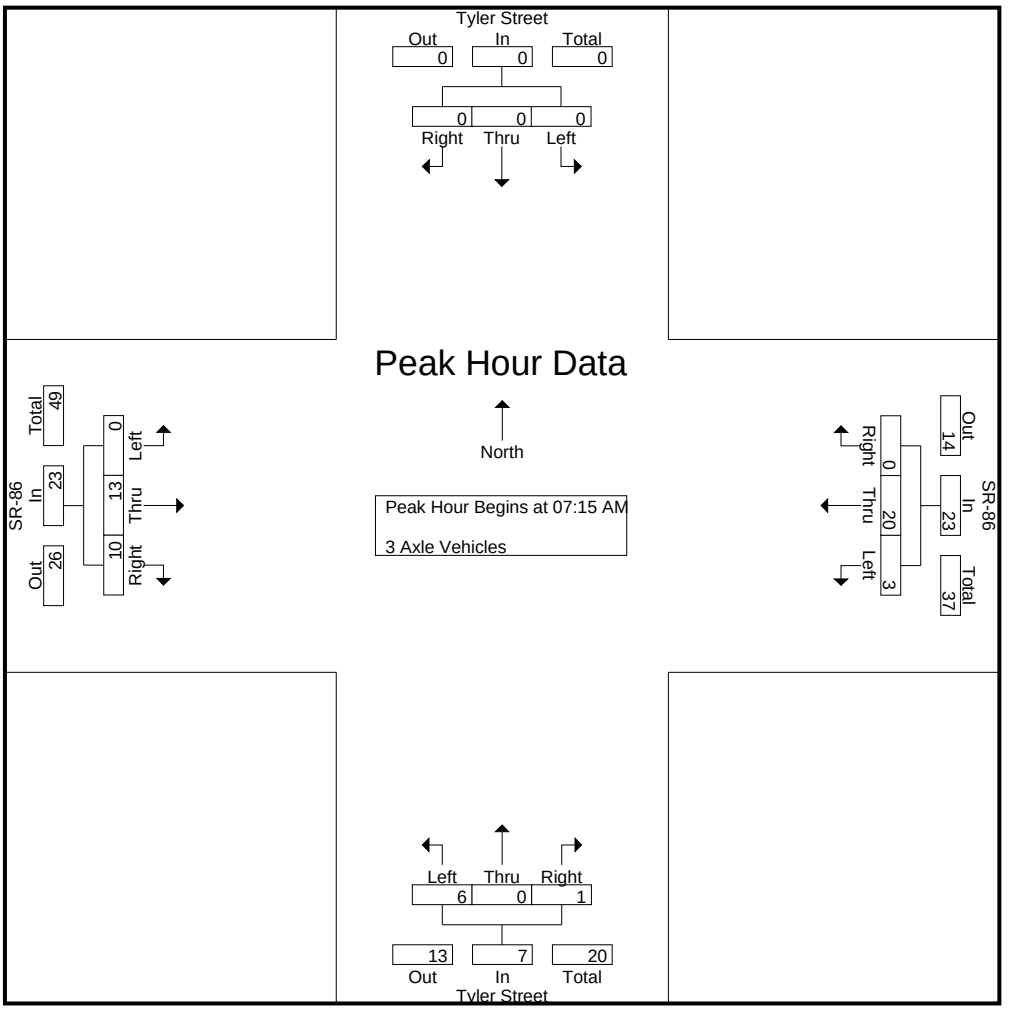

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	4	0	5	0	0	0	0	0	2	**3**	5
+15 mins.	0	0	0	0	0	**8**	0	**8**	1	0	0	1	0	2	3	5
+30 mins.	0	0	0	0	1	5	0	6	2	0	0	2	0	**6**	2	**8**
+45 mins.	0	0	0	0	1	3	0	4	**3**	0	**1**	**4**	0	3	2	5
Total Volume	0	0	0	0	3	20	0	23	6	0	1	7	0	13	10	23
% App. Total	0	0	0		13	87	0		85.7	0	14.3		0	56.5	43.5	
PHF	.000	.000	.000	.000	.750	.625	.000	.719	.500	.000	.250	.438	.000	.542	.833	.719

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Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	18	0	18	0	0	1	1	0	20	2	22	41
07:15 AM	0	0	0	0	0	20	0	20	2	0	0	2	0	19	1	20	42
07:30 AM	0	0	0	0	0	14	0	14	2	0	0	2	0	27	0	27	43
07:45 AM	0	0	0	0	0	12	0	12	1	0	0	1	0	22	2	24	37
Total	0	0	0	0	0	64	0	64	5	0	1	6	0	88	5	93	163
08:00 AM	0	0	0	0	0	23	0	23	1	0	0	1	0	17	0	17	41
08:15 AM	0	0	0	0	0	9	0	9	3	0	0	3	0	17	3	20	32
08:30 AM	0	0	0	0	0	24	0	24	1	0	0	1	0	29	0	29	54
08:45 AM	0	0	0	0	0	23	0	23	2	0	0	2	0	24	0	24	49
Total	0	0	0	0	0	79	0	79	7	0	0	7	0	87	3	90	176
Grand Total	0	0	0	0	0	143	0	143	12	0	1	13	0	175	8	183	339
Apprch %	0	0	0		0	100	0		92.3	0	7.7		0	95.6	4.4		
Total %	0	0	0	0	0	42.2	0	42.2	3.5	0	0.3	3.8	0	51.6	2.4	54	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	20	0	20	**2**	0	0	**2**	0	19	1	20	42
07:30 AM	0	0	0	0	0	14	0	14	2	0	0	2	0	**27**	0	**27**	**43**
07:45 AM	0	0	0	0	0	12	0	12	1	0	0	1	0	22	**2**	24	37
08:00 AM	0	0	0	0	0	**23**	0	**23**	1	0	0	1	0	17	0	17	41
Total Volume	0	0	0	0	0	69	0	69	6	0	0	6	0	85	3	88	163
% App. Total	0	0	0		0	100	0		100	0	0		0	96.6	3.4		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750	.000	.787	.375	.815	.948

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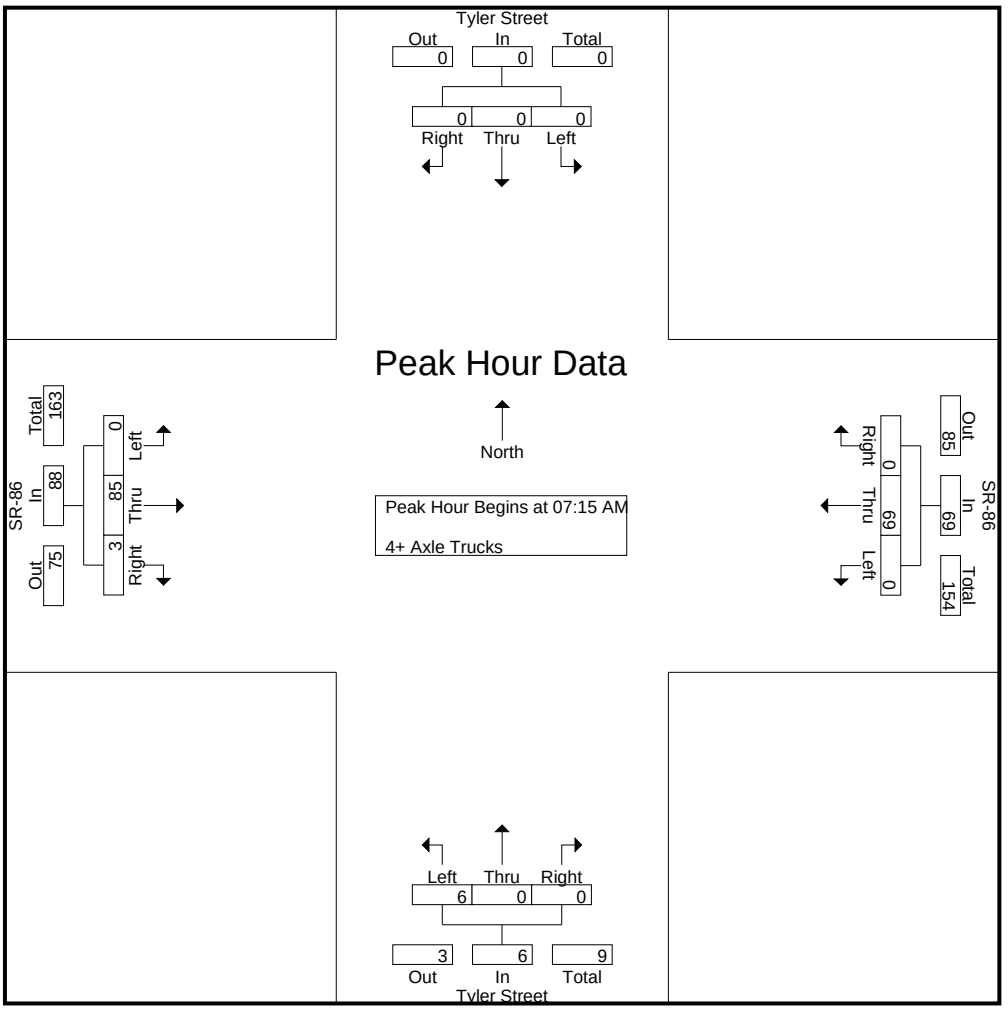

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	20	0	20	**2**	0	0	**2**	0	19	1	20
+15 mins.	0	0	0	0	0	14	0	14	2	0	0	2	0	**27**	0	**27**
+30 mins.	0	0	0	0	0	12	0	12	1	0	0	1	0	22	**2**	24
+45 mins.	0	0	0	0	0	**23**	0	**23**	1	0	0	1	0	17	0	17
Total Volume	0	0	0	0	0	69	0	69	6	0	0	6	0	85	3	88
% App. Total	0	0	0		0	100	0		100	0	0		0	96.6	3.4	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750	.000	.787	.375	.815

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City of Coachella
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	6	10	14	165	0	179	52	4	23	79	3	215	98	316	584
04:15 PM	1	4	3	8	15	185	0	200	37	4	9	50	1	237	101	339	597
04:30 PM	0	4	3	7	10	167	0	177	50	6	21	77	3	202	84	289	550
04:45 PM	0	2	1	3	22	189	0	211	29	4	7	40	1	189	100	290	544
Total	2	13	13	28	61	706	0	767	168	18	60	246	8	843	383	1234	2275
05:00 PM	0	2	0	2	12	169	0	181	66	6	16	88	3	212	102	317	588
05:15 PM	0	4	3	7	9	159	0	168	39	4	16	59	3	208	113	324	558
05:30 PM	0	2	2	4	14	170	0	184	46	1	15	62	4	219	88	311	561
05:45 PM	0	6	2	8	10	172	0	182	32	0	17	49	1	188	87	276	515
Total	0	14	7	21	45	670	0	715	183	11	64	258	11	827	390	1228	2222
Grand Total	2	27	20	49	106	1376	0	1482	351	29	124	504	19	1670	773	2462	4497
Apprch %	4.1	55.1	40.8		7.2	92.8	0		69.6	5.8	24.6		0.8	67.8	31.4		
Total %	0	0.6	0.4	1.1	2.4	30.6	0	33	7.8	0.6	2.8	11.2	0.4	37.1	17.2	54.7	
Passenger Vehicles	2	24	19	45	101	1111	0	1212	335	26	121	482	19	1525	760	2304	4043
% Passenger Vehicles	100	88.9	95	91.8	95.3	80.7	0	81.8	95.4	89.7	97.6	95.6	100	91.3	98.3	93.6	89.9
Large 2 Axle Vehicles	0	3	0	3	2	50	0	52	7	2	0	9	0	11	6	17	81
% Large 2 Axle Vehicles	0	11.1	0	6.1	1.9	3.6	0	3.5	2	6.9	0	1.8	0	0.7	0.8	0.7	1.8
3 Axle Vehicles	0	0	0	0	0	27	0	27	5	1	0	6	0	38	4	42	75
% 3 Axle Vehicles	0	0	0	0	0	2	0	1.8	1.4	3.4	0	1.2	0	2.3	0.5	1.7	1.7
4+ Axle Trucks	0	0	1	1	3	188	0	191	4	0	3	7	0	96	3	99	298
% 4+ Axle Trucks	0	0	5	2	2.8	13.7	0	12.9	1.1	0	2.4	1.4	0	5.7	0.4	4	6.6

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**4**	**3**	**8**	15	185	0	200	37	4	9	50	1	**237**	101	**339**	**597**
04:30 PM	0	4	3	7	10	167	0	177	50	**6**	**21**	77	**3**	202	84	289	550
04:45 PM	0	2	1	3	**22**	**189**	0	**211**	29	4	7	40	1	189	100	290	544
05:00 PM	0	2	0	2	12	169	0	181	**66**	6	16	**88**	3	212	**102**	317	588
Total Volume	1	12	7	20	59	710	0	769	182	20	53	255	8	840	387	1235	2279
% App. Total	5	60	35		7.7	92.3	0		71.4	7.8	20.8		0.6	68	31.3		
PHF	.250	.750	.583	.625	.670	.939	.000	.911	.689	.833	.631	.724	.667	.886	.949	.911	.954

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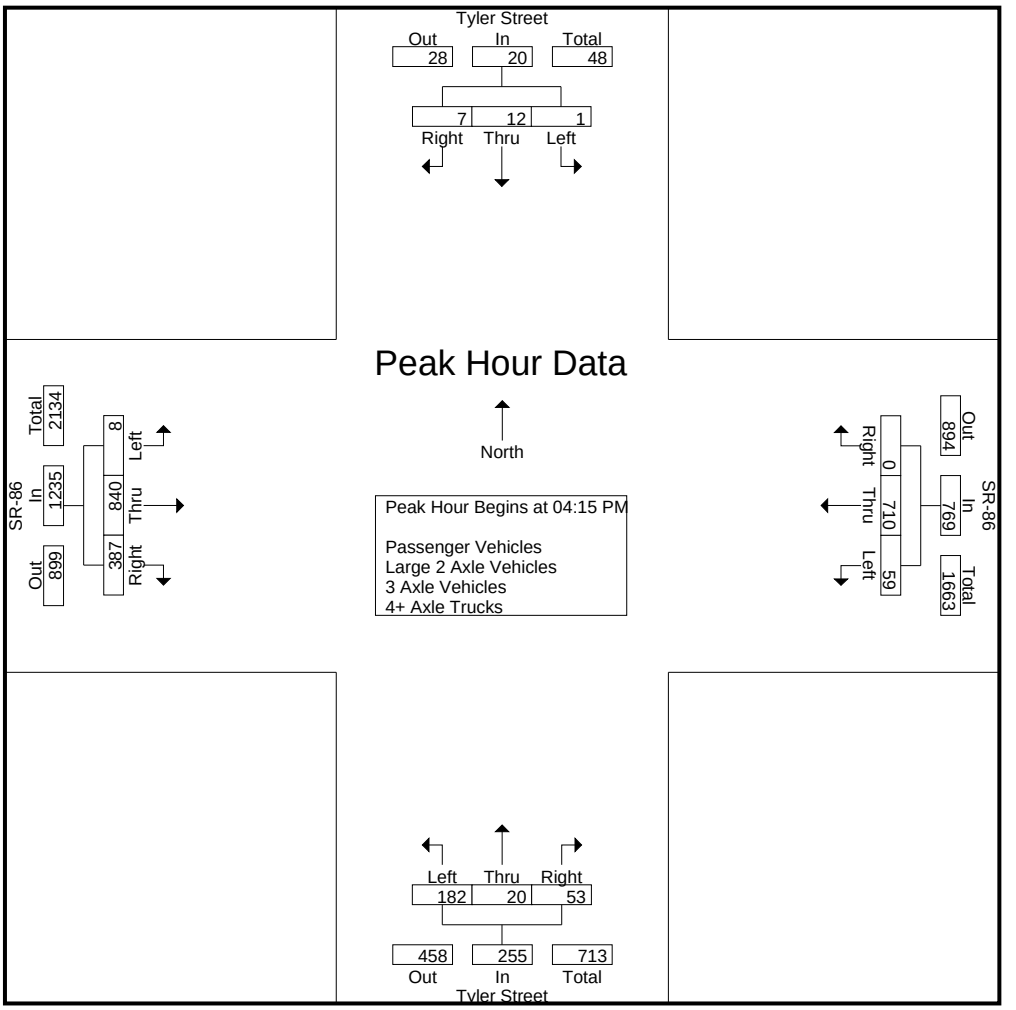
City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	**1**	3	**6**	**10**	15	185	0	200	50	**6**	**21**	77	1	189	100	290
+15 mins.	1	**4**	3	8	10	167	0	177	29	4	7	40	3	212	102	317
+30 mins.	0	4	3	7	**22**	**189**	0	**211**	**66**	6	16	**88**	3	208	**113**	**324**
+45 mins.	0	2	1	3	12	169	0	181	39	4	16	59	**4**	**219**	88	311
Total Volume	2	13	13	28	59	710	0	769	184	20	60	264	11	828	403	1242
% App. Total	7.1	46.4	46.4		7.7	92.3	0		69.7	7.6	22.7		0.9	66.7	32.4	
PHF	.500	.813	.542	.700	.670	.939	.000	.911	.697	.833	.714	.750	.688	.945	.892	.958

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	5	8	12	126	0	138	47	3	23	73	3	202	95	300	519
04:15 PM	1	3	3	7	14	154	0	168	36	4	9	49	1	212	98	311	535
04:30 PM	0	4	3	7	9	129	0	138	48	6	21	75	3	190	84	277	497
04:45 PM	0	2	1	3	21	154	0	175	27	4	6	37	1	169	97	267	482
Total	2	11	12	25	56	563	0	619	158	17	59	234	8	773	374	1155	2033
05:00 PM	0	2	0	2	12	138	0	150	62	5	16	83	3	188	99	290	525
05:15 PM	0	4	3	7	9	129	0	138	39	3	16	58	3	189	113	305	508
05:30 PM	0	2	2	4	14	142	0	156	45	1	13	59	4	201	87	292	511
05:45 PM	0	5	2	7	10	139	0	149	31	0	17	48	1	174	87	262	466
Total	0	13	7	20	45	548	0	593	177	9	62	248	11	752	386	1149	2010
Grand Total	2	24	19	45	101	1111	0	1212	335	26	121	482	19	1525	760	2304	4043
Apprch %	4.4	53.3	42.2		8.3	91.7	0		69.5	5.4	25.1		0.8	66.2	33		
Total %	0	0.6	0.5	1.1	2.5	27.5	0	30	8.3	0.6	3	11.9	0.5	37.7	18.8	57	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	3	**3**	**7**	14	**154**	0	168	36	4	9	49	1	**212**	98	**311**	**535**
04:30 PM	0	**4**	3	7	9	129	0	138	48	**6**	**21**	75	**3**	190	84	277	497
04:45 PM	0	2	1	3	**21**	154	0	**175**	27	4	6	37	1	169	97	267	482
05:00 PM	0	2	0	2	12	138	0	150	**62**	5	16	**83**	3	188	**99**	290	525
Total Volume	1	11	7	19	56	575	0	631	173	19	52	244	8	759	378	1145	2039
% App. Total	5.3	57.9	36.8		8.9	91.1	0		70.9	7.8	21.3		0.7	66.3	33		
PHF	.250	.688	.583	.679	.667	.933	.000	.901	.698	.792	.619	.735	.667	.895	.955	.920	.953

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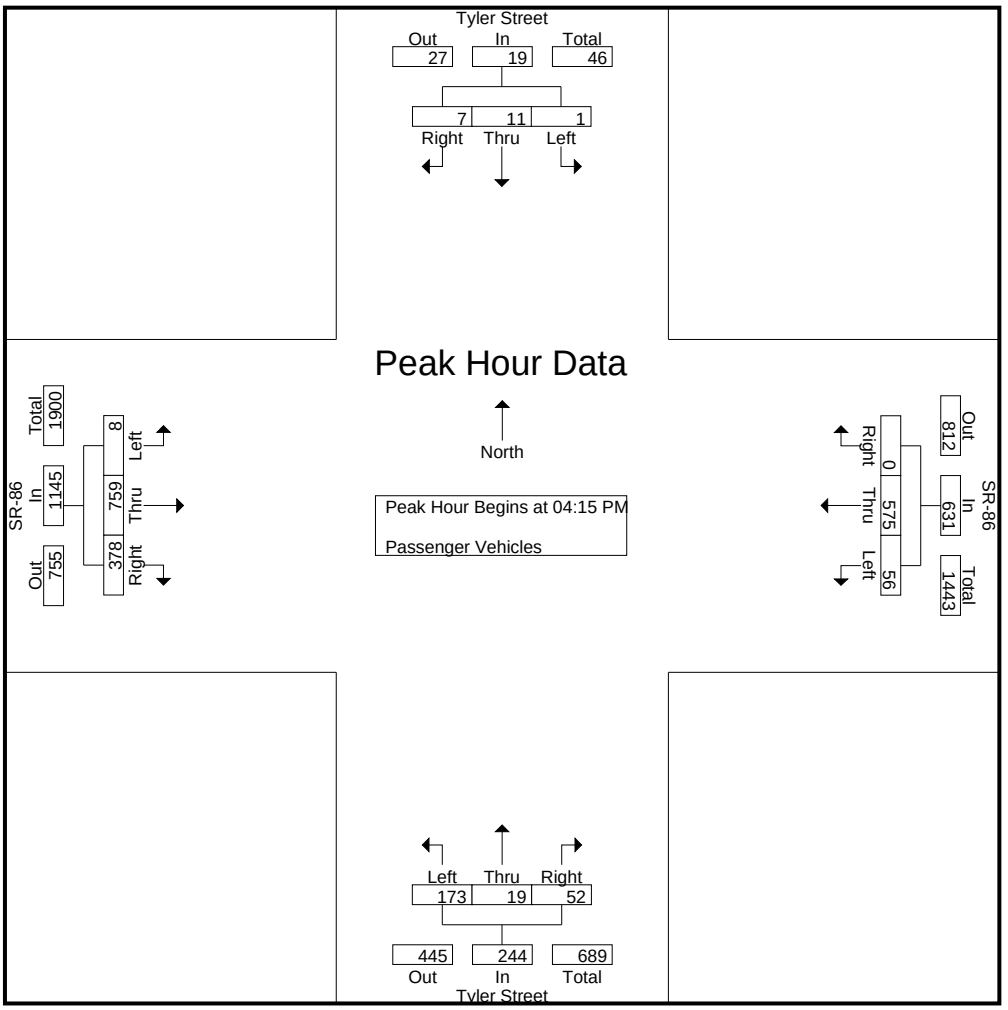
City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	3	**3**	**7**	14	**154**	0	168	36	4	9	49	1	**212**	98	**311**
+15 mins.	0	**4**	3	7	9	129	0	138	48	**6**	**21**	75	**3**	190	84	277
+30 mins.	0	2	1	3	**21**	154	0	**175**	27	4	6	37	1	169	97	267
+45 mins.	0	2	0	2	12	138	0	150	**62**	5	16	**83**	3	188	**99**	290
Total Volume	1	11	7	19	56	575	0	631	173	19	52	244	8	759	378	1145
% App. Total	5.3	57.9	36.8		8.9	91.1	0		70.9	7.8	21.3		0.7	66.3	33	
PHF	.250	.688	.583	.679	.667	.933	.000	.901	.698	.792	.619	.735	.667	.895	.955	.920

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	11	0	11	2	1	0	3	0	1	1	2	17
04:15 PM	0	1	0	1	0	5	0	5	1	0	0	1	0	4	2	6	13
04:30 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	0	0	0	9
04:45 PM	0	0	0	0	1	6	0	7	1	0	0	1	0	2	1	3	11
Total	0	2	0	2	2	30	0	32	4	1	0	5	0	7	4	11	50
05:00 PM	0	0	0	0	0	3	0	3	2	1	0	3	0	1	2	3	9
05:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
05:30 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	2	0	2	8
05:45 PM	0	1	0	1	0	5	0	5	0	0	0	0	0	0	0	0	6
Total	0	1	0	1	0	20	0	20	3	1	0	4	0	4	2	6	31
Grand Total	0	3	0	3	2	50	0	52	7	2	0	9	0	11	6	17	81
Apprch %	0	100	0		3.8	96.2	0		77.8	22.2	0		0	64.7	35.3		
Total %	0	3.7	0	3.7	2.5	61.7	0	64.2	8.6	2.5	0	11.1	0	13.6	7.4	21	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**1**	0	**1**	0	5	0	5	1	0	0	1	0	**4**	**2**	**6**	**13**
04:30 PM	0	0	0	0	**1**	**8**	0	**9**	0	0	0	0	0	0	0	0	9
04:45 PM	0	0	0	0	1	6	0	7	1	0	0	1	0	2	1	3	11
05:00 PM	0	0	0	0	0	3	0	3	**2**	**1**	0	**3**	0	1	2	3	9
Total Volume	0	1	0	1	2	22	0	24	4	1	0	5	0	7	5	12	42
% App. Total	0	100	0		8.3	91.7	0		80	20	0		0	58.3	41.7		
PHF	.000	.250	.000	.250	.500	.688	.000	.667	.500	.250	.000	.417	.000	.438	.625	.500	.808

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
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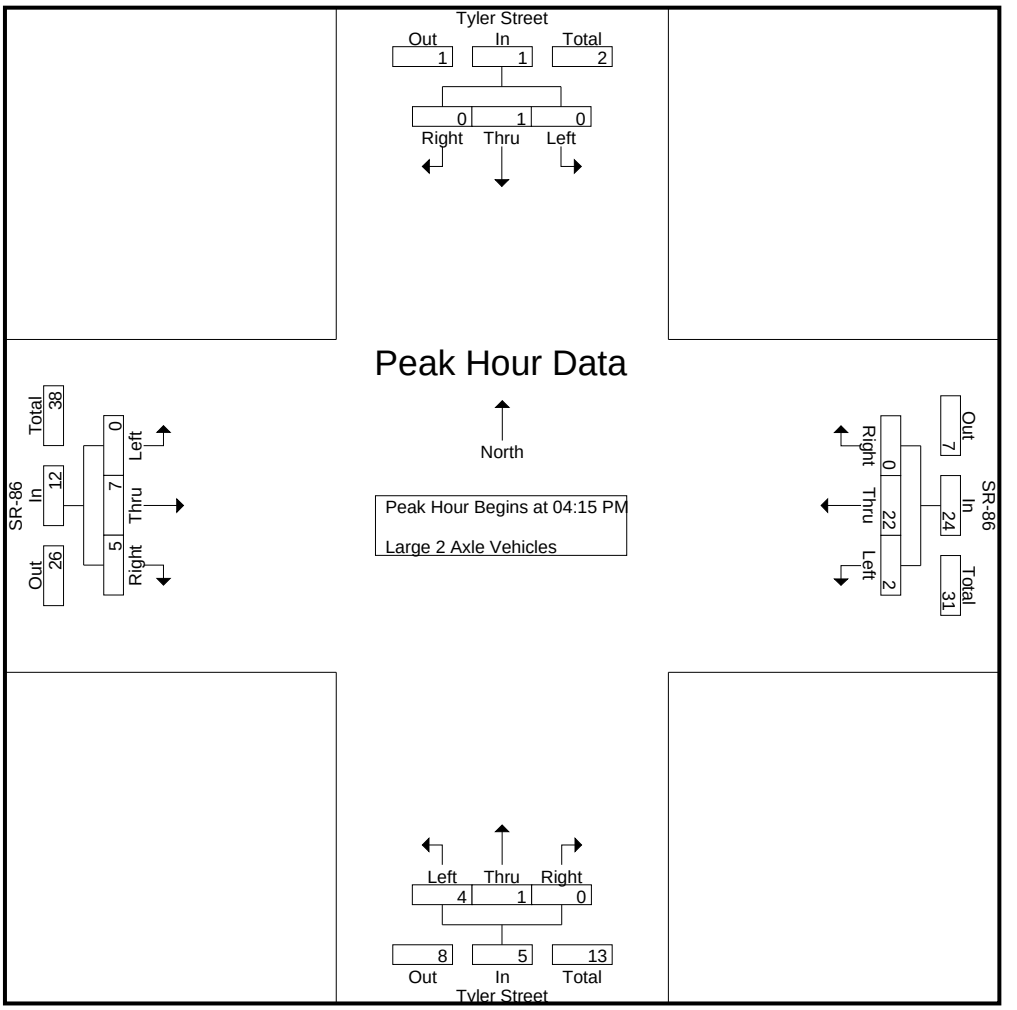

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**1**	0	**1**	0	5	0	5	1	0	0	1	0	**4**	**2**	**6**
+15 mins.	0	0	0	0	**1**	**8**	0	**9**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	6	0	7	1	0	0	1	0	2	1	3
+45 mins.	0	0	0	0	0	3	0	3	**2**	**1**	0	**3**	0	1	2	3
Total Volume	0	1	0	1	2	22	0	24	4	1	0	5	0	7	5	12
% App. Total	0	100	0		8.3	91.7	0		80	20	0		0	58.3	41.7	
PHF	.000	.250	.000	.250	.500	.688	.000	.667	.500	.250	.000	.417	.000	.438	.625	.500

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City of Coachella
N/S: Tyler Street
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Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	5	0	5	3	0	0	3	0	4	1	5	13
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
04:30 PM	0	0	0	0	0	6	0	6	1	0	0	1	0	2	0	2	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
Total	0	0	0	0	0	16	0	16	4	0	0	4	0	15	2	17	37
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	9	1	10	11
05:15 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	6	0	6	9
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	1	4	8
05:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total	0	0	0	0	0	11	0	11	1	1	0	2	0	23	2	25	38
Grand Total	0	0	0	0	0	27	0	27	5	1	0	6	0	38	4	42	75
Apprch %	0	0	0		0	100	0		83.3	16.7	0		0	90.5	9.5		
Total %	0	0	0	0	0	36	0	36	6.7	1.3	0	8	0	50.7	5.3	56	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	**1**	4	6
04:30 PM	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**	0	2	0	2	9
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	**9**	1	**10**	**11**
Total Volume	0	0	0	0	0	11	0	11	2	0	0	2	0	20	2	22	35
% App. Total	0	0	0		0	100	0		100	0	0		0	90.9	9.1		
PHF	.000	.000	.000	.000	.000	.458	.000	.458	.500	.000	.000	.500	.000	.556	.500	.550	.795

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
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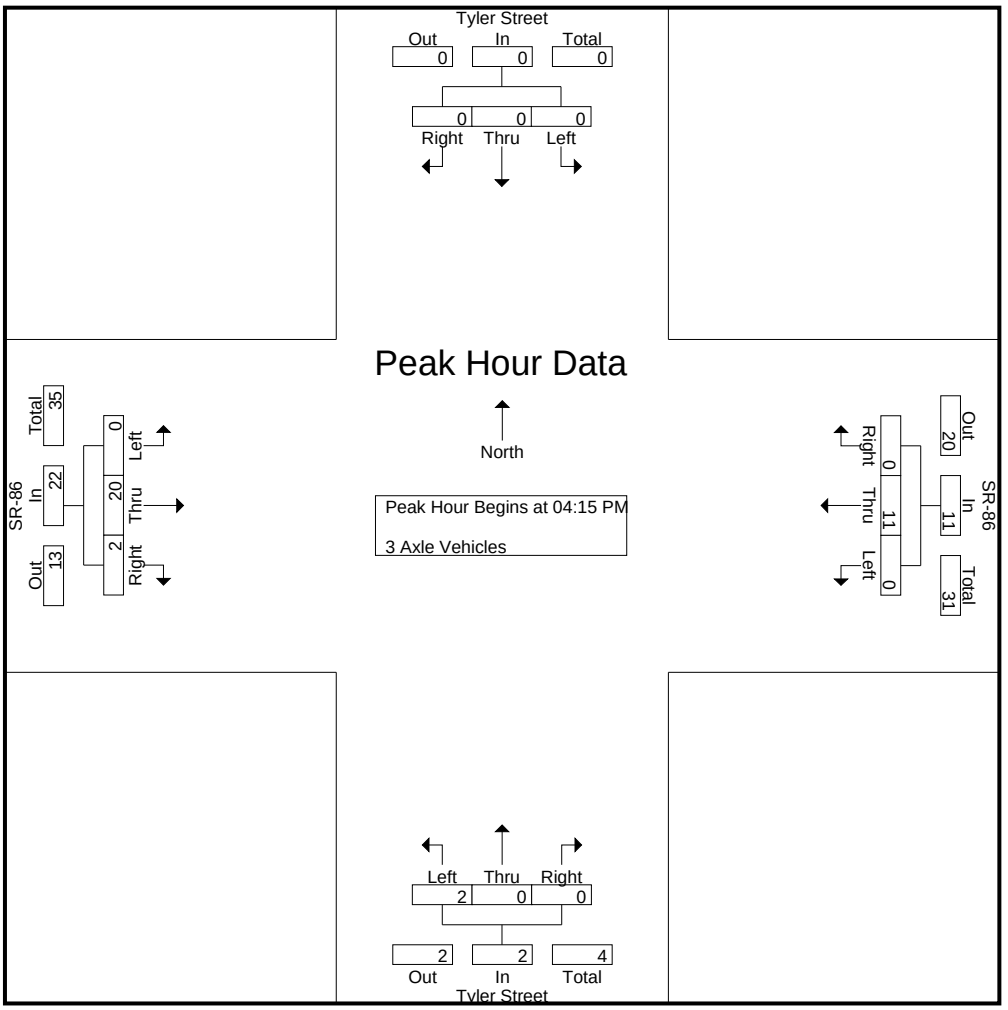

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	**1**	4
+15 mins.	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**	0	2	0	2
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	**9**	1	**10**
Total Volume	0	0	0	0	0	11	0	11	2	0	0	2	0	20	2	22
% App. Total	0	0	0		0	100	0		100	0	0		0	90.9	9.1	
PHF	.000	.000	.000	.000	.000	.458	.000	.458	.500	.000	.000	.500	.000	.556	.500	.550

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	2	23	0	25	0	0	0	0	0	8	1	9	35
04:15 PM	0	0	0	0	1	24	0	25	0	0	0	0	0	18	0	18	43
04:30 PM	0	0	0	0	0	24	0	24	1	0	0	1	0	10	0	10	35
04:45 PM	0	0	0	0	0	26	0	26	1	0	1	2	0	12	2	14	42
Total	0	0	1	1	3	97	0	100	2	0	1	3	0	48	3	51	155
05:00 PM	0	0	0	0	0	28	0	28	1	0	0	1	0	14	0	14	43
05:15 PM	0	0	0	0	0	21	0	21	0	0	0	0	0	12	0	12	33
05:30 PM	0	0	0	0	0	19	0	19	0	0	2	2	0	13	0	13	34
05:45 PM	0	0	0	0	0	23	0	23	1	0	0	1	0	9	0	9	33
Total	0	0	0	0	0	91	0	91	2	0	2	4	0	48	0	48	143
Grand Total	0	0	1	1	3	188	0	191	4	0	3	7	0	96	3	99	298
Apprch %	0	0	100		1.6	98.4	0		57.1	0	42.9		0	97	3		
Total %	0	0	0.3	0.3	1	63.1	0	64.1	1.3	0	1	2.3	0	32.2	1	33.2	

	Tyler Street Southbound				SR-86 Westbound				Tyler Street Northbound				SR-86 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**1**	24	0	25	0	0	0	0	0	**18**	0	**18**	**43**
04:30 PM	0	0	0	0	0	24	0	24	**1**	0	0	1	0	10	0	10	35
04:45 PM	0	0	0	0	0	26	0	26	1	0	**1**	**2**	0	12	**2**	14	42
05:00 PM	0	0	0	0	0	**28**	0	**28**	1	0	0	1	0	14	0	14	43
Total Volume	0	0	0	0	1	102	0	103	3	0	1	4	0	54	2	56	163
% App. Total	0	0	0		1	99	0		75	0	25		0	96.4	3.6		
PHF	.000	.000	.000	.000	.250	.911	.000	.920	.750	.000	.250	.500	.000	.750	.250	.778	.948

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City of Coachella
N/S: Tyler Street
E/W: SR-86
Weather: Clear

File Name : 47_COA_Tyler_SR86 PM
Site Code : 05722739
Start Date : 8/24/2022
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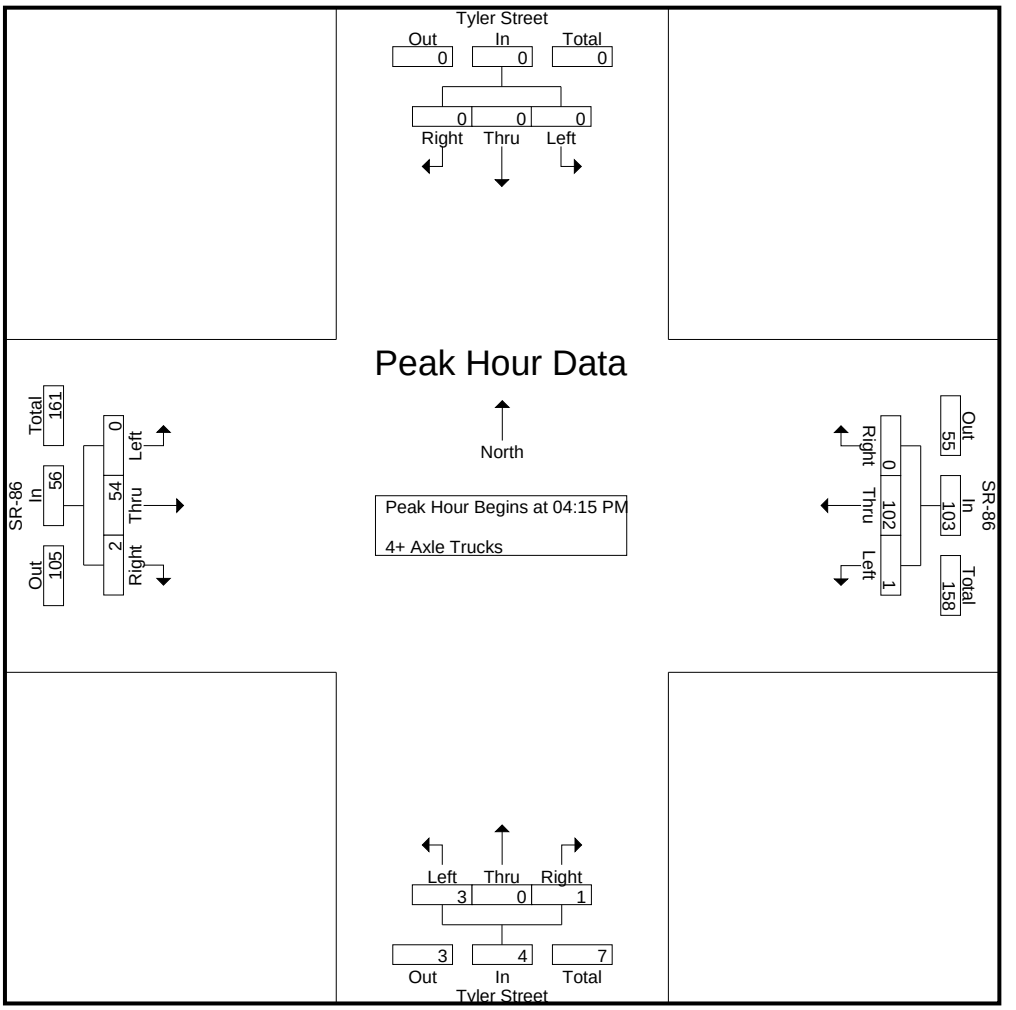

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	**1**	24	0	25	0	0	0	0	0	**18**	0	**18**
+15 mins.	0	0	0	0	0	24	0	24	**1**	0	0	1	0	10	0	10
+30 mins.	0	0	0	0	0	26	0	26	1	0	**1**	**2**	0	12	**2**	14
+45 mins.	0	0	0	0	0	**28**	0	**28**	1	0	0	1	0	14	0	14
Total Volume	0	0	0	0	1	102	0	103	3	0	1	4	0	54	2	56
% App. Total	0	0	0		1	99	0		75	0	25		0	96.4	3.6	
PHF	.000	.000	.000	.000	.250	.911	.000	.920	.750	.000	.250	.500	.000	.750	.250	.778

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City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	4	29	41	1	29	8	38	2	1	0	3	26	64	12	102	184
07:15 AM	7	2	25	34	0	40	10	50	3	1	0	4	33	69	7	109	197
07:30 AM	25	5	22	52	0	60	13	73	3	0	2	5	16	81	8	105	235
07:45 AM	29	6	35	70	1	88	23	112	4	1	1	6	24	115	13	152	340
Total	69	17	111	197	2	217	54	273	12	3	3	18	99	329	40	468	956
08:00 AM	33	3	35	71	2	89	24	115	4	0	0	4	29	108	5	142	332
08:15 AM	17	7	20	44	1	55	30	86	0	1	0	1	23	78	6	107	238
08:30 AM	4	1	32	37	0	53	10	63	3	0	2	5	20	51	9	80	185
08:45 AM	4	3	21	28	1	39	7	47	3	0	1	4	20	40	9	69	148
Total	58	14	108	180	4	236	71	311	10	1	3	14	92	277	29	398	903
Grand Total	127	31	219	377	6	453	125	584	22	4	6	32	191	606	69	866	1859
Apprch %	33.7	8.2	58.1		1	77.6	21.4		68.8	12.5	18.8		22.1	70	8		
Total %	6.8	1.7	11.8	20.3	0.3	24.4	6.7	31.4	1.2	0.2	0.3	1.7	10.3	32.6	3.7	46.6	
Passenger Vehicles	121	27	210	358	3	439	119	561	18	4	4	26	188	598	67	853	1798
% Passenger Vehicles	95.3	87.1	95.9	95	50	96.9	95.2	96.1	81.8	100	66.7	81.2	98.4	98.7	97.1	98.5	96.7
Large 2 Axle Vehicles	4	3	6	13	2	11	3	16	3	0	0	3	3	4	1	8	40
% Large 2 Axle Vehicles	3.1	9.7	2.7	3.4	33.3	2.4	2.4	2.7	13.6	0	0	9.4	1.6	0.7	1.4	0.9	2.2
3 Axle Vehicles	2	0	1	3	0	2	2	4	1	0	0	1	0	2	1	3	11
% 3 Axle Vehicles	1.6	0	0.5	0.8	0	0.4	1.6	0.7	4.5	0	0	3.1	0	0.3	1.4	0.3	0.6
4+ Axle Trucks	0	1	2	3	1	1	1	3	0	0	2	2	0	2	0	2	10
% 4+ Axle Trucks	0	3.2	0.9	0.8	16.7	0.2	0.8	0.5	0	0	33.3	6.2	0	0.3	0	0.2	0.5

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	5	22	52	0	60	13	73	3	0	**2**	5	16	81	8	105	235
07:45 AM	29	6	**35**	70	1	88	23	112	**4**	**1**	1	**6**	24	**115**	**13**	**152**	**340**
08:00 AM	**33**	3	35	**71**	**2**	**89**	24	**115**	4	0	0	4	**29**	108	5	142	332
08:15 AM	17	**7**	20	44	1	55	**30**	86	0	1	0	1	23	78	6	107	238
Total Volume	104	21	112	237	4	292	90	386	11	2	3	16	92	382	32	506	1145
% App. Total	43.9	8.9	47.3		1	75.6	23.3		68.8	12.5	18.8		18.2	75.5	6.3		
PHF	.788	.750	.800	.835	.500	.820	.750	.839	.688	.500	.375	.667	.793	.830	.615	.832	.842

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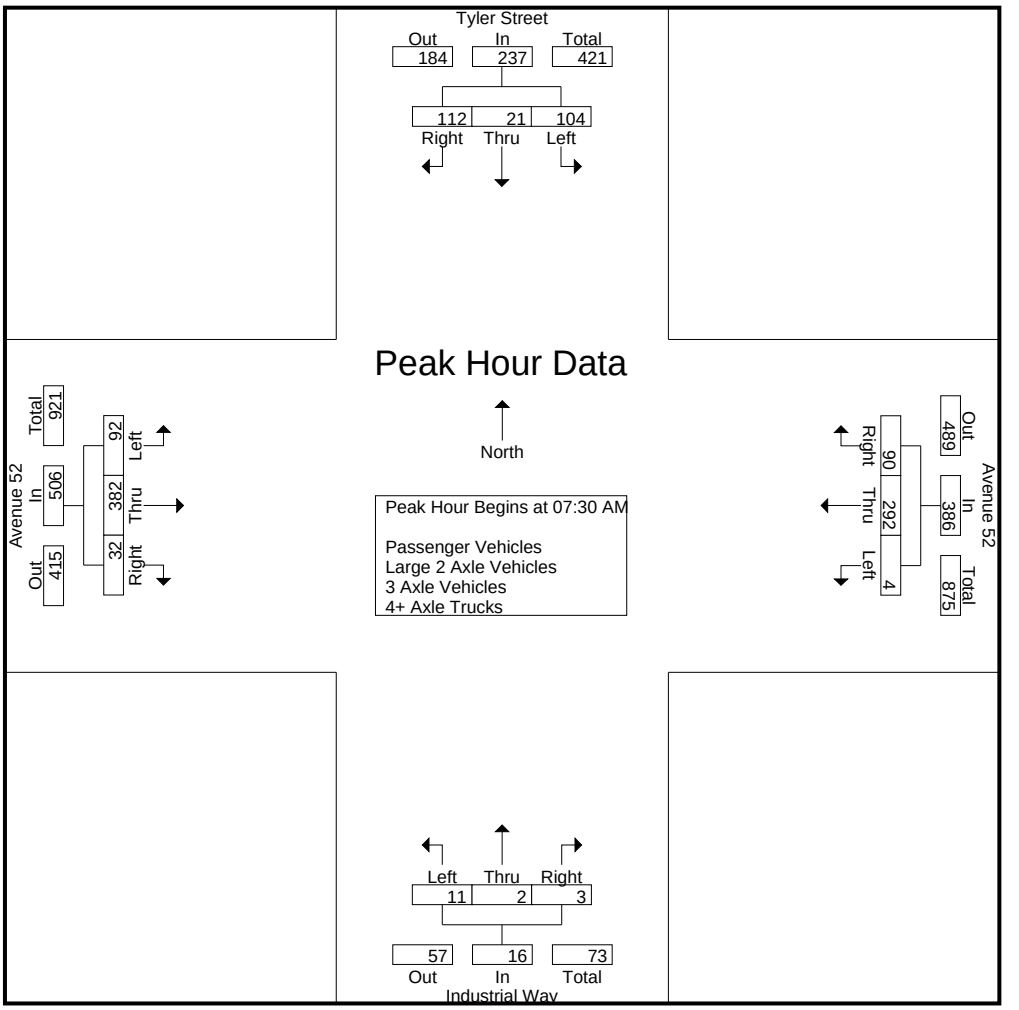
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	25	5	22	52	0	60	13	73	3	**1**	0	4	**33**	69	7	109
+15 mins.	29	6	**35**	70	1	88	23	112	3	0	**2**	5	16	81	8	105
+30 mins.	**33**	3	35	**71**	**2**	**89**	24	**115**	**4**	1	1	**6**	24	**115**	**13**	**152**
+45 mins.	17	**7**	20	44	1	55	**30**	86	4	0	0	4	29	108	5	142
Total Volume	104	21	112	237	4	292	90	386	14	2	3	19	102	373	33	508
% App. Total	43.9	8.9	47.3		1	75.6	23.3		73.7	10.5	15.8		20.1	73.4	6.5	
PHF	.788	.750	.800	.835	.500	.820	.750	.839	.875	.500	.375	.792	.773	.811	.635	.836

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File Name : 48_COA_Tyler_Ave 52 AM
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Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	3	29	39	0	28	7	35	2	1	0	3	26	62	12	100	177
07:15 AM	6	1	25	32	0	39	10	49	1	1	0	2	32	69	7	108	191
07:30 AM	24	5	20	49	0	59	11	70	2	0	2	4	16	81	7	104	227
07:45 AM	28	6	35	69	1	85	23	109	4	1	1	6	22	113	13	148	332
Total	65	15	109	189	1	211	51	263	9	3	3	15	96	325	39	460	927
08:00 AM	32	1	34	67	2	86	23	111	3	0	0	3	29	107	5	141	322
08:15 AM	16	7	19	42	0	54	29	83	0	1	0	1	23	78	6	107	233
08:30 AM	4	1	27	32	0	49	10	59	3	0	0	3	20	49	9	78	172
08:45 AM	4	3	21	28	0	39	6	45	3	0	1	4	20	39	8	67	144
Total	56	12	101	169	2	228	68	298	9	1	1	11	92	273	28	393	871
Grand Total	121	27	210	358	3	439	119	561	18	4	4	26	188	598	67	853	1798
Apprch %	33.8	7.5	58.7		0.5	78.3	21.2		69.2	15.4	15.4		22	70.1	7.9		
Total %	6.7	1.5	11.7	19.9	0.2	24.4	6.6	31.2	1	0.2	0.2	1.4	10.5	33.3	3.7	47.4	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	24	5	20	49	0	59	11	70	2	0	**2**	4	16	81	7	104	227
07:45 AM	28	6	**35**	**69**	1	85	23	109	**4**	**1**	1	**6**	22	**113**	**13**	**148**	**332**
08:00 AM	**32**	1	34	67	**2**	**86**	23	**111**	3	0	0	3	**29**	107	5	141	322
08:15 AM	16	**7**	19	42	0	54	**29**	83	0	1	0	1	23	78	6	107	233
Total Volume	100	19	108	227	3	284	86	373	9	2	3	14	90	379	31	500	1114
% App. Total	44.1	8.4	47.6		0.8	76.1	23.1		64.3	14.3	21.4		18	75.8	6.2		
PHF	.781	.679	.771	.822	.375	.826	.741	.840	.563	.500	.375	.583	.776	.838	.596	.845	.839

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File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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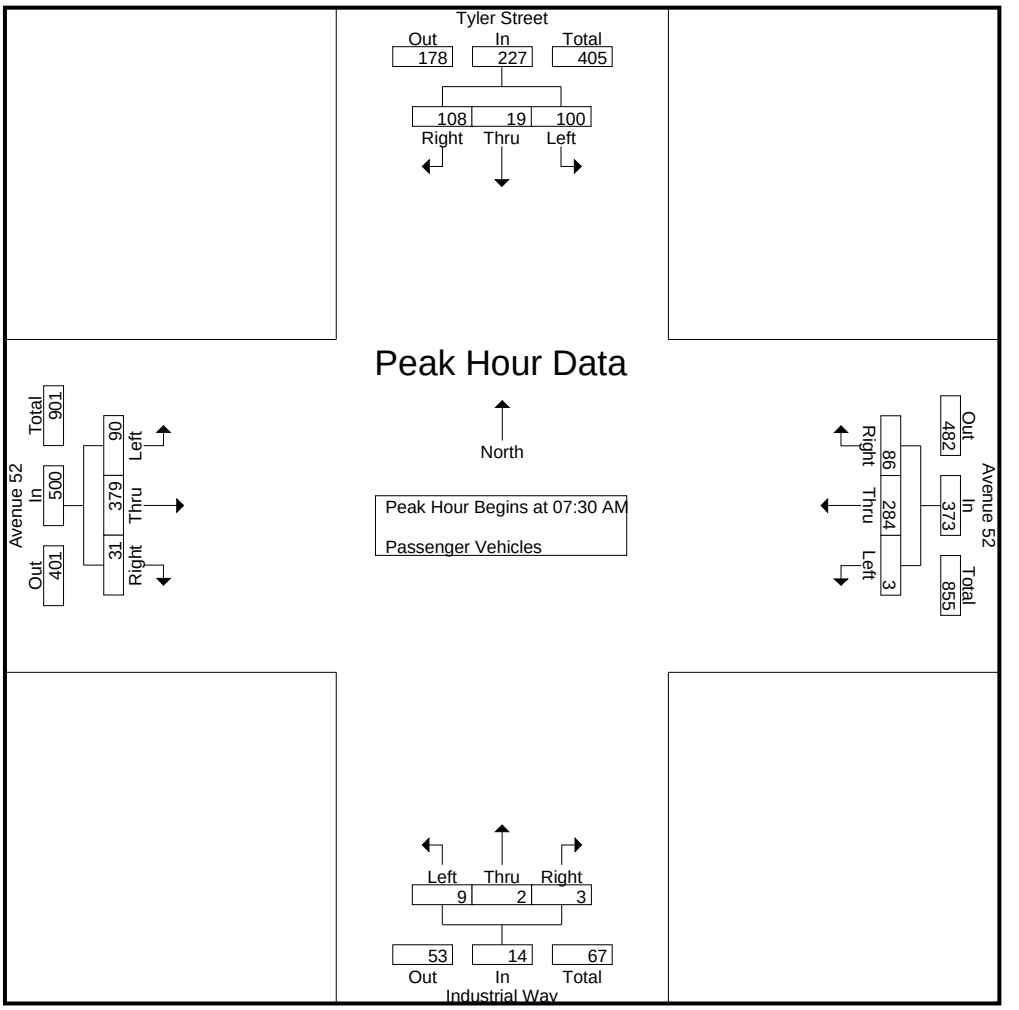

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	24	5	20	49	0	59	11	70	2	0	**2**	4	16	81	7	104
+15 mins.	28	6	**35**	**69**	1	85	23	109	**4**	**1**	1	**6**	22	**113**	**13**	**148**
+30 mins.	**32**	1	34	67	**2**	**86**	23	**111**	3	0	0	3	**29**	107	5	141
+45 mins.	16	**7**	19	42	0	54	**29**	83	0	1	0	1	23	78	6	107
Total Volume	100	19	108	227	3	284	86	373	9	2	3	14	90	379	31	500
% App. Total	44.1	8.4	47.6		0.8	76.1	23.1		64.3	14.3	21.4		18	75.8	6.2	
PHF	.781	.679	.771	.822	.375	.826	.741	.840	.563	.500	.375	.583	.776	.838	.596	.845

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File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	1	1	0	2	0	1	0	1	1	0	0	1	1	0	0	1	5
07:30 AM	1	0	1	2	0	1	2	3	1	0	0	1	0	0	1	1	7
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	2	1	0	3	6
Total	3	1	1	5	0	5	2	7	2	0	0	2	3	1	1	5	19
08:00 AM	1	2	1	4	0	3	0	3	1	0	0	1	0	1	0	1	9
08:15 AM	0	0	1	1	1	1	1	3	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	3	3	0	2	0	2	0	0	0	0	0	2	0	2	7
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	5	8	2	6	1	9	1	0	0	1	0	3	0	3	21
Grand Total	4	3	6	13	2	11	3	16	3	0	0	3	3	4	1	8	40
Apprch %	30.8	23.1	46.2		12.5	68.8	18.8		100	0	0		37.5	50	12.5		
Total %	10	7.5	15	32.5	5	27.5	7.5	40	7.5	0	0	7.5	7.5	10	2.5	20	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	2	0	1	**2**	**3**	**1**	0	0	**1**	0	0	**1**	1	7
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	**2**	**1**	0	**3**	6
08:00 AM	1	**2**	1	**4**	0	**3**	0	3	1	0	0	1	0	1	0	1	**9**
08:15 AM	0	0	1	1	**1**	1	1	3	0	0	0	0	0	0	0	0	4
Total Volume	3	2	3	8	1	7	3	11	2	0	0	2	2	2	1	5	26
% App. Total	37.5	25	37.5		9.1	63.6	27.3		100	0	0		40	40	20		
PHF	.750	.250	.750	.500	.250	.583	.375	.917	.500	.000	.000	.500	.250	.500	.250	.417	.722

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File Name : 48_COA_Tyler_Ave 52 AM
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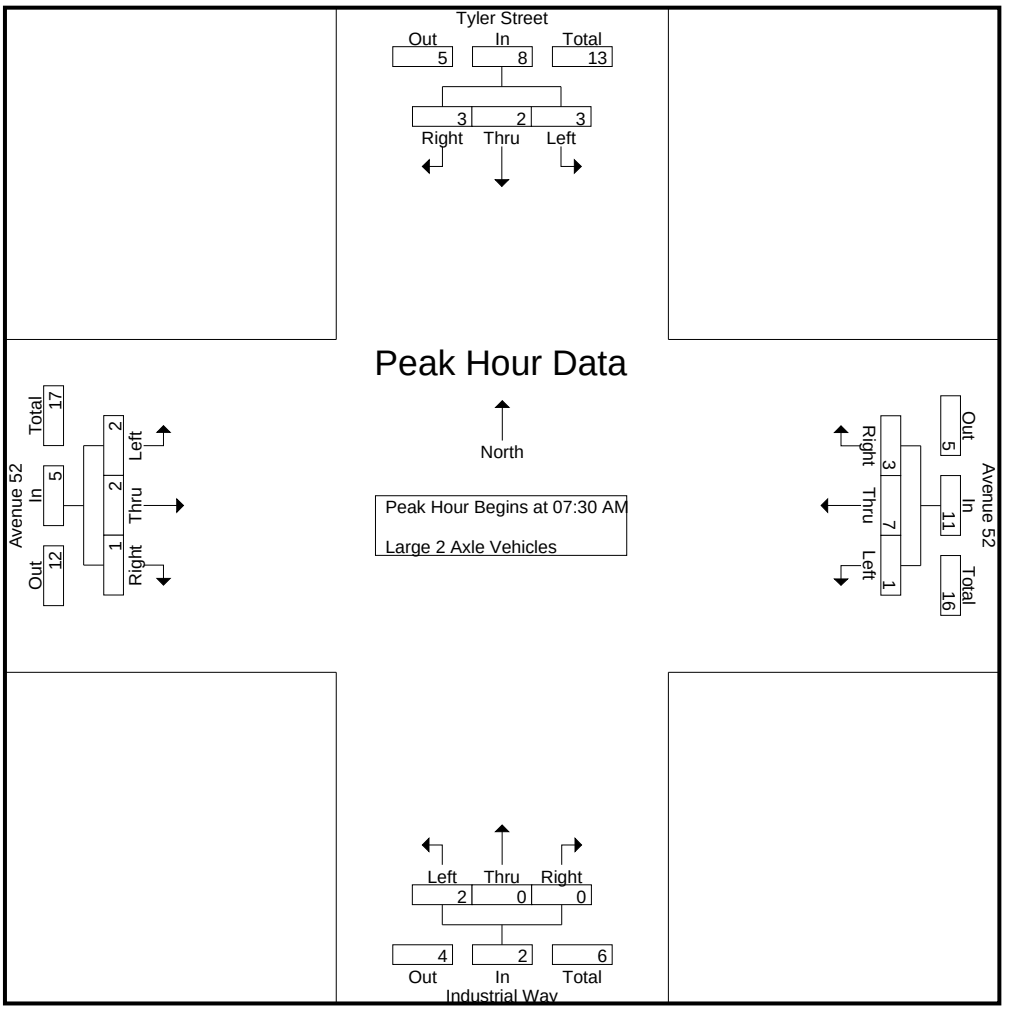

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	**1**	2	0	1	**2**	**3**	**1**	0	0	**1**	0	0	**1**	1
+15 mins.	1	0	0	1	0	2	0	2	0	0	0	0	**2**	**1**	0	**3**
+30 mins.	1	**2**	1	**4**	0	**3**	0	3	1	0	0	1	0	1	0	1
+45 mins.	0	0	1	1	**1**	1	1	3	0	0	0	0	0	0	0	0
Total Volume	3	2	3	8	1	7	3	11	2	0	0	2	2	2	1	5
% App. Total	37.5	25	37.5		9.1	63.6	27.3		100	0	0		40	40	20	
PHF	.750	.250	.750	.500	.250	.583	.375	.917	.500	.000	.000	.500	.250	.500	.250	.417

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City of Coachella
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File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	1	1	1	0	0	1	0	2	0	2	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	2	0	2	1	3	0	0	0	0	0	0	1	1	6
Grand Total	2	0	1	3	0	2	2	4	1	0	0	1	0	2	1	3	11
Apprch %	66.7	0	33.3		0	50	50		100	0	0		0	66.7	33.3		
Total %	18.2	0	9.1	27.3	0	18.2	18.2	36.4	9.1	0	0	9.1	0	18.2	9.1	27.3	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
08:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.750

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City of Coachella
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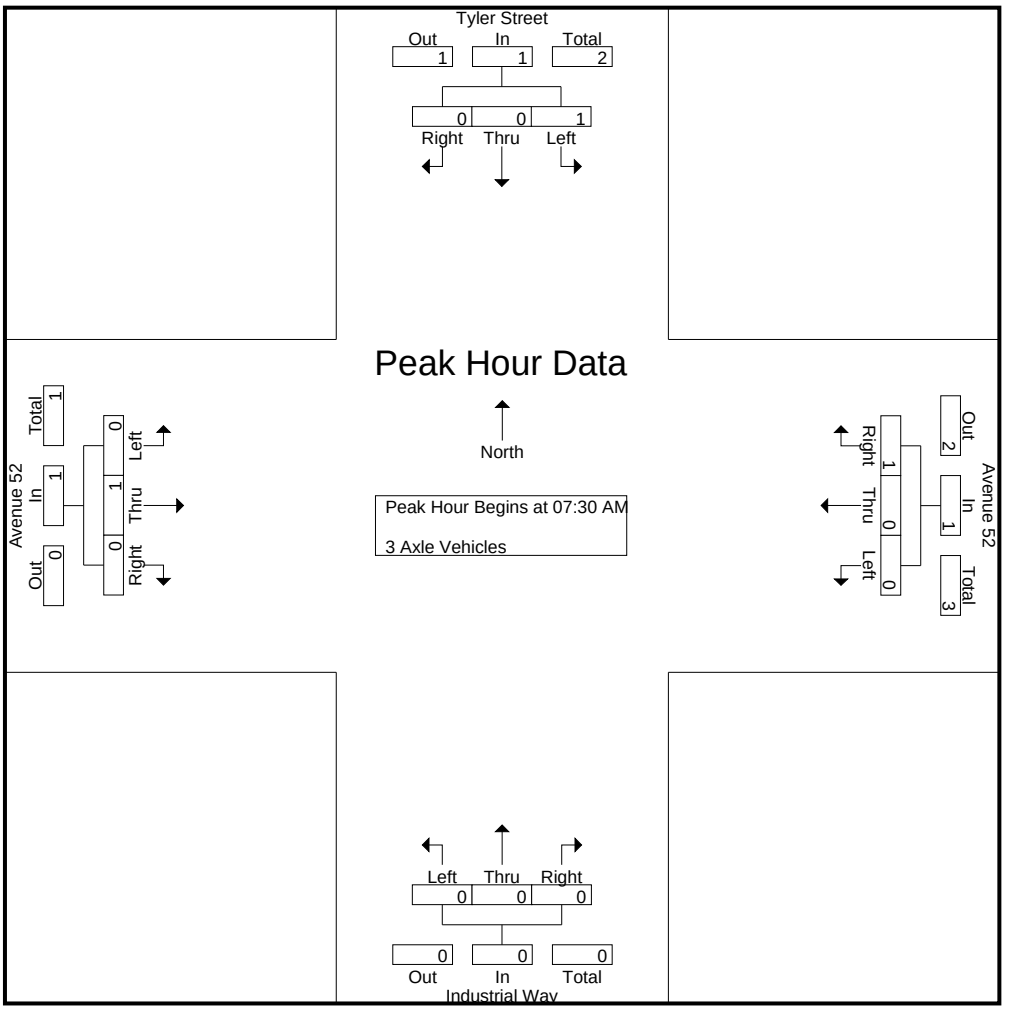
File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Coachella
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File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	1	1	0	2	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	1	1	0	0	1	1	0	0	2	2	0	1	0	1	5
Grand Total	0	1	2	3	1	1	1	3	0	0	2	2	0	2	0	2	10
Apprch %	0	33.3	66.7		33.3	33.3	33.3		0	0	100		0	100	0		
Total %	0	10	20	30	10	10	10	30	0	0	20	20	0	20	0	20	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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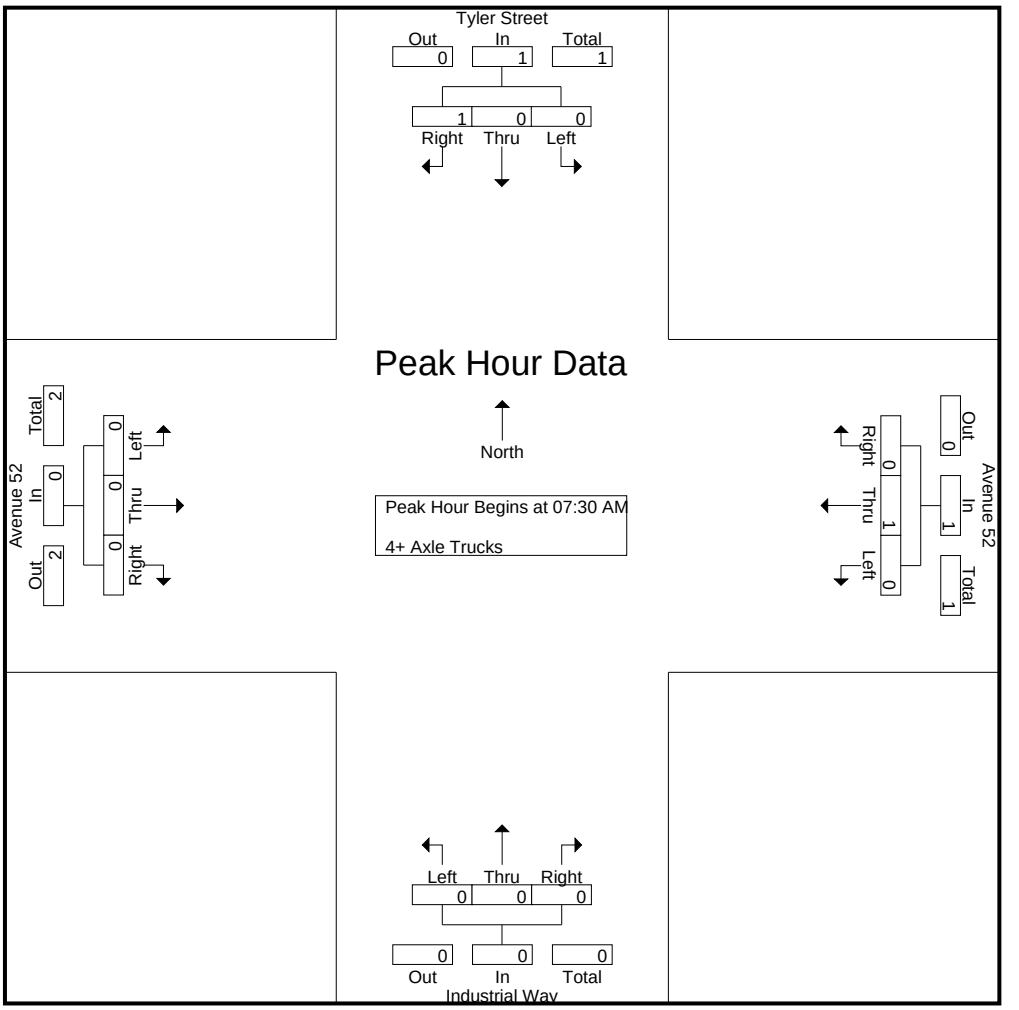
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	2	48	58	1	56	5	62	18	7	2	27	30	60	8	98	245
04:15 PM	5	3	35	43	1	59	8	68	11	5	0	16	29	52	2	83	210
04:30 PM	11	4	40	55	1	79	10	90	11	7	1	19	21	61	2	84	248
04:45 PM	7	1	38	46	0	61	15	76	3	3	0	6	28	60	6	94	222
Total	31	10	161	202	3	255	38	296	43	22	3	68	108	233	18	359	925
05:00 PM	10	3	43	56	0	58	13	71	11	10	0	21	18	44	1	63	211
05:15 PM	6	3	44	53	0	64	8	72	7	6	0	13	17	58	2	77	215
05:30 PM	10	2	43	55	0	50	13	63	6	2	1	9	19	53	4	76	203
05:45 PM	10	2	48	60	0	53	6	59	3	2	2	7	25	45	5	75	201
Total	36	10	178	224	0	225	40	265	27	20	3	50	79	200	12	291	830
Grand Total	67	20	339	426	3	480	78	561	70	42	6	118	187	433	30	650	1755
Apprch %	15.7	4.7	79.6		0.5	85.6	13.9		59.3	35.6	5.1		28.8	66.6	4.6		
Total %	3.8	1.1	19.3	24.3	0.2	27.4	4.4	32	4	2.4	0.3	6.7	10.7	24.7	1.7	37	
Passenger Vehicles	67	19	335	421	3	471	77	551	70	41	5	116	182	423	27	632	1720
% Passenger Vehicles	100	95	98.8	98.8	100	98.1	98.7	98.2	100	97.6	83.3	98.3	97.3	97.7	90	97.2	98
Large 2 Axle Vehicles	0	0	4	4	0	3	0	3	0	0	0	0	4	3	1	8	15
% Large 2 Axle Vehicles	0	0	1.2	0.9	0	0.6	0	0.5	0	0	0	0	2.1	0.7	3.3	1.2	0.9
3 Axle Vehicles	0	1	0	1	0	4	0	4	0	1	0	1	1	5	2	8	14
% 3 Axle Vehicles	0	5	0	0.2	0	0.8	0	0.7	0	2.4	0	0.8	0.5	1.2	6.7	1.2	0.8
4+ Axle Trucks	0	0	0	0	0	2	1	3	0	0	1	1	0	2	0	2	6
% 4+ Axle Trucks	0	0	0	0	0	0.4	1.3	0.5	0	0	16.7	0.8	0	0.5	0	0.3	0.3

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	2	**48**	**58**	**1**	56	5	62	**18**	**7**	**2**	**27**	**30**	60	**8**	**98**	245
04:15 PM	5	3	35	43	1	59	8	68	11	5	0	16	29	52	2	83	210
04:30 PM	**11**	**4**	40	55	1	**79**	10	**90**	11	7	1	19	21	**61**	2	84	**248**
04:45 PM	7	1	38	46	0	61	**15**	76	3	3	0	6	28	60	6	94	222
Total Volume	31	10	161	202	3	255	38	296	43	22	3	68	108	233	18	359	925
% App. Total	15.3	5	79.7		1	86.1	12.8		63.2	32.4	4.4		30.1	64.9	5		
PHF	.705	.625	.839	.871	.750	.807	.633	.822	.597	.786	.375	.630	.900	.955	.563	.916	.932

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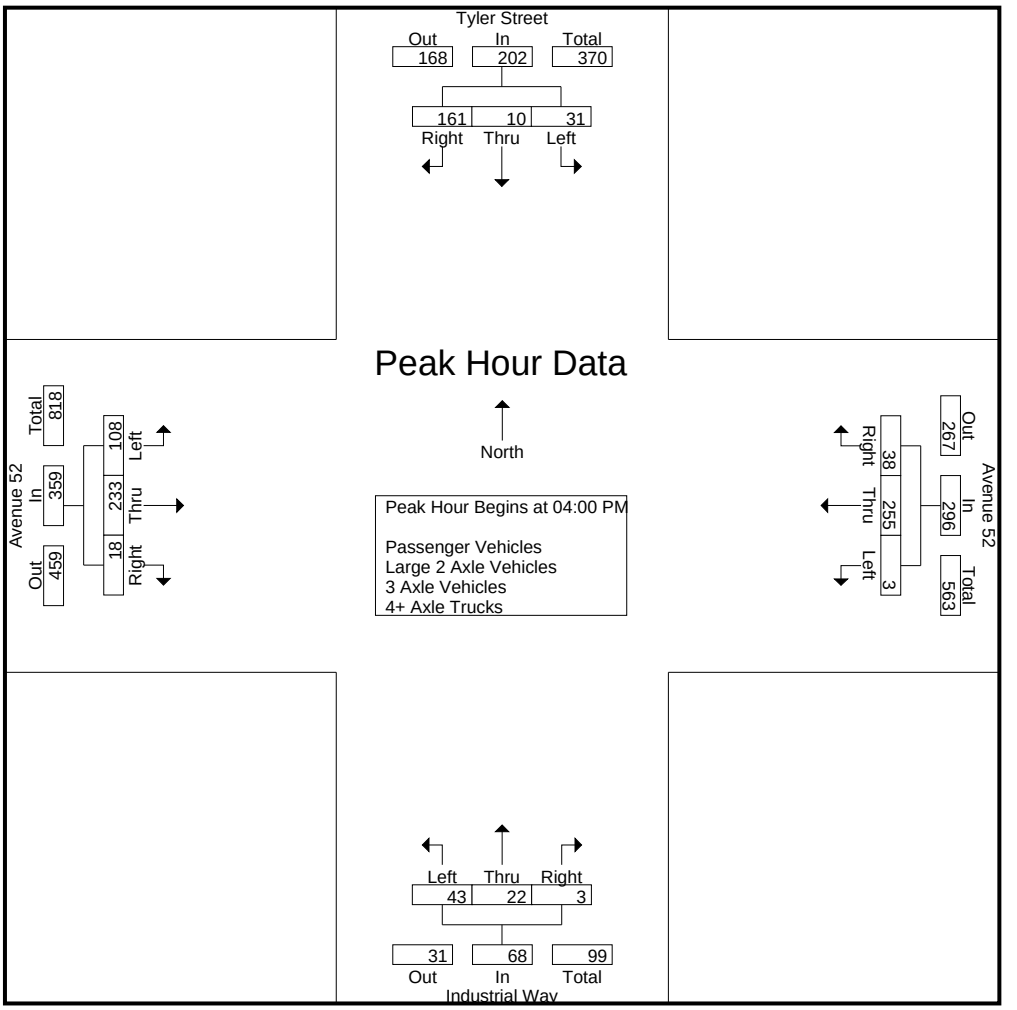
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	**10**	**3**	43	56	**1**	**79**	10	**90**	**18**	**7**	**2**	**27**	**30**	60	**8**	**98**
+15 mins.	6	3	44	53	0	61	**15**	76	11	5	0	16	29	52	2	83
+30 mins.	10	2	43	55	0	58	13	71	11	7	1	19	21	**61**	2	84
+45 mins.	10	2	**48**	**60**	0	64	8	72	3	3	0	6	28	60	6	94
Total Volume	36	10	178	224	1	262	46	309	43	22	3	68	108	233	18	359
% App. Total	16.1	4.5	79.5		0.3	84.8	14.9		63.2	32.4	4.4		30.1	64.9	5	
PHF	.900	.833	.927	.933	.250	.829	.767	.858	.597	.786	.375	.630	.900	.955	.563	.916

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City of Coachella
N/S: Tyler Street/Industrial Way
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File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	8	2	47	57	1	54	5	60	18	7	1	26	29	58	6	93	236
04:15 PM	5	3	34	42	1	58	8	67	11	4	0	15	29	52	2	83	207
04:30 PM	11	4	40	55	1	78	10	89	11	7	1	19	21	57	2	80	243
04:45 PM	7	1	38	46	0	58	14	72	3	3	0	6	26	59	5	90	214
Total	31	10	159	200	3	248	37	288	43	21	2	66	105	226	15	346	900
05:00 PM	10	3	42	55	0	56	13	69	11	10	0	21	18	42	1	61	206
05:15 PM	6	3	44	53	0	64	8	72	7	6	0	13	17	58	2	77	215
05:30 PM	10	1	42	53	0	50	13	63	6	2	1	9	18	53	4	75	200
05:45 PM	10	2	48	60	0	53	6	59	3	2	2	7	24	44	5	73	199
Total	36	9	176	221	0	223	40	263	27	20	3	50	77	197	12	286	820
Grand Total	67	19	335	421	3	471	77	551	70	41	5	116	182	423	27	632	1720
Apprch %	15.9	4.5	79.6		0.5	85.5	14		60.3	35.3	4.3		28.8	66.9	4.3		
Total %	3.9	1.1	19.5	24.5	0.2	27.4	4.5	32	4.1	2.4	0.3	6.7	10.6	24.6	1.6	36.7	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	2	**47**	**57**	**1**	54	5	60	**18**	**7**	**1**	**26**	**29**	58	**6**	**93**	236
04:15 PM	5	3	34	42	1	58	8	67	11	4	0	15	29	52	2	83	207
04:30 PM	**11**	**4**	40	55	1	**78**	10	**89**	11	7	1	19	21	57	2	80	**243**
04:45 PM	7	1	38	46	0	58	**14**	72	3	3	0	6	26	**59**	5	90	214
Total Volume	31	10	159	200	3	248	37	288	43	21	2	66	105	226	15	346	900
% App. Total	15.5	5	79.5		1	86.1	12.8		65.2	31.8	3		30.3	65.3	4.3		
PHF	.705	.625	.846	.877	.750	.795	.661	.809	.597	.750	.500	.635	.905	.958	.625	.930	.926

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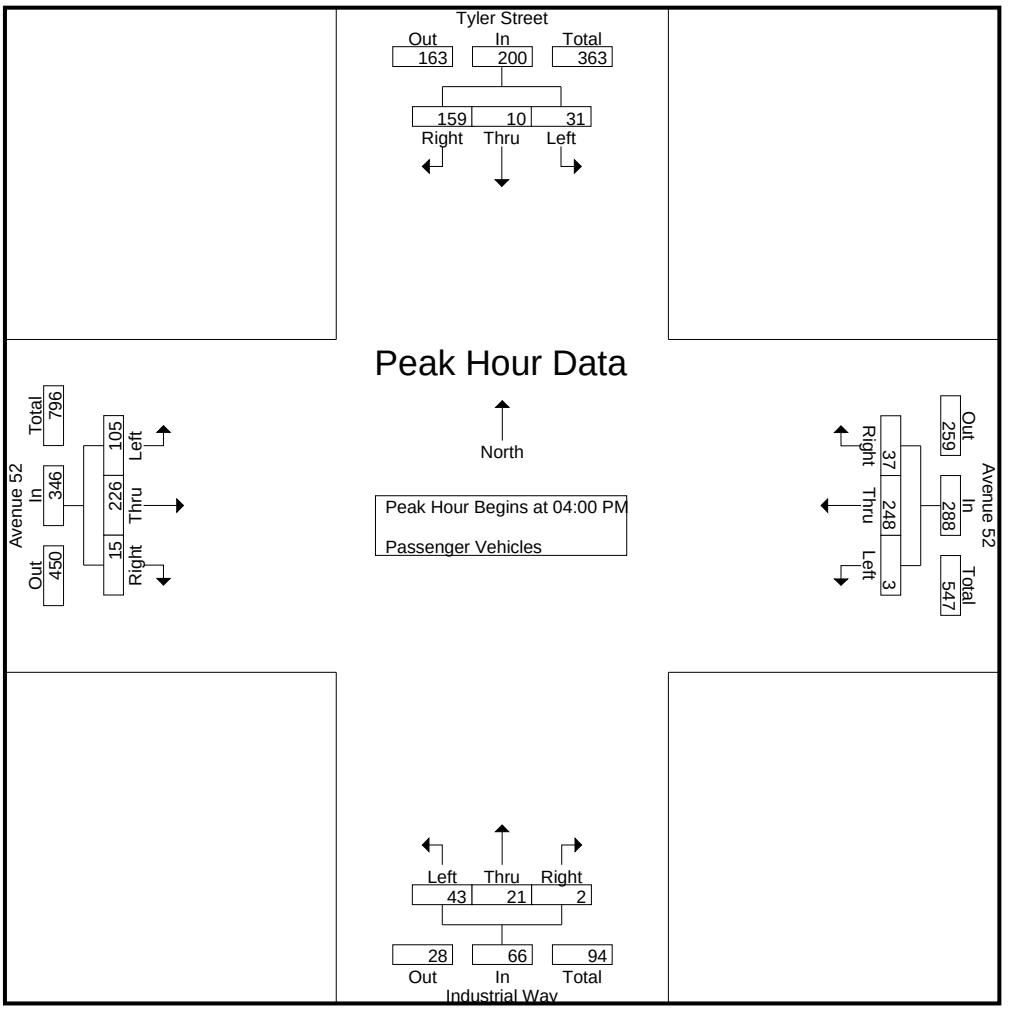
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	2	**47**	**57**	**1**	54	5	60	**18**	**7**	**1**	**26**	**29**	58	**6**	**93**
+15 mins.	5	3	34	42	1	58	8	67	11	4	0	15	29	52	2	83
+30 mins.	**11**	**4**	40	55	1	**78**	10	**89**	11	7	1	19	21	57	2	80
+45 mins.	7	1	38	46	0	58	**14**	72	3	3	0	6	26	**59**	5	90
Total Volume	31	10	159	200	3	248	37	288	43	21	2	66	105	226	15	346
% App. Total	15.5	5	79.5		1	86.1	12.8		65.2	31.8	3		30.3	65.3	4.3	
PHF	.705	.625	.846	.877	.750	.795	.661	.809	.597	.750	.500	.635	.905	.958	.625	.930

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City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
Total	0	0	2	2	0	1	0	1	0	0	0	0	3	1	1	5	8
05:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	2	2	0	2	0	2	0	0	0	0	1	2	0	3	7
Grand Total	0	0	4	4	0	3	0	3	0	0	0	0	4	3	1	8	15
Apprch %	0	0	100		0	100	0		0	0	0		50	37.5	12.5		
Total %	0	0	26.7	26.7	0	20	0	20	0	0	0	0	26.7	20	6.7	53.3	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**1**	**3**	**3**
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	3	1	1	5	8
% App. Total	0	0	100		0	100	0		0	0	0		60	20	20		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.375	.250	.250	.417	.667

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City of Coachella
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File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
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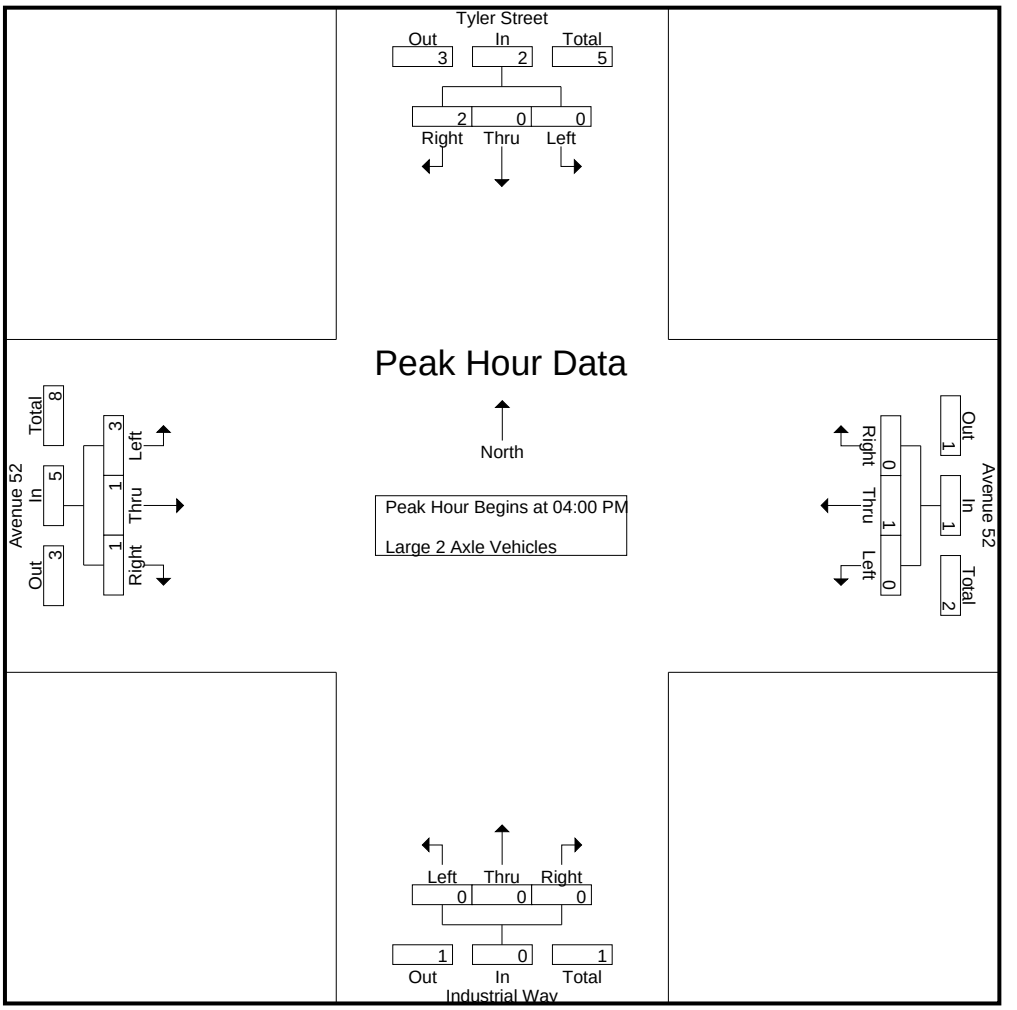

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**1**	**3**
Total Volume	0	0	2	2	0	1	0	1	0	0	0	0	3	1	1	5
% App. Total	0	0	100		0	100	0		0	0	0		60	20	20	
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.375	.250	.250	.417

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City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	4	6
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	0	4	0	1	0	1	0	5	2	7	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	1	0	1	0	4	0	4	0	1	0	1	1	5	2	8	14
Apprch %	0	100	0		0	100	0		0	100	0		12.5	62.5	25		
Total %	0	7.1	0	7.1	0	28.6	0	28.6	0	7.1	0	7.1	7.1	35.7	14.3	57.1	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	**2**	**4**	**6**
04:15 PM	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	1	0	1	0	5	2	7	12
% App. Total	0	0	0		0	100	0		0	100	0		0	71.4	28.6		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.625	.250	.438	.500

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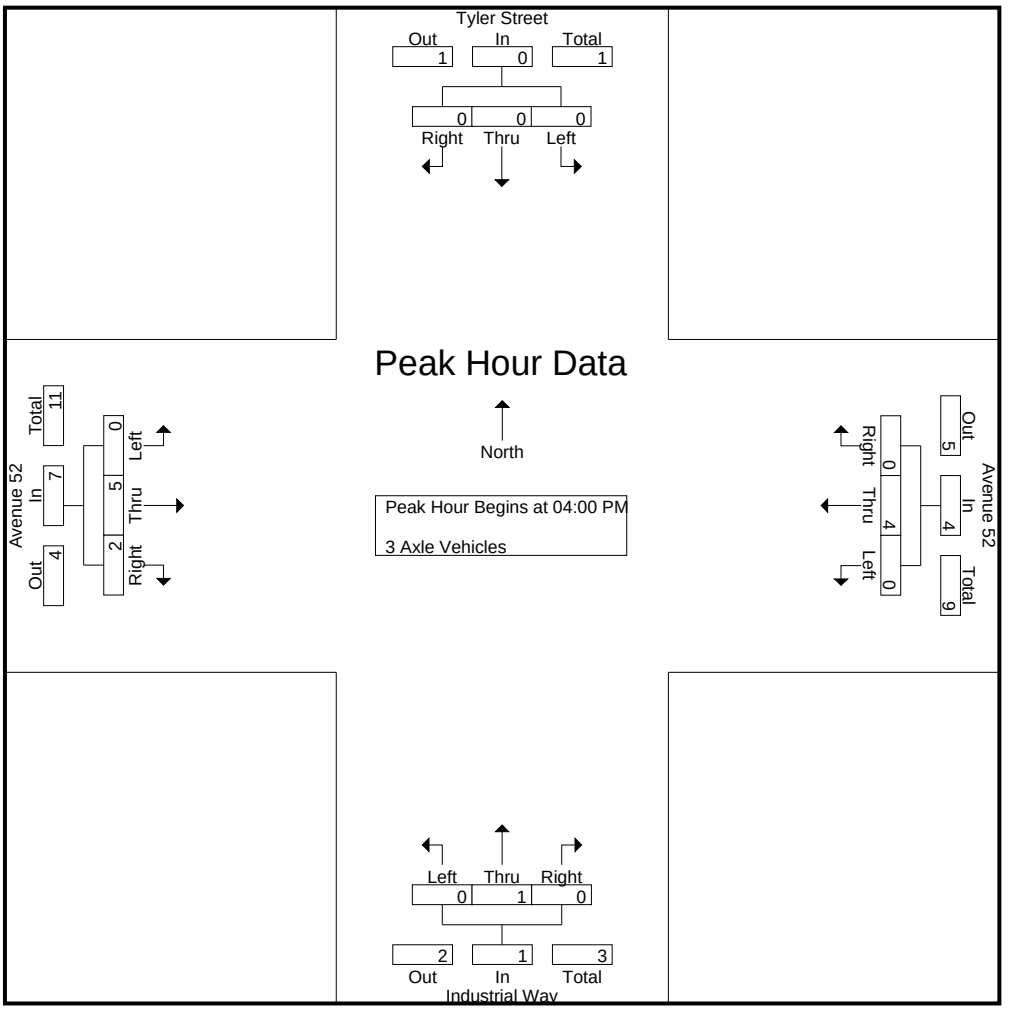
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	**2**	**4**
+15 mins.	0	0	0	0	0	1	0	1	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	1	0	1	0	5	2	7
% App. Total	0	0	0		0	100	0		0	100	0		0	71.4	28.6	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.000	.625	.250	.438

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City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	2	1	3	0	0	1	1	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	2	1	3	0	0	1	1	0	2	0	2	6
Apprch %	0	0	0		0	66.7	33.3		0	0	100		0	100	0		
Total %	0	0	0	0	0	33.3	16.7	50	0	0	16.7	16.7	0	33.3	0	33.3	

	Tyler Street Southbound				Avenue 52 Westbound				Industrial Way Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	0	0	0	**3**
Total Volume	0	0	0	0	0	2	1	3	0	0	1	1	0	1	0	1	5
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250	.417

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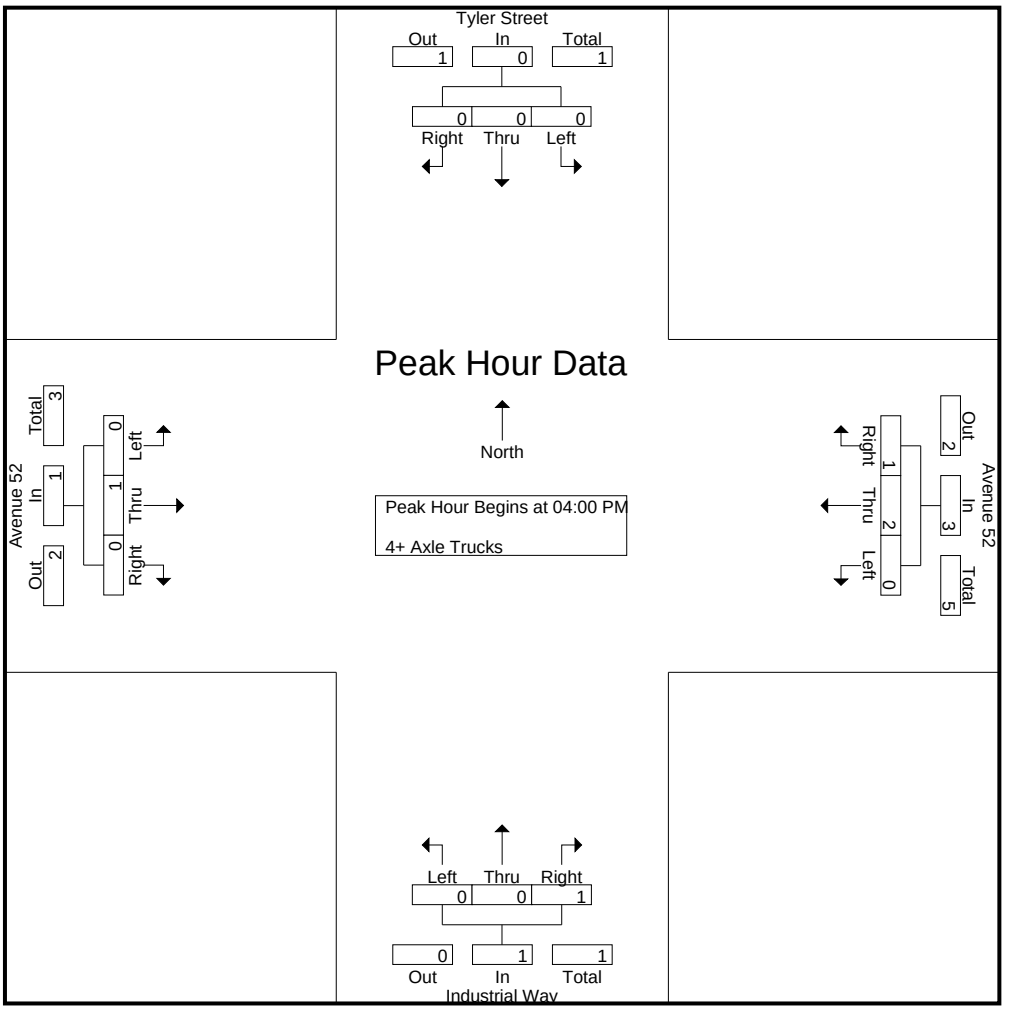
City of Coachella
N/S: Tyler Street/Industrial Way
E/W: Avenue 52
Weather: Clear

File Name : 48_COA_Tyler_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	0	0	1	1	0	1	0	1
% App. Total	0	0	0		0	66.7	33.3		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	1	1	0	2	4	0	3	7	0	2	0	2	13
07:15 AM	0	0	1	1	1	2	0	3	3	0	1	4	0	4	1	5	13
07:30 AM	0	1	0	1	2	2	0	4	5	1	0	6	0	2	3	5	16
07:45 AM	0	3	2	5	0	3	0	3	4	1	1	6	0	0	0	0	14
Total	0	5	4	9	4	8	0	12	16	2	5	23	0	8	4	12	56
08:00 AM	0	0	0	0	1	0	0	1	4	1	3	8	0	2	1	3	12
08:15 AM	0	1	3	4	0	3	0	3	3	0	0	3	0	0	2	2	12
08:30 AM	0	2	1	3	0	0	0	0	3	2	1	6	1	0	4	5	14
08:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	3	1	1	5	10
Total	0	3	4	7	1	5	0	6	13	3	4	20	4	3	8	15	48
Grand Total	0	8	8	16	5	13	0	18	29	5	9	43	4	11	12	27	104
Apprch %	0	50	50		27.8	72.2	0		67.4	11.6	20.9		14.8	40.7	44.4		
Total %	0	7.7	7.7	15.4	4.8	12.5	0	17.3	27.9	4.8	8.7	41.3	3.8	10.6	11.5	26	
Passenger Vehicles	0	8	8	16	5	10	0	15	27	5	9	41	4	11	9	24	96
% Passenger Vehicles	0	100	100	100	100	76.9	0	83.3	93.1	100	100	95.3	100	100	75	88.9	92.3
Large 2 Axle Vehicles	0	0	0	0	0	2	0	2	2	0	0	2	0	0	3	3	7
% Large 2 Axle Vehicles	0	0	0	0	0	15.4	0	11.1	6.9	0	0	4.7	0	0	25	11.1	6.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	7.7	0	5.6	0	0	0	0	0	0	0	0	1

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	1	2	1	1	0	2	4	0	**3**	**7**	0	2	0	2	13
07:15 AM	0	0	1	1	1	2	0	3	3	0	1	4	0	**4**	1	**5**	13
07:30 AM	0	1	0	1	**2**	2	0	**4**	**5**	**1**	0	6	0	2	**3**	5	**16**
07:45 AM	0	**3**	**2**	**5**	0	**3**	0	3	4	1	1	6	0	0	0	0	14
Total Volume	0	5	4	9	4	8	0	12	16	2	5	23	0	8	4	12	56
% App. Total	0	55.6	44.4		33.3	66.7	0		69.6	8.7	21.7		0	66.7	33.3		
PHF	.000	.417	.500	.450	.500	.667	.000	.750	.800	.500	.417	.821	.000	.500	.333	.600	.875

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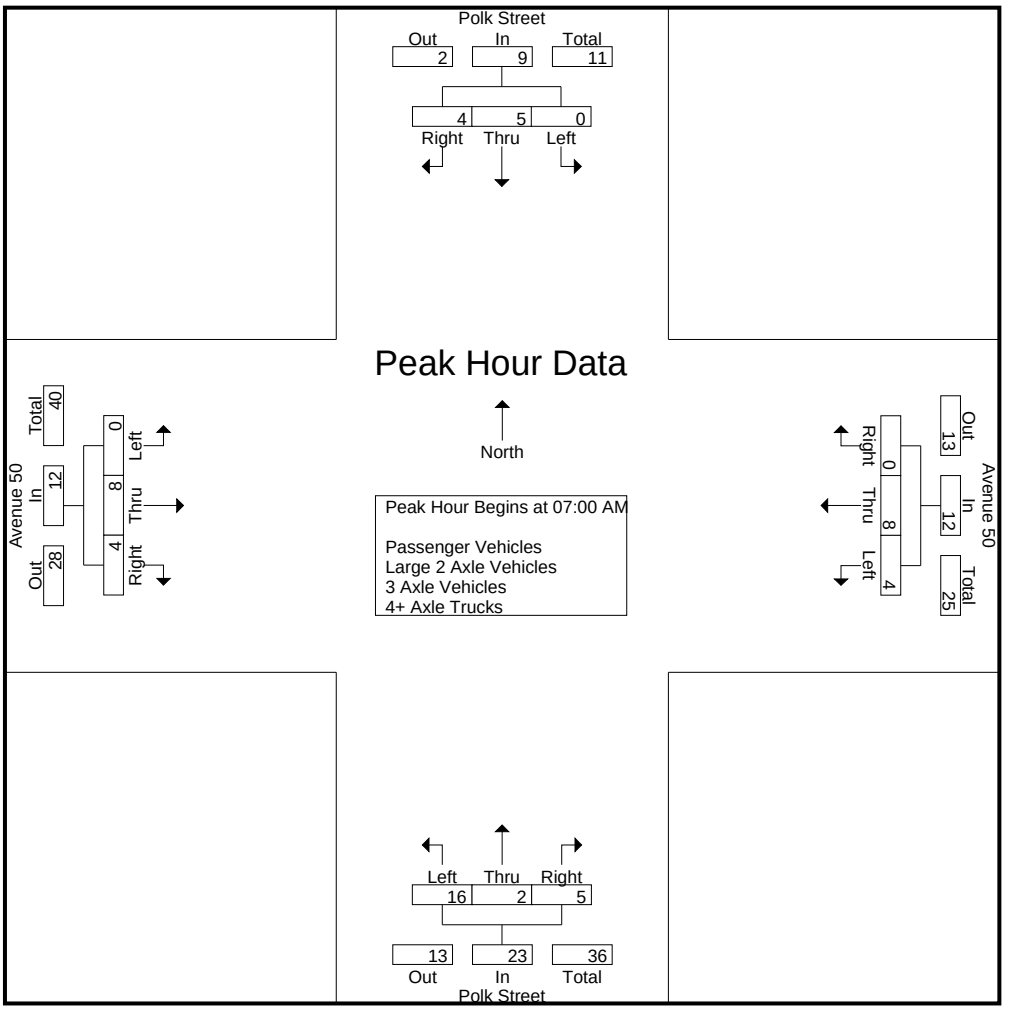
City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:15 AM				08:00 AM			
+0 mins.	0	**3**	2	**5**	1	1	0	2	3	0	1	4	0	**2**	1	3
+15 mins.	0	0	0	0	1	2	0	3	**5**	**1**	0	6	0	0	2	2
+30 mins.	0	1	**3**	4	**2**	2	0	**4**	4	1	1	6	1	0	**4**	**5**
+45 mins.	0	2	1	3	0	**3**	0	3	4	1	**3**	**8**	**3**	1	1	5
Total Volume	0	6	6	12	4	8	0	12	16	3	5	24	4	3	8	15
% App. Total	0	50	50		33.3	66.7	0		66.7	12.5	20.8		26.7	20	53.3	
PHF	.000	.500	.500	.600	.500	.667	.000	.750	.800	.750	.417	.750	.333	.375	.500	.750

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	1	1	0	2	4	0	3	7	0	2	0	2	13
07:15 AM	0	0	1	1	1	1	0	2	2	0	1	3	0	4	1	5	11
07:30 AM	0	1	0	1	2	2	0	4	4	1	0	5	0	2	2	4	14
07:45 AM	0	3	2	5	0	2	0	2	4	1	1	6	0	0	0	0	13
Total	0	5	4	9	4	6	0	10	14	2	5	21	0	8	3	11	51
08:00 AM	0	0	0	0	1	0	0	1	4	1	3	8	0	2	1	3	12
08:15 AM	0	1	3	4	0	2	0	2	3	0	0	3	0	0	1	1	10
08:30 AM	0	2	1	3	0	0	0	0	3	2	1	6	1	0	3	4	13
08:45 AM	0	0	0	0	0	2	0	2	3	0	0	3	3	1	1	5	10
Total	0	3	4	7	1	4	0	5	13	3	4	20	4	3	6	13	45
Grand Total	0	8	8	16	5	10	0	15	27	5	9	41	4	11	9	24	96
Apprch %	0	50	50		33.3	66.7	0		65.9	12.2	22		16.7	45.8	37.5		
Total %	0	8.3	8.3	16.7	5.2	10.4	0	15.6	28.1	5.2	9.4	42.7	4.2	11.5	9.4	25	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	1	2	1	1	0	2	**4**	0	**3**	**7**	0	2	0	2	13
07:15 AM	0	0	1	1	1	1	0	2	2	0	1	3	0	**4**	1	**5**	11
07:30 AM	0	1	0	1	**2**	**2**	0	**4**	4	**1**	0	5	0	2	**2**	4	**14**
07:45 AM	0	**3**	**2**	**5**	0	2	0	2	4	1	1	6	0	0	0	0	13
Total Volume	0	5	4	9	4	6	0	10	14	2	5	21	0	8	3	11	51
% App. Total	0	55.6	44.4		40	60	0		66.7	9.5	23.8		0	72.7	27.3		
PHF	.000	.417	.500	.450	.500	.750	.000	.625	.875	.500	.417	.750	.000	.500	.375	.550	.911

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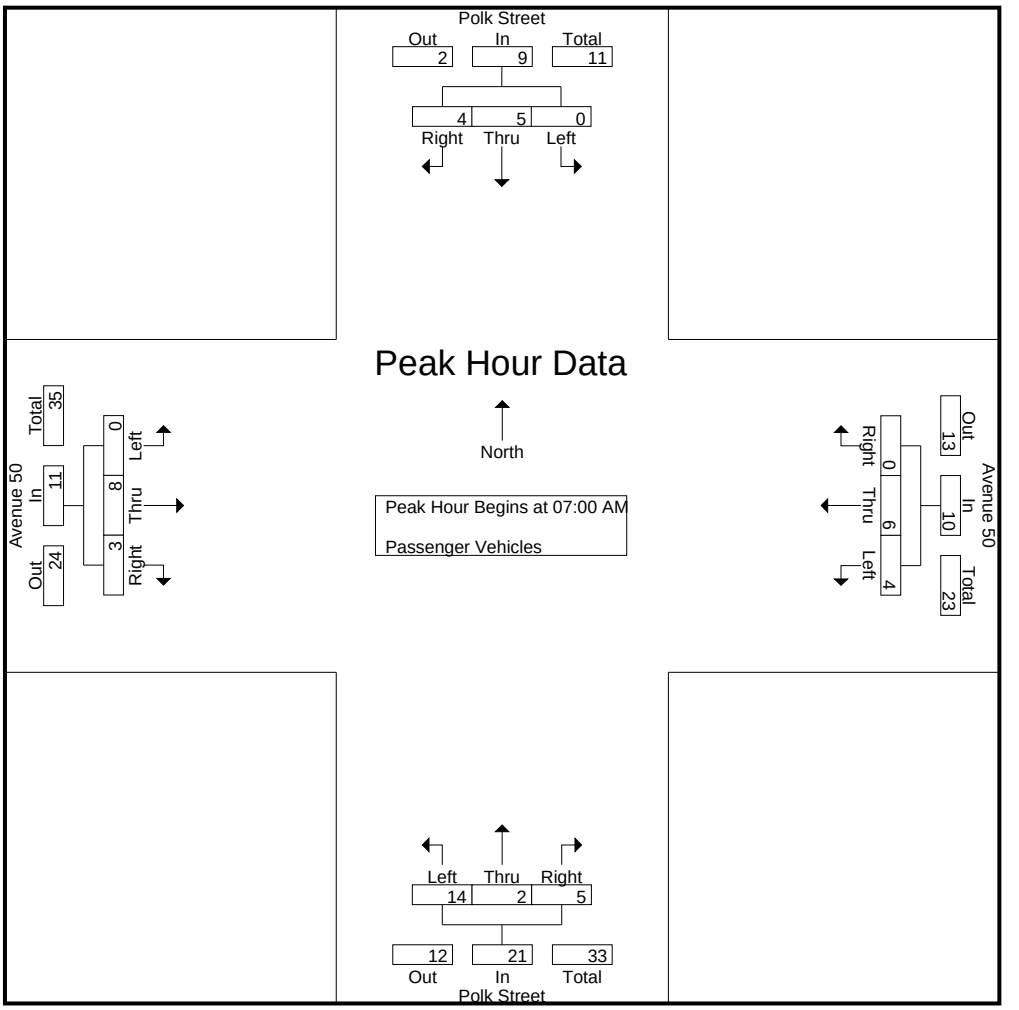
City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	1	2	1	1	0	2	**4**	0	**3**	**7**	0	2	0	2
+15 mins.	0	0	1	1	1	1	0	2	2	0	1	3	0	**4**	1	**5**
+30 mins.	0	1	0	1	**2**	**2**	0	**4**	4	**1**	0	5	0	2	**2**	4
+45 mins.	0	**3**	**2**	**5**	0	2	0	2	4	1	1	6	0	0	0	0
Total Volume	0	5	4	9	4	6	0	10	14	2	5	21	0	8	3	11
% App. Total	0	55.6	44.4		40	60	0		66.7	9.5	23.8		0	72.7	27.3	
PHF	.000	.417	.500	.450	.500	.750	.000	.625	.875	.500	.417	.750	.000	.500	.375	.550

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
Grand Total	0	0	0	0	0	2	0	2	2	0	0	2	0	0	3	3	7
Apprch %	0	0	0		0	100	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	28.6	0	28.6	28.6	0	0	28.6	0	0	42.9	42.9	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	1	1	4
% App. Total	0	0	0		0	100	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.250	.250	.500

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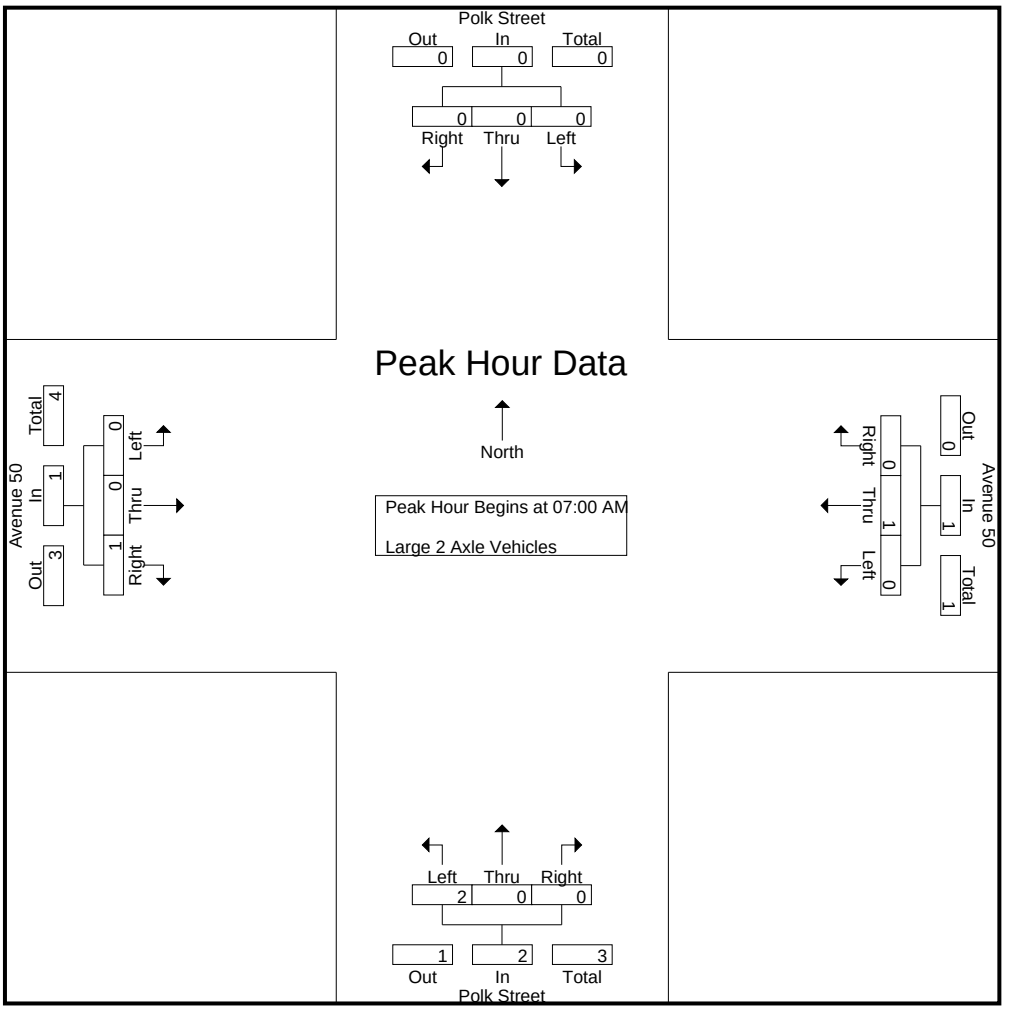
City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	1	1
% App. Total	0	0	0		0	100	0		100	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.250	.250

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
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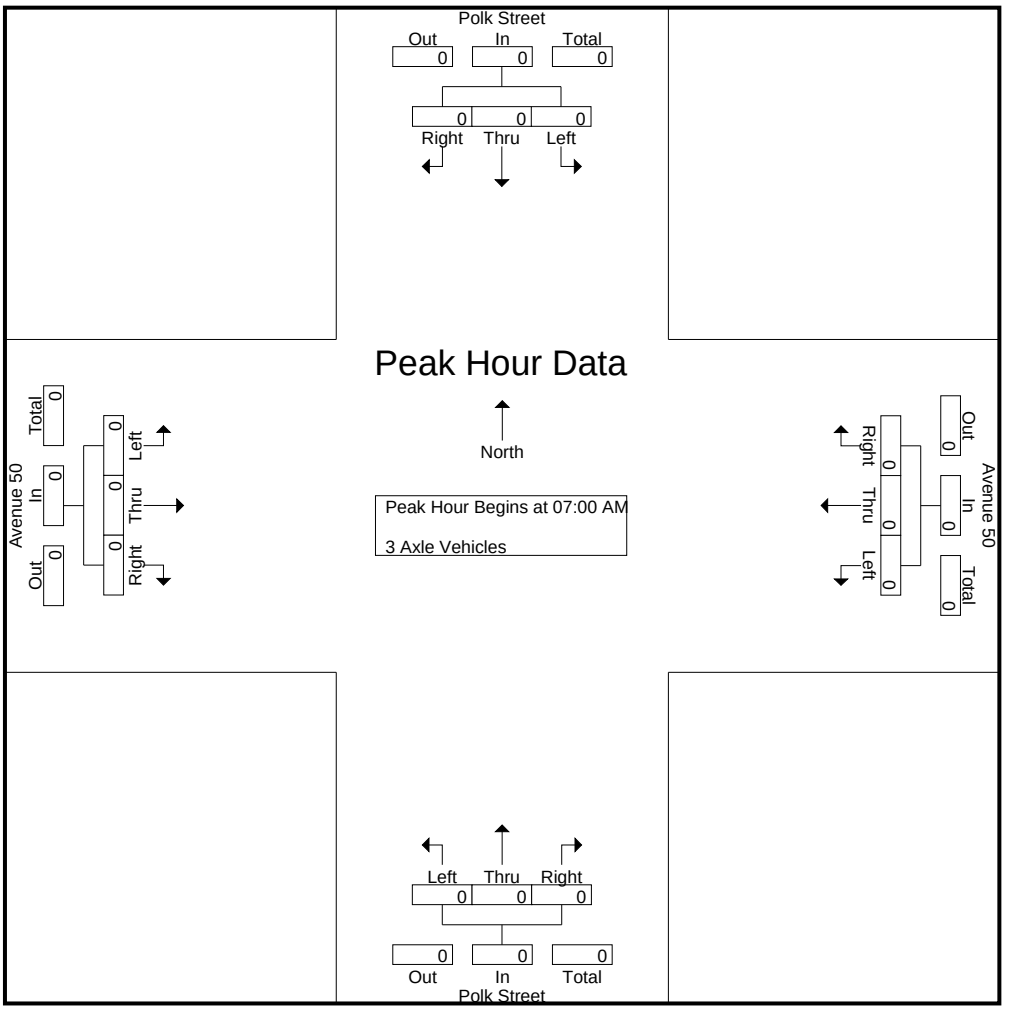

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 AM
Site Code : 05722739
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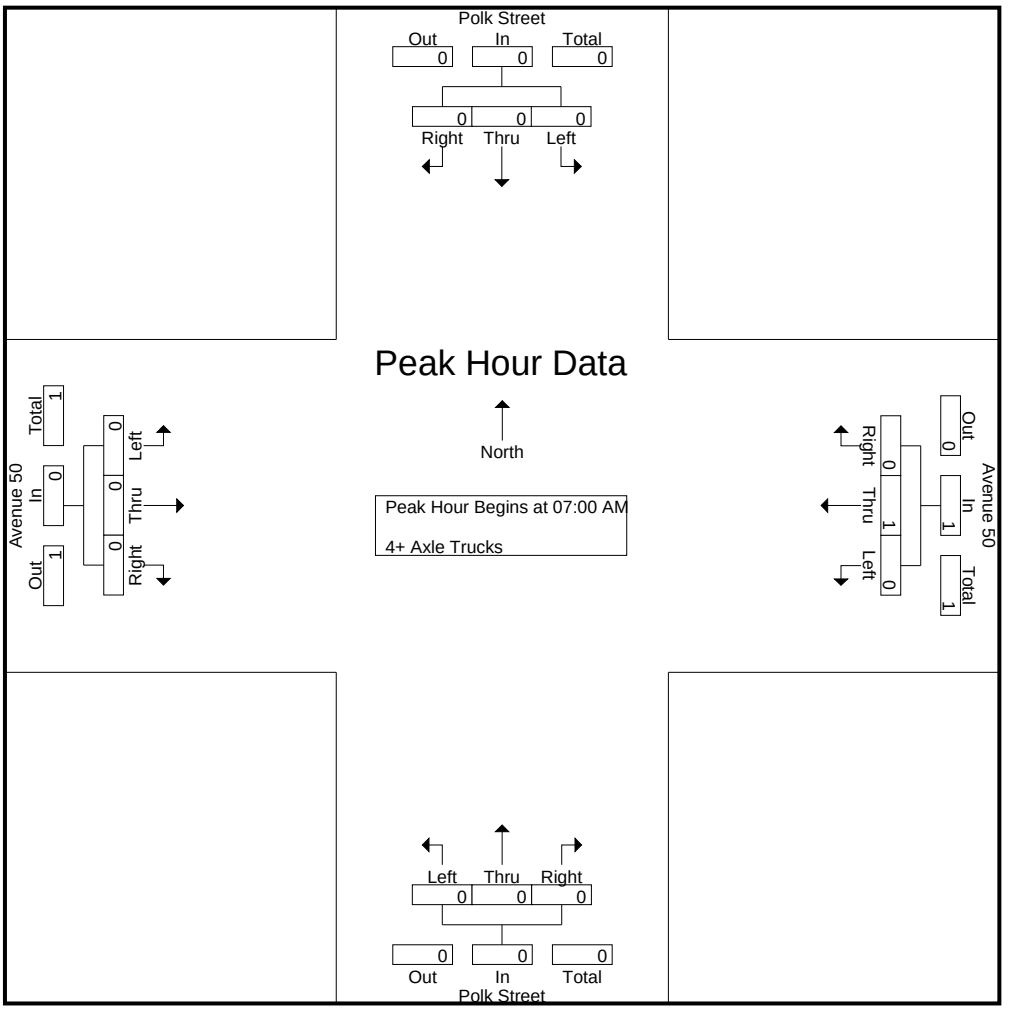

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	3	0	3	2	3	0	5	1	1	3	5	14
04:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	1	9	10	15
04:30 PM	1	0	1	2	0	2	1	3	2	0	0	2	3	3	2	8	15
04:45 PM	0	1	1	2	0	1	0	1	1	1	0	2	0	2	4	6	11
Total	1	1	4	6	0	10	1	11	5	4	0	9	4	7	18	29	55
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	2	4	6	9
05:15 PM	0	1	1	2	0	3	0	3	5	0	0	5	1	1	5	7	17
05:30 PM	0	1	1	2	0	1	0	1	2	0	0	2	0	0	4	4	9
05:45 PM	0	0	2	2	0	1	0	1	6	0	0	6	1	1	1	3	12
Total	0	2	4	6	0	6	0	6	14	1	0	15	2	4	14	20	47
Grand Total	1	3	8	12	0	16	1	17	19	5	0	24	6	11	32	49	102
Apprch %	8.3	25	66.7		0	94.1	5.9		79.2	20.8	0		12.2	22.4	65.3		
Total %	1	2.9	7.8	11.8	0	15.7	1	16.7	18.6	4.9	0	23.5	5.9	10.8	31.4	48	
Passenger Vehicles	1	3	8	12	0	15	1	16	19	5	0	24	6	11	31	48	100
% Passenger Vehicles	100	100	100	100	0	93.8	100	94.1	100	100	0	100	100	100	96.9	98	98
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
% 3 Axle Vehicles	0	0	0	0	0	6.2	0	5.9	0	0	0	0	0	0	3.1	2	2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	3	0	3	**2**	**3**	0	**5**	1	1	3	5	14
04:15 PM	0	0	1	1	0	**4**	0	**4**	0	0	0	0	0	1	**9**	**10**	**15**
04:30 PM	**1**	0	1	**2**	0	2	**1**	3	2	0	0	2	**3**	**3**	2	8	15
04:45 PM	0	**1**	1	2	0	1	0	1	1	1	0	2	0	2	4	6	11
Total Volume	1	1	4	6	0	10	1	11	5	4	0	9	4	7	18	29	55
% App. Total	16.7	16.7	66.7		0	90.9	9.1		55.6	44.4	0		13.8	24.1	62.1		
PHF	.250	.250	1.00	.750	.000	.625	.250	.688	.625	.333	.000	.450	.333	.583	.500	.725	.917

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City of Coachella
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Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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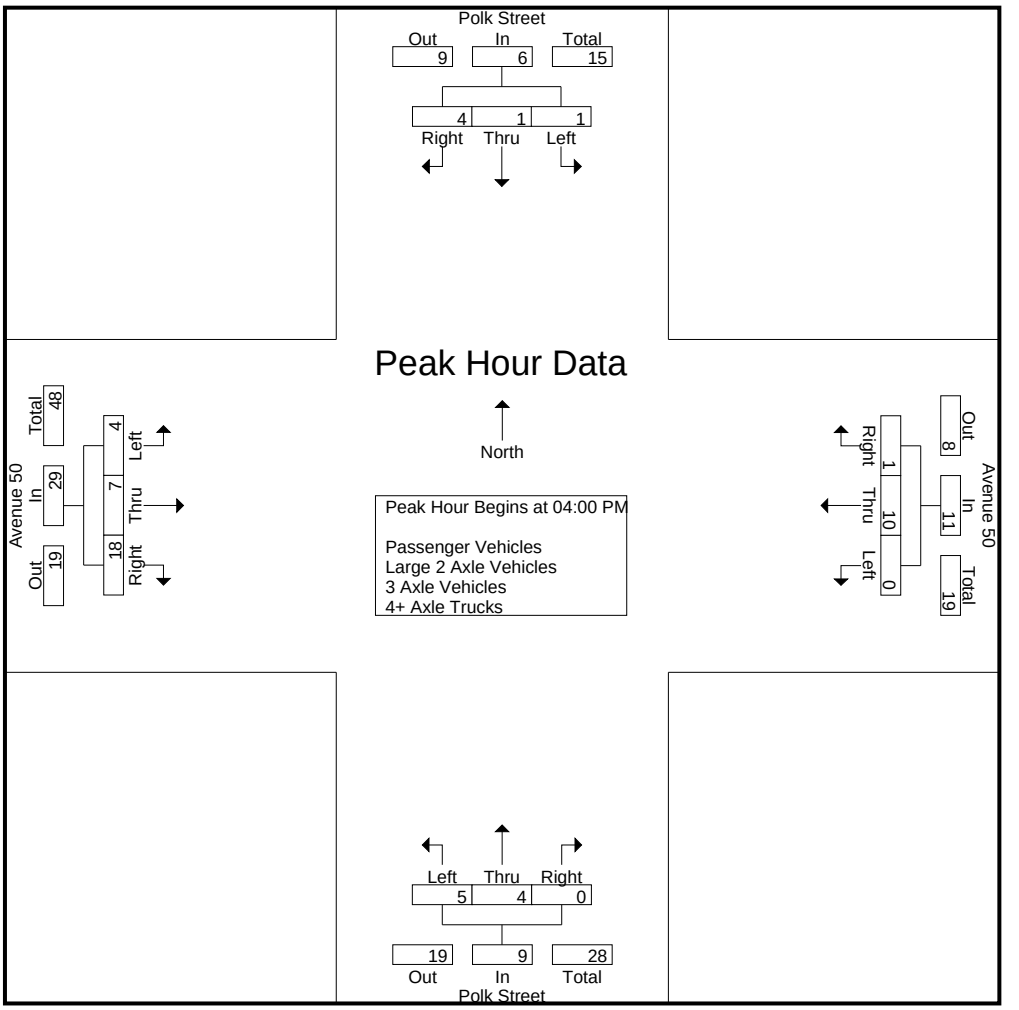

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:15 PM			
+0 mins.	0	0	**1**	1	0	3	0	3	1	**1**	0	2	0	1	**9**	**10**
+15 mins.	0	0	1	1	0	**4**	0	**4**	5	0	0	5	**3**	**3**	2	8
+30 mins.	**1**	0	1	**2**	0	2	**1**	3	2	0	0	2	0	2	4	6
+45 mins.	0	**1**	1	2	0	1	0	1	**6**	0	0	**6**	0	2	4	6
Total Volume	1	1	4	6	0	10	1	11	14	1	0	15	3	8	19	30
% App. Total	16.7	16.7	66.7		0	90.9	9.1		93.3	6.7	0		10	26.7	63.3	
PHF	.250	.250	1.000	.750	.000	.625	.250	.688	.583	.250	.000	.625	.250	.667	.528	.750

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City of Coachella
N/S: Polk Street
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Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	3	0	3	2	3	0	5	1	1	2	4	13
04:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	1	9	10	15
04:30 PM	1	0	1	2	0	2	1	3	2	0	0	2	3	3	2	8	15
04:45 PM	0	1	1	2	0	0	0	0	1	1	0	2	0	2	4	6	10
Total	1	1	4	6	0	9	1	10	5	4	0	9	4	7	17	28	53
05:00 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	2	4	6	9
05:15 PM	0	1	1	2	0	3	0	3	5	0	0	5	1	1	5	7	17
05:30 PM	0	1	1	2	0	1	0	1	2	0	0	2	0	0	4	4	9
05:45 PM	0	0	2	2	0	1	0	1	6	0	0	6	1	1	1	3	12
Total	0	2	4	6	0	6	0	6	14	1	0	15	2	4	14	20	47
Grand Total	1	3	8	12	0	15	1	16	19	5	0	24	6	11	31	48	100
Apprch %	8.3	25	66.7		0	93.8	6.2		79.2	20.8	0		12.5	22.9	64.6		
Total %	1	3	8	12	0	15	1	16	19	5	0	24	6	11	31	48	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	1	0	3	0	3	**2**	**3**	0	**5**	1	1	2	4	13
04:15 PM	0	0	1	1	0	**4**	0	**4**	0	0	0	0	0	1	**9**	**10**	**15**
04:30 PM	**1**	0	1	**2**	0	2	**1**	3	2	0	0	2	**3**	**3**	2	8	15
04:45 PM	0	**1**	1	2	0	0	0	0	1	1	0	2	0	2	4	6	10
Total Volume	1	1	4	6	0	9	1	10	5	4	0	9	4	7	17	28	53
% App. Total	16.7	16.7	66.7		0	90	10		55.6	44.4	0		14.3	25	60.7		
PHF	.250	.250	1.00	.750	.000	.563	.250	.625	.625	.333	.000	.450	.333	.583	.472	.700	.883

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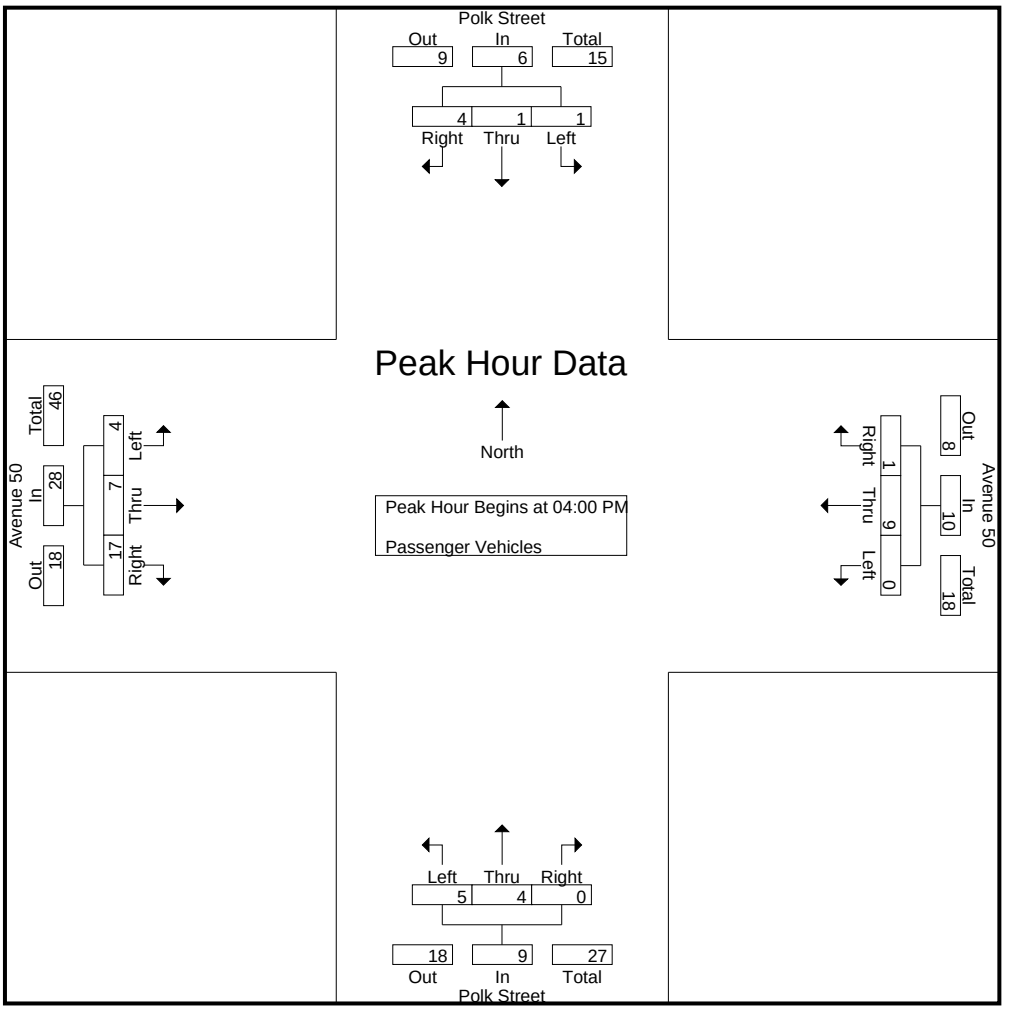

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	1	0	3	0	3	**2**	**3**	0	**5**	1	1	2	4
+15 mins.	0	0	1	1	0	**4**	0	**4**	0	0	0	0	0	1	**9**	**10**
+30 mins.	**1**	0	1	**2**	0	2	**1**	3	2	0	0	2	**3**	**3**	2	8
+45 mins.	0	**1**	1	2	0	0	0	0	1	1	0	2	0	2	4	6
Total Volume	1	1	4	6	0	9	1	10	5	4	0	9	4	7	17	28
% App. Total	16.7	16.7	66.7		0	90	10		55.6	44.4	0		14.3	25	60.7	
PHF	.250	.250	1.000	.750	.000	.563	.250	.625	.625	.333	.000	.450	.333	.583	.472	.700

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City of Coachella
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File Name : 49_COA_Polk_Ave 50 PM
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Groups Printed- Large 2 Axle Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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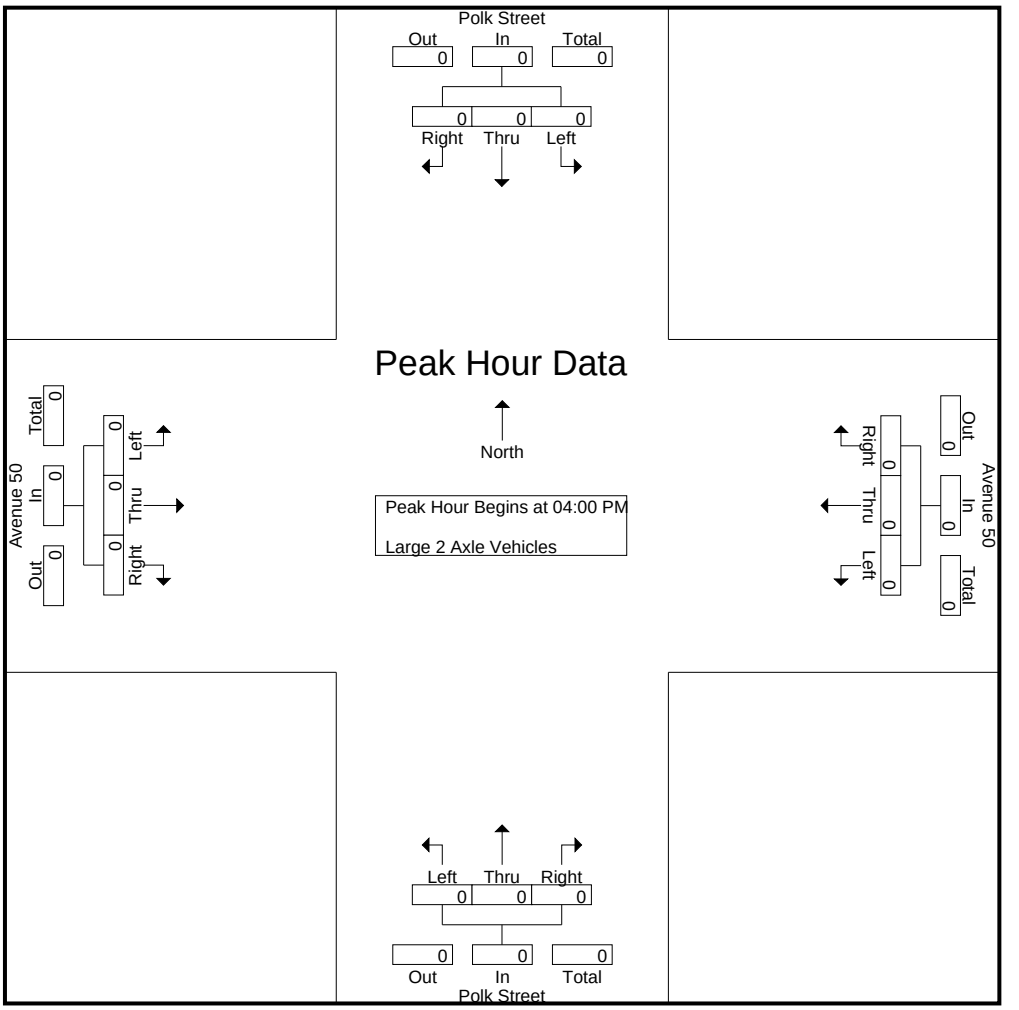

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Apprch %	0	0	0		0	100	0		0	0	0		0	0	100		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	0	50	50	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.500

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City of Coachella
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E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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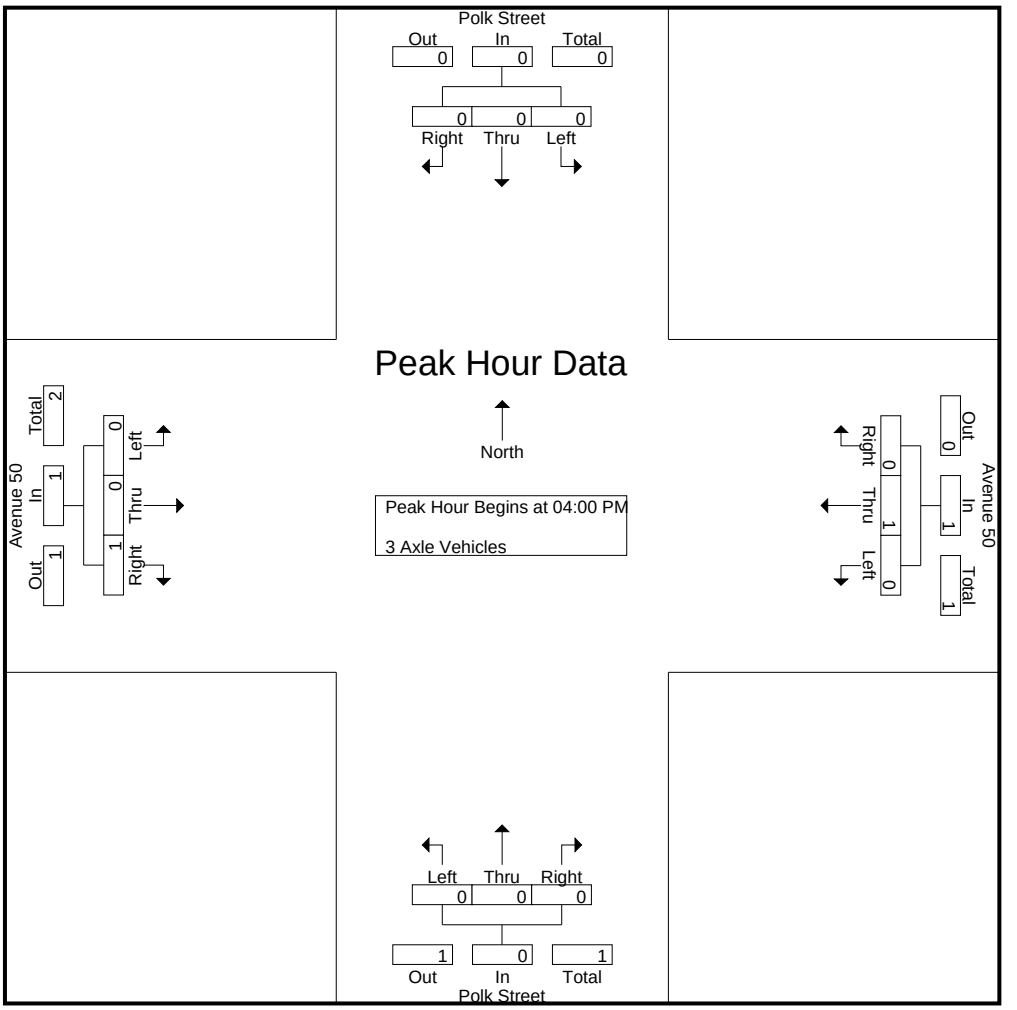

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Polk Street Southbound				Avenue 50 Westbound				Polk Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 50
Weather: Clear

File Name : 49_COA_Polk_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
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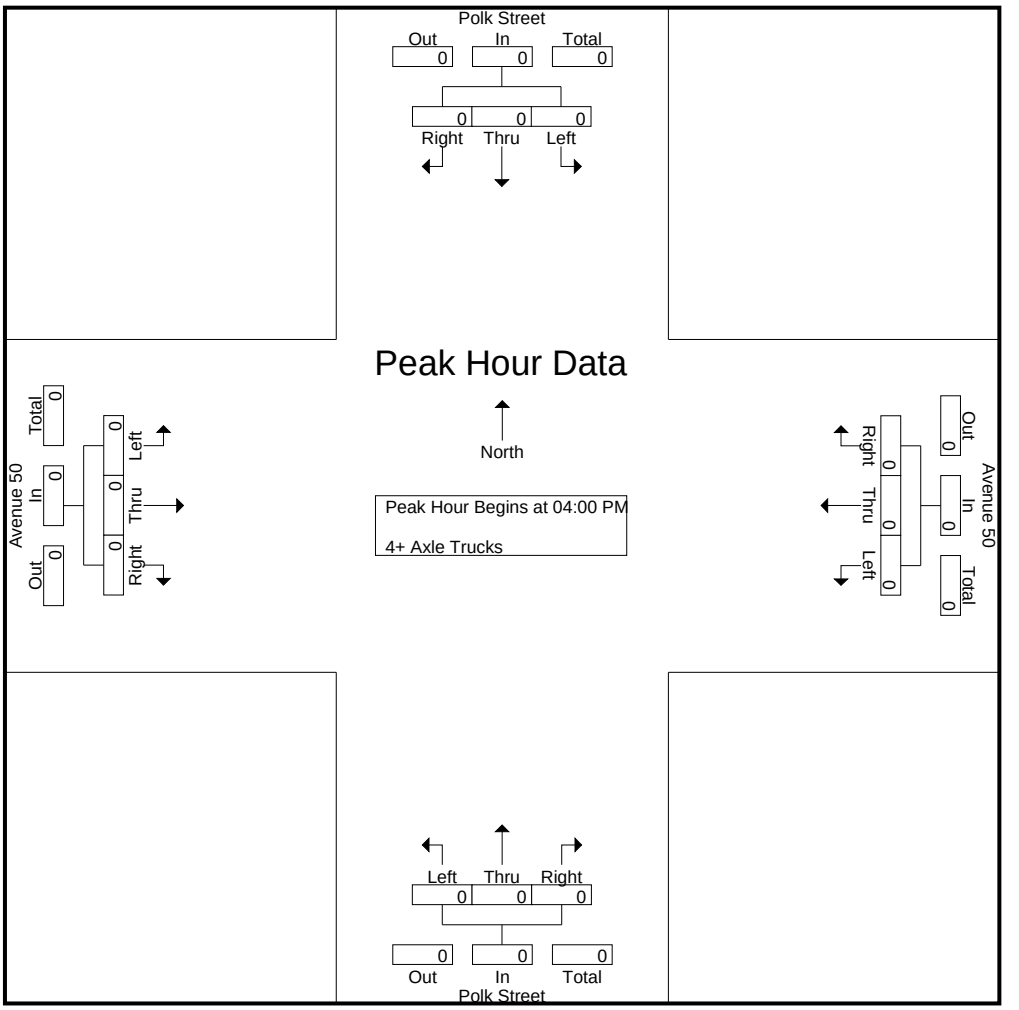

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	1	2	11	2	13	4	7	11	26
07:15 AM	0	1	1	14	0	14	3	5	8	23
07:30 AM	1	7	8	14	0	14	1	5	6	28
07:45 AM	0	7	7	16	0	16	4	5	9	32
Total	2	16	18	55	2	57	12	22	34	109
08:00 AM	0	3	3	12	3	15	5	9	14	32
08:15 AM	0	4	4	10	1	11	5	8	13	28
08:30 AM	3	4	7	11	0	11	5	6	11	29
08:45 AM	0	3	3	8	1	9	2	6	8	20
Total	3	14	17	41	5	46	17	29	46	109
Grand Total	5	30	35	96	7	103	29	51	80	218
Apprch %	14.3	85.7		93.2	6.8		36.2	63.8		
Total %	2.3	13.8	16.1	44	3.2	47.2	13.3	23.4	36.7	
Passenger Vehicles	4	28	32	96	7	103	28	48	76	211
% Passenger Vehicles	80	93.3	91.4	100	100	100	96.6	94.1	95	96.8
Large 2 Axle Vehicles	1	2	3	0	0	0	1	2	3	6
% Large 2 Axle Vehicles	20	6.7	8.6	0	0	0	3.4	3.9	3.8	2.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	1	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	2	1.2	0.5

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**7**	**7**	**16**	0	**16**	4	5	9	**32**
08:00 AM	0	3	3	12	**3**	15	**5**	**9**	**14**	32
08:15 AM	0	4	4	10	1	11	5	8	13	28
08:30 AM	**3**	4	7	11	0	11	5	6	11	29
Total Volume	3	18	21	49	4	53	19	28	47	121
% App. Total	14.3	85.7		92.5	7.5		40.4	59.6		
PHF	.250	.643	.750	.766	.333	.828	.950	.778	.839	.945

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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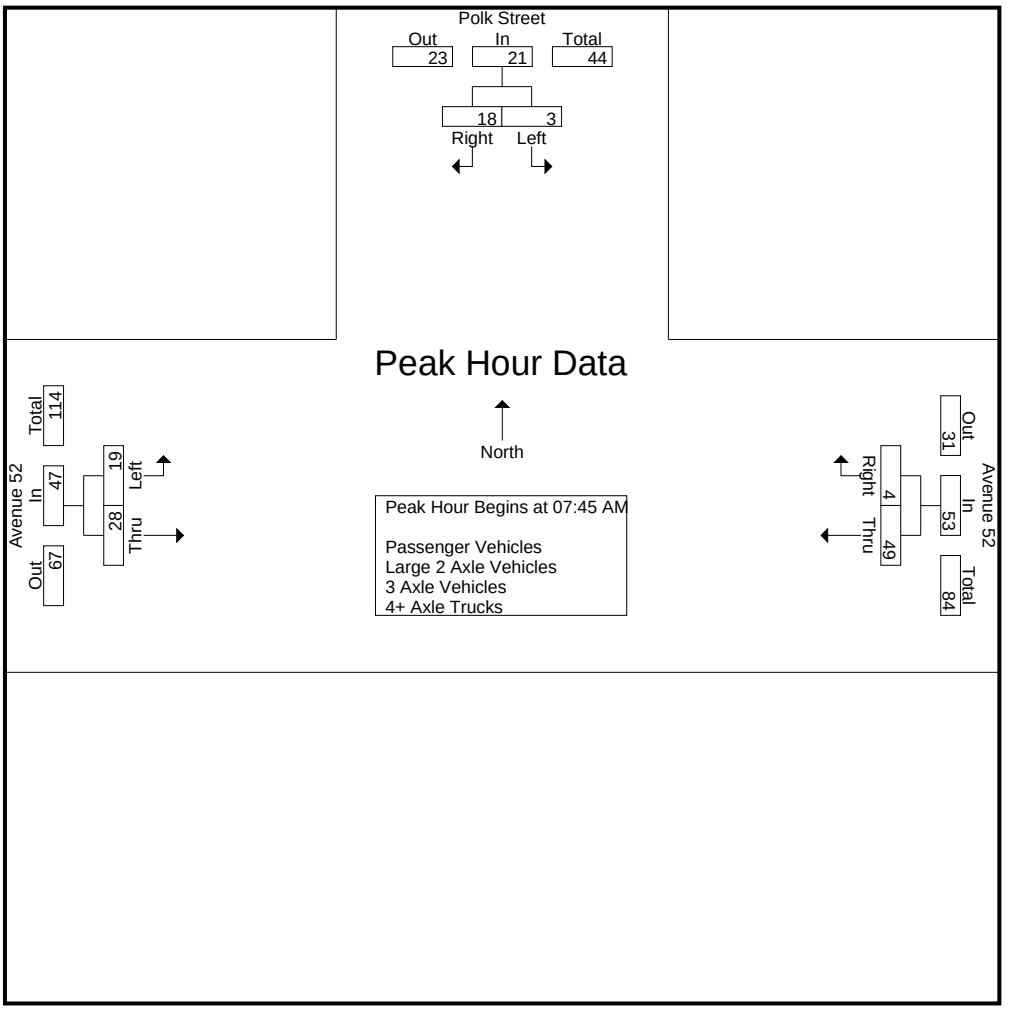

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:45 AM		
+0 mins.	**1**	**7**	**8**	14	0	14	4	5	9
+15 mins.	0	7	7	14	0	14	**5**	**9**	**14**
+30 mins.	0	3	3	**16**	0	**16**	5	8	13
+45 mins.	0	4	4	12	**3**	15	5	6	11
Total Volume	1	21	22	56	3	59	19	28	47
% App. Total	4.5	95.5		94.9	5.1		40.4	59.6	
PHF	.250	.750	.688	.875	.250	.922	.950	.778	.839

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	1	2	11	2	13	4	6	10	25
07:15 AM	0	1	1	14	0	14	2	5	7	22
07:30 AM	1	6	7	14	0	14	1	5	6	27
07:45 AM	0	7	7	16	0	16	4	4	8	31
Total	2	15	17	55	2	57	11	20	31	105
08:00 AM	0	3	3	12	3	15	5	9	14	32
08:15 AM	0	3	3	10	1	11	5	8	13	27
08:30 AM	2	4	6	11	0	11	5	6	11	28
08:45 AM	0	3	3	8	1	9	2	5	7	19
Total	2	13	15	41	5	46	17	28	45	106
Grand Total	4	28	32	96	7	103	28	48	76	211
Apprch %	12.5	87.5		93.2	6.8		36.8	63.2		
Total %	1.9	13.3	15.2	45.5	3.3	48.8	13.3	22.7	36	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**7**	**7**	**16**	0	**16**	4	4	8	31
08:00 AM	0	3	3	12	**3**	15	**5**	**9**	**14**	**32**
08:15 AM	0	3	3	10	1	11	5	8	13	27
08:30 AM	**2**	4	6	11	0	11	5	6	11	28
Total Volume	2	17	19	49	4	53	19	27	46	118
% App. Total	10.5	89.5		92.5	7.5		41.3	58.7		
PHF	.250	.607	.679	.766	.333	.828	.950	.750	.821	.922

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City of Coachella
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Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
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Start Date : 8/24/2022
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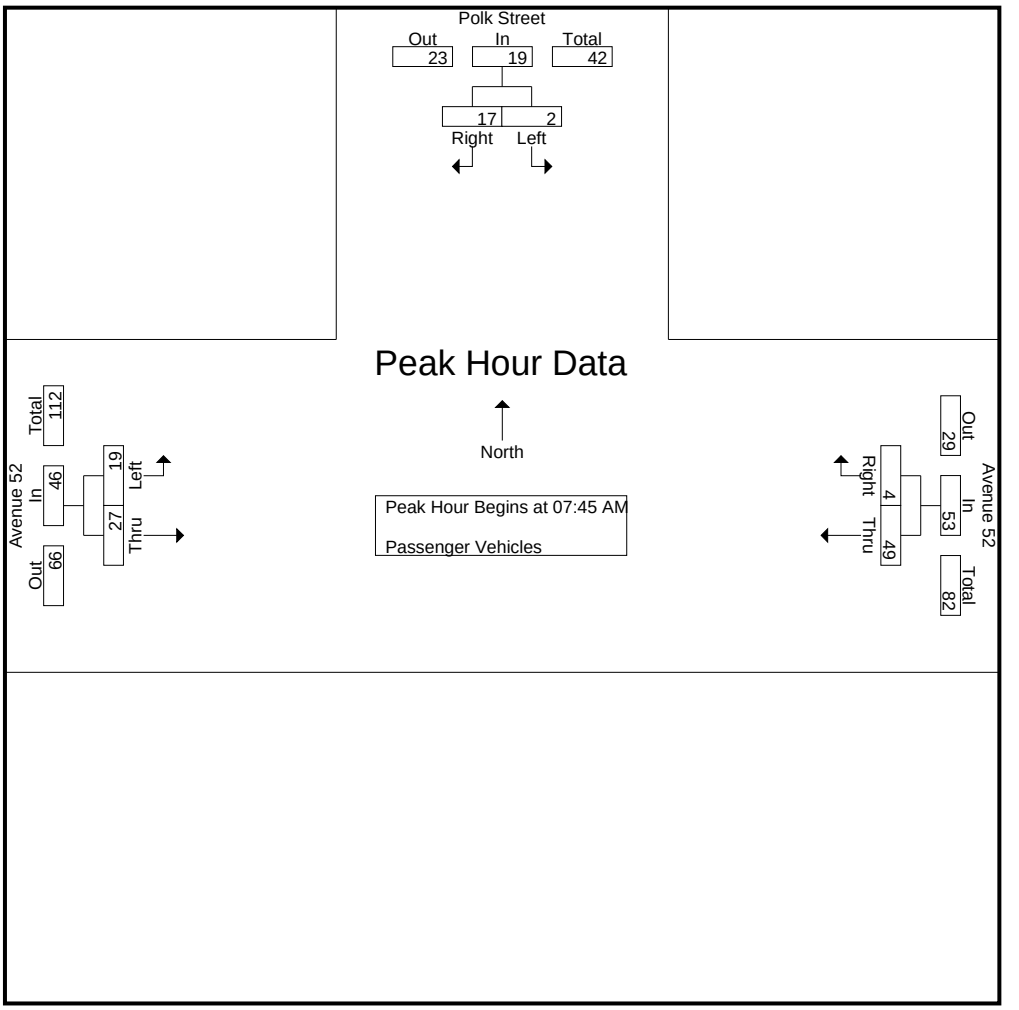

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	**7**	**7**	**16**	0	**16**	4	4	8
+15 mins.	0	3	3	12	**3**	15	**5**	**9**	**14**
+30 mins.	0	3	3	10	1	11	5	8	13
+45 mins.	**2**	4	6	11	0	11	5	6	11
Total Volume	2	17	19	49	4	53	19	27	46
% App. Total	10.5	89.5		92.5	7.5		41.3	58.7	
PHF	.250	.607	.679	.766	.333	.828	.950	.750	.821

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Large 2 Axle Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	1	1	0	0	0	1	2	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	0	0	0	0	0	2
Grand Total	1	2	3	0	0	0	1	2	3	6
Apprch %	33.3	66.7		0	0		33.3	66.7		
Total %	16.7	33.3	50	0	0	0	16.7	33.3	50	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	**1**	**1**	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	**1**	0	0	0	0	0	0	1
08:30 AM	**1**	0	1	0	0	0	0	0	0	1
Total Volume	1	1	2	0	0	0	0	1	1	3
% App. Total	50	50		0	0		0	100		
PHF	.250	.250	.500	.000	.000	.000	.000	.250	.250	.750

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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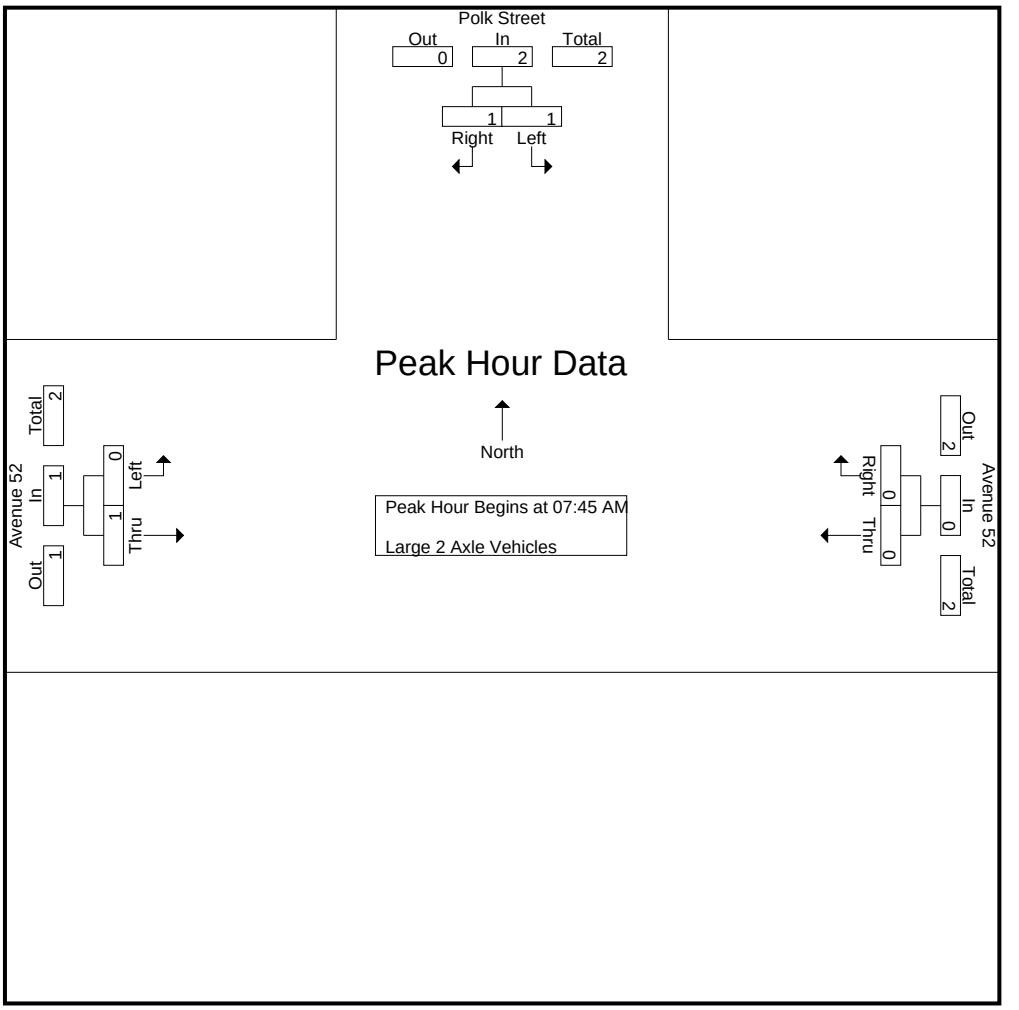

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	0	0	0	0	0	0
+45 mins.	**1**	0	1	0	0	0	0	0	0
Total Volume	1	1	2	0	0	0	0	1	1
% App. Total	50	50		0	0		0	100	
PHF	.250	.250	.500	.000	.000	.000	.000	.250	.250

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City of Coachella
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Site Code : 05722739
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Groups Printed- 3 Axle Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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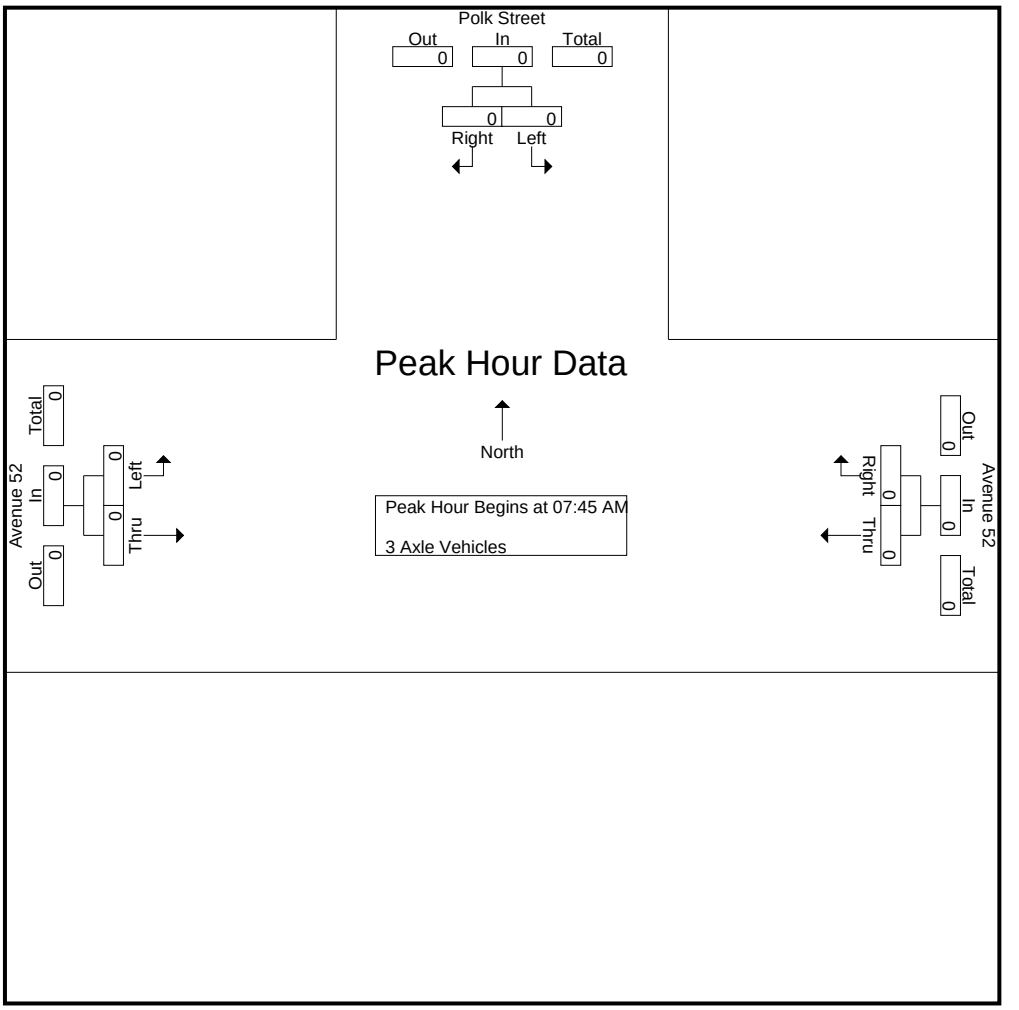

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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File Name : 50_COA_Polk_Ave 52 AM
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Groups Printed- 4+ Axle Trucks

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 50_COA_Polk_Ave 52 AM
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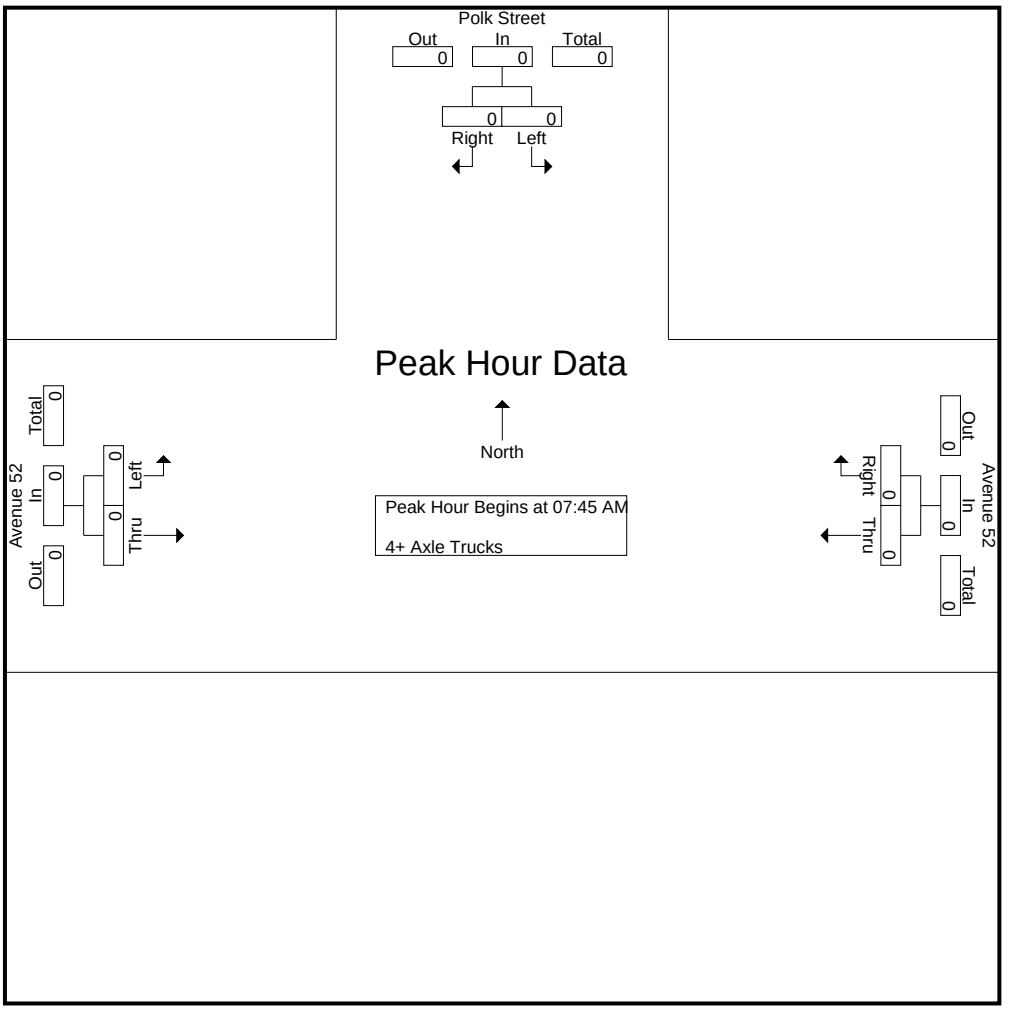

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	3	4	5	0	5	2	10	12	21
04:15 PM	0	4	4	7	0	7	4	11	15	26
04:30 PM	1	1	2	9	0	9	2	10	12	23
04:45 PM	0	5	5	5	0	5	1	9	10	20
Total	2	13	15	26	0	26	9	40	49	90
05:00 PM	2	1	3	8	0	8	3	10	13	24
05:15 PM	0	1	1	9	1	10	3	9	12	23
05:30 PM	2	2	4	6	0	6	0	10	10	20
05:45 PM	0	2	2	5	0	5	1	9	10	17
Total	4	6	10	28	1	29	7	38	45	84
Grand Total	6	19	25	54	1	55	16	78	94	174
Apprch %	24	76		98.2	1.8		17	83		
Total %	3.4	10.9	14.4	31	0.6	31.6	9.2	44.8	54	
Passenger Vehicles	6	18	24	53	1	54	16	77	93	171
% Passenger Vehicles	100	94.7	96	98.1	100	98.2	100	98.7	98.9	98.3
Large 2 Axle Vehicles	0	0	0	1	0	1	0	1	1	2
% Large 2 Axle Vehicles	0	0	0	1.9	0	1.8	0	1.3	1.1	1.1
3 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	5.3	4	0	0	0	0	0	0	0.6
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	4	4	7	0	7	**4**	**11**	**15**	**26**
04:30 PM	1	1	2	**9**	0	**9**	2	10	12	23
04:45 PM	0	**5**	**5**	5	0	5	1	9	10	20
05:00 PM	**2**	1	3	8	0	8	3	10	13	24
Total Volume	3	11	14	29	0	29	10	40	50	93
% App. Total	21.4	78.6		100	0		20	80		
PHF	.375	.550	.700	.806	.000	.806	.625	.909	.833	.894

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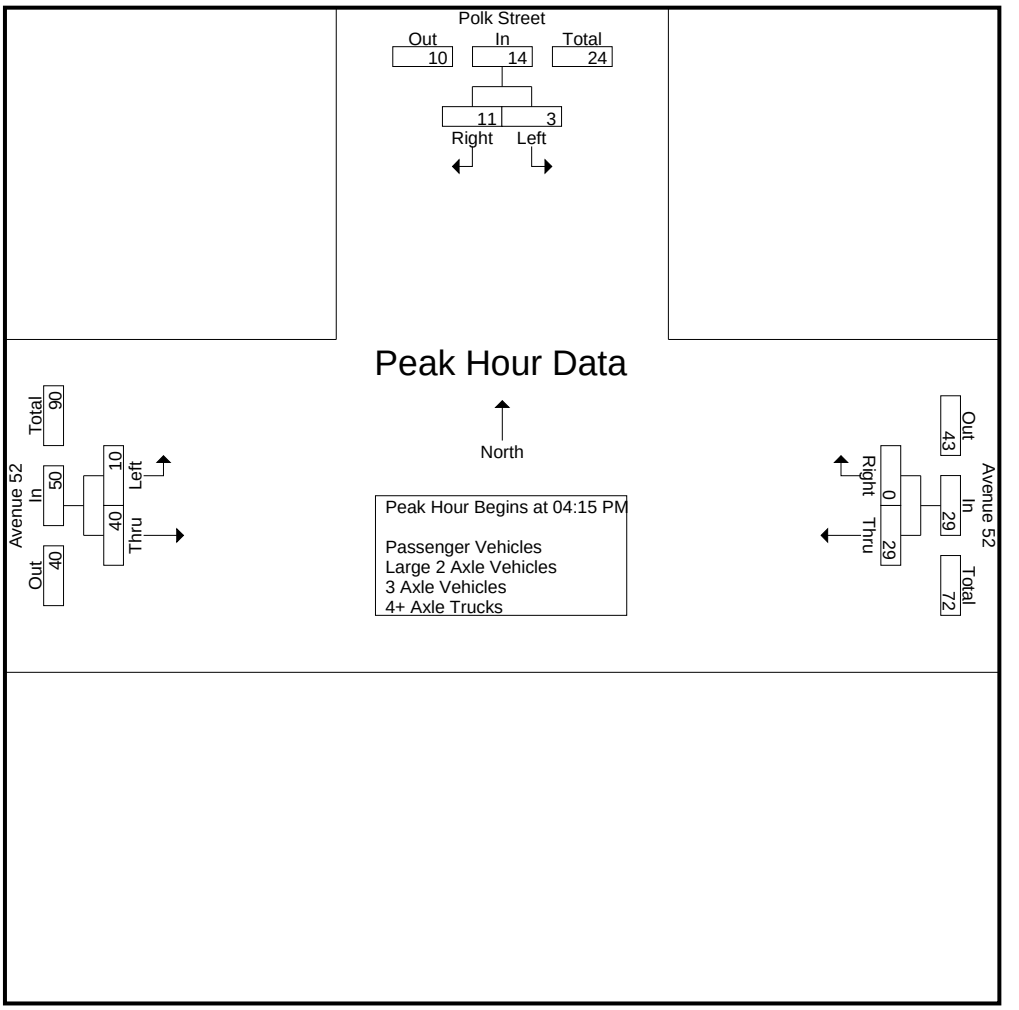

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:15 PM		
+0 mins.	**1**	3	4	**9**	0	9	**4**	**11**	**15**
+15 mins.	0	4	4	5	0	5	2	10	12
+30 mins.	1	1	2	8	0	8	1	9	10
+45 mins.	0	**5**	**5**	9	**1**	**10**	3	10	13
Total Volume	2	13	15	31	1	32	10	40	50
% App. Total	13.3	86.7		96.9	3.1		20	80	
PHF	.500	.650	.750	.861	.250	.800	.625	.909	.833

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City of Coachella
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File Name : 50_COA_Polk_Ave 52 PM
Site Code : 05722739
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Page No : 1

Groups Printed- Passenger Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	3	4	5	0	5	2	10	12	21
04:15 PM	0	3	3	7	0	7	4	11	15	25
04:30 PM	1	1	2	9	0	9	2	10	12	23
04:45 PM	0	5	5	5	0	5	1	9	10	20
Total	2	12	14	26	0	26	9	40	49	89
05:00 PM	2	1	3	7	0	7	3	9	12	22
05:15 PM	0	1	1	9	1	10	3	9	12	23
05:30 PM	2	2	4	6	0	6	0	10	10	20
05:45 PM	0	2	2	5	0	5	1	9	10	17
Total	4	6	10	27	1	28	7	37	44	82
Grand Total	6	18	24	53	1	54	16	77	93	171
Apprch %	25	75		98.1	1.9		17.2	82.8		
Total %	3.5	10.5	14	31	0.6	31.6	9.4	45	54.4	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	3	3	7	0	7	**4**	**11**	**15**	**25**
04:30 PM	1	1	2	**9**	0	**9**	2	10	12	23
04:45 PM	0	**5**	**5**	5	0	5	1	9	10	20
05:00 PM	**2**	1	3	7	0	7	3	9	12	22
Total Volume	3	10	13	28	0	28	10	39	49	90
% App. Total	23.1	76.9		100	0		20.4	79.6		
PHF	.375	.500	.650	.778	.000	.778	.625	.886	.817	.900

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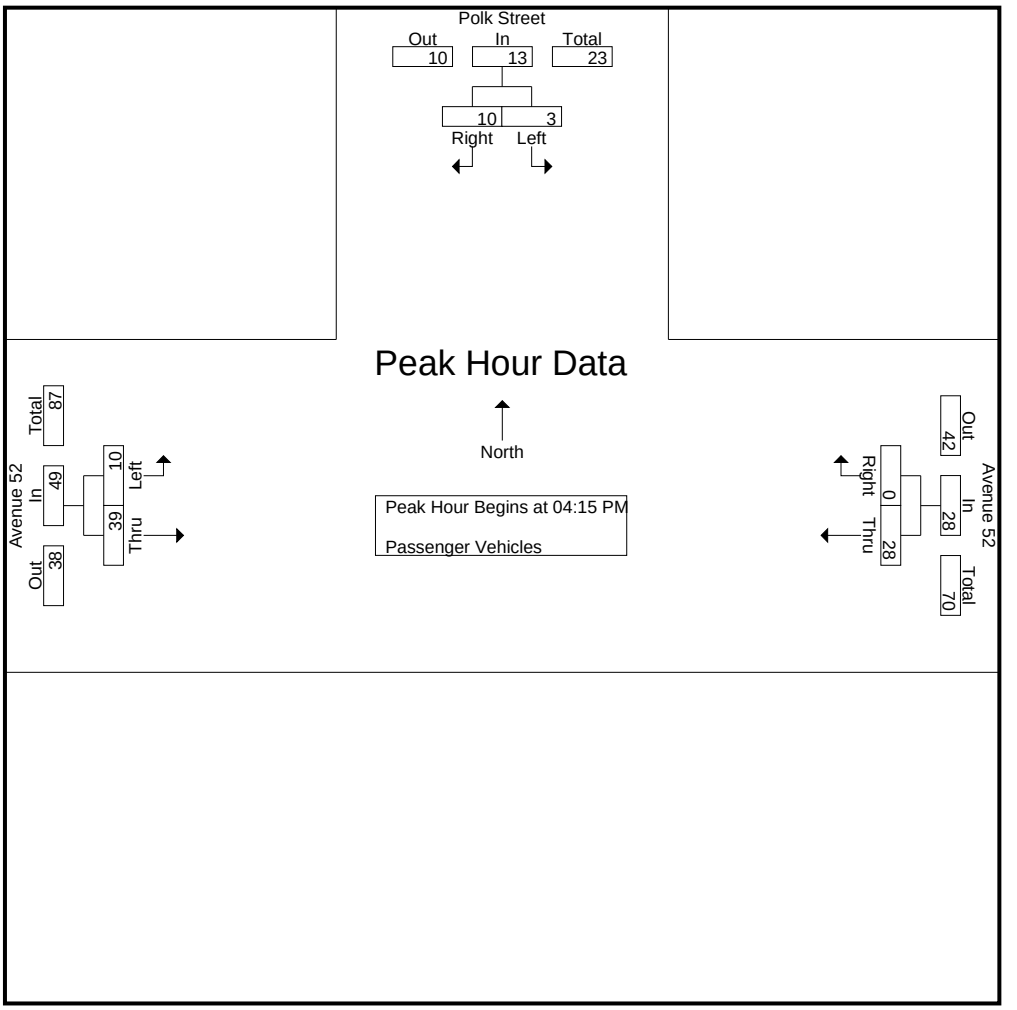

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	3	3	7	0	7	**4**	**11**	**15**
+15 mins.	1	1	2	**9**	0	**9**	2	10	12
+30 mins.	0	**5**	**5**	5	0	5	1	9	10
+45 mins.	**2**	1	3	7	0	7	3	9	12
Total Volume	3	10	13	28	0	28	10	39	49
% App. Total	23.1	76.9		100	0		20.4	79.6	
PHF	.375	.500	.650	.778	.000	.778	.625	.886	.817

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Groups Printed- Large 2 Axle Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	0	0	0	1	0	1	0	1	1	2
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	50	0	50	0	50	50	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	**1**	0	**1**	0	**1**	**1**	**2**
Total Volume	0	0	0	1	0	1	0	1	1	2
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250

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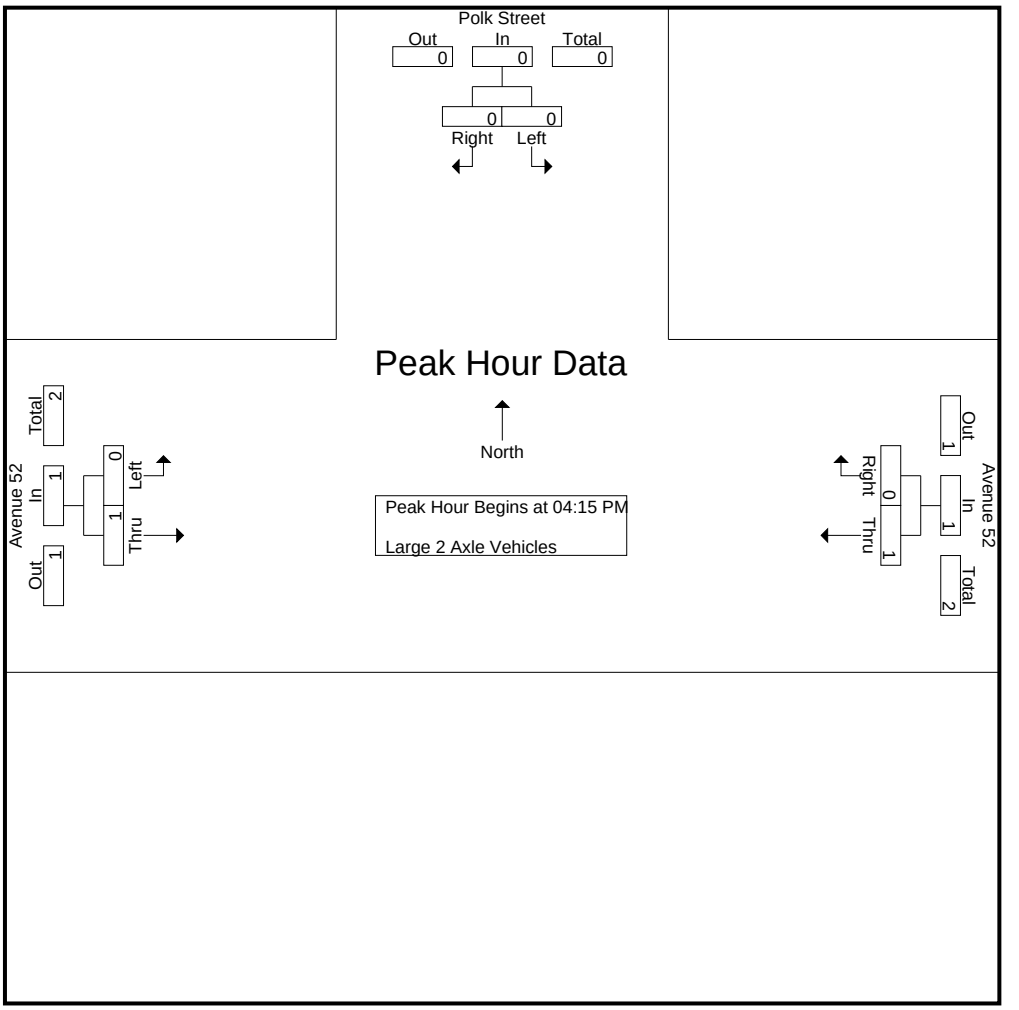

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	0	**1**	**1**
Total Volume	0	0	0	1	0	1	0	1	1
% App. Total	0	0		100	0		0	100	
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250

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Groups Printed- 3 Axle Vehicles

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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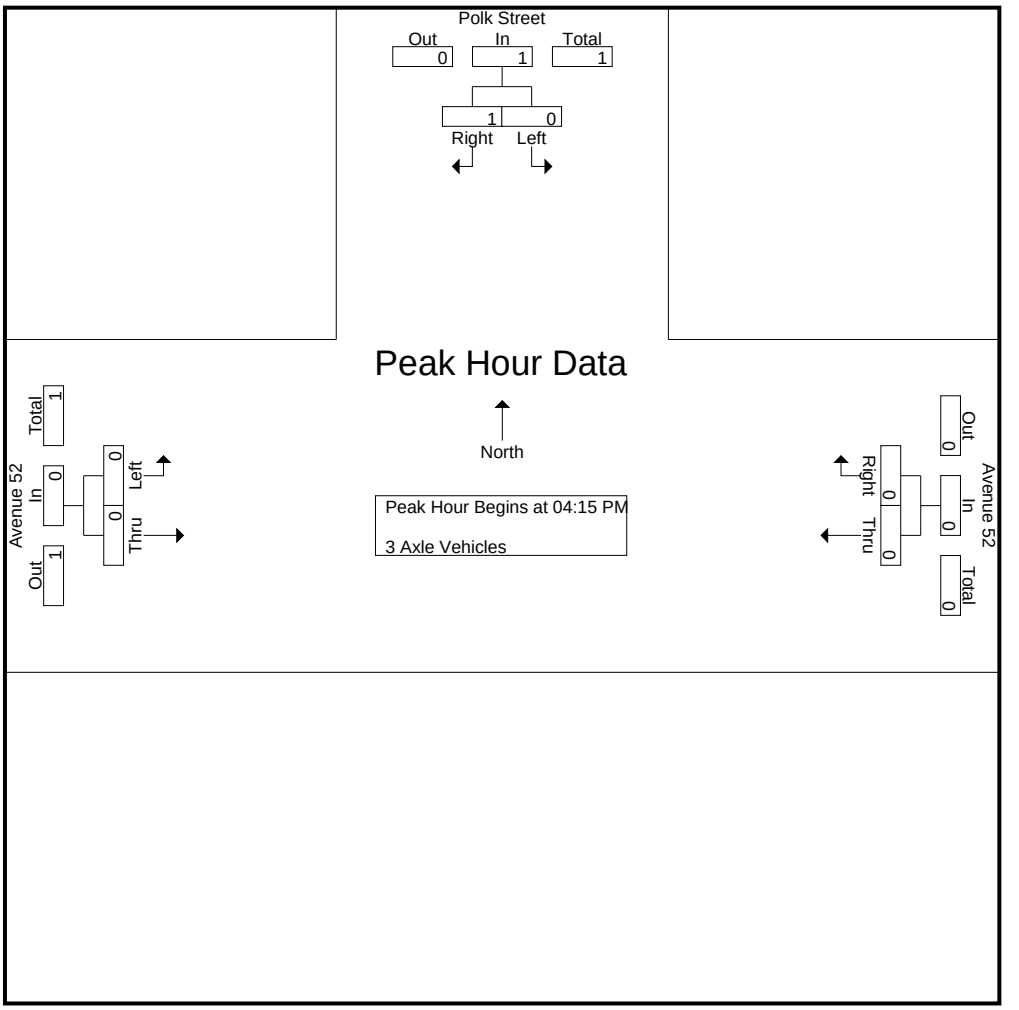

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
E/W: Avenue 52
Weather: Clear

File Name : 50_COA_Polk_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Polk Street Southbound			Avenue 52 Westbound			Avenue 52 Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Polk Street
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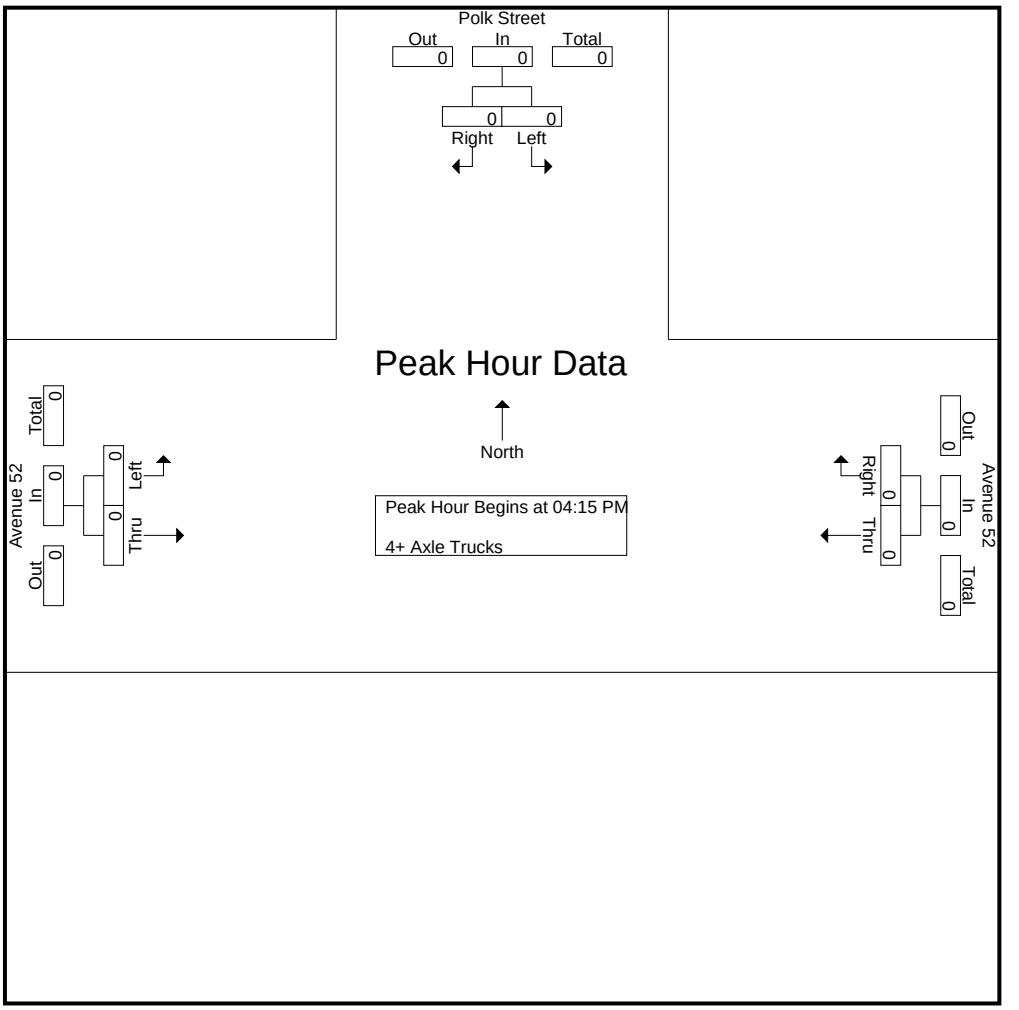
Weather: Clear

File Name : 50_COA_Polk_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	148	15	165	0	4	9	13	14	194	3	211	59	6	7	72	461
07:15 AM	1	152	32	185	1	4	6	11	14	217	2	233	68	5	6	79	508
07:30 AM	0	168	32	200	1	11	9	21	26	197	2	225	74	4	11	89	535
07:45 AM	2	151	48	201	1	13	9	23	35	239	1	275	47	6	8	61	560
Total	5	619	127	751	3	32	33	68	89	847	8	944	248	21	32	301	2064
08:00 AM	3	127	27	157	0	11	6	17	19	165	2	186	70	9	7	86	446
08:15 AM	2	88	21	111	0	10	6	16	10	173	1	184	60	9	14	83	394
08:30 AM	4	116	23	143	0	8	5	13	12	154	1	167	51	6	6	63	386
08:45 AM	3	131	11	145	0	10	3	13	12	112	1	125	32	4	5	41	324
Total	12	462	82	556	0	39	20	59	53	604	5	662	213	28	32	273	1550
Grand Total	17	1081	209	1307	3	71	53	127	142	1451	13	1606	461	49	64	574	3614
Apprch %	1.3	82.7	16		2.4	55.9	41.7		8.8	90.3	0.8		80.3	8.5	11.1		
Total %	0.5	29.9	5.8	36.2	0.1	2	1.5	3.5	3.9	40.1	0.4	44.4	12.8	1.4	1.8	15.9	
Passenger Vehicles	16	862	186	1064	3	69	52	124	134	1267	12	1413	429	47	58	534	3135
% Passenger Vehicles	94.1	79.7	89	81.4	100	97.2	98.1	97.6	94.4	87.3	92.3	88	93.1	95.9	90.6	93	86.7
Large 2 Axle Vehicles	0	29	4	33	0	2	0	2	5	25	1	31	4	2	2	8	74
% Large 2 Axle Vehicles	0	2.7	1.9	2.5	0	2.8	0	1.6	3.5	1.7	7.7	1.9	0.9	4.1	3.1	1.4	2
3 Axle Vehicles	0	20	8	28	0	0	1	1	2	14	0	16	10	0	2	12	57
% 3 Axle Vehicles	0	1.9	3.8	2.1	0	0	1.9	0.8	1.4	1	0	1	2.2	0	3.1	2.1	1.6
4+ Axle Trucks	1	170	11	182	0	0	0	0	1	145	0	146	18	0	2	20	348
% 4+ Axle Trucks	5.9	15.7	5.3	13.9	0	0	0	0	0.7	10	0	9.1	3.9	0	3.1	3.5	9.6

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	148	15	165	0	4	**9**	13	14	194	**3**	211	59	**6**	7	72	461
07:15 AM	1	152	32	185	**1**	4	6	11	14	217	2	233	68	5	6	79	508
07:30 AM	0	**168**	32	200	1	11	9	21	26	197	2	225	**74**	4	**11**	**89**	535
07:45 AM	2	151	**48**	**201**	1	**13**	9	**23**	**35**	**239**	1	**275**	47	6	8	61	**560**
Total Volume	5	619	127	751	3	32	33	68	89	847	8	944	248	21	32	301	2064
% App. Total	0.7	82.4	16.9		4.4	47.1	48.5		9.4	89.7	0.8		82.4	7	10.6		
PHF	.625	.921	.661	.934	.750	.615	.917	.739	.636	.886	.667	.858	.838	.875	.727	.846	.921

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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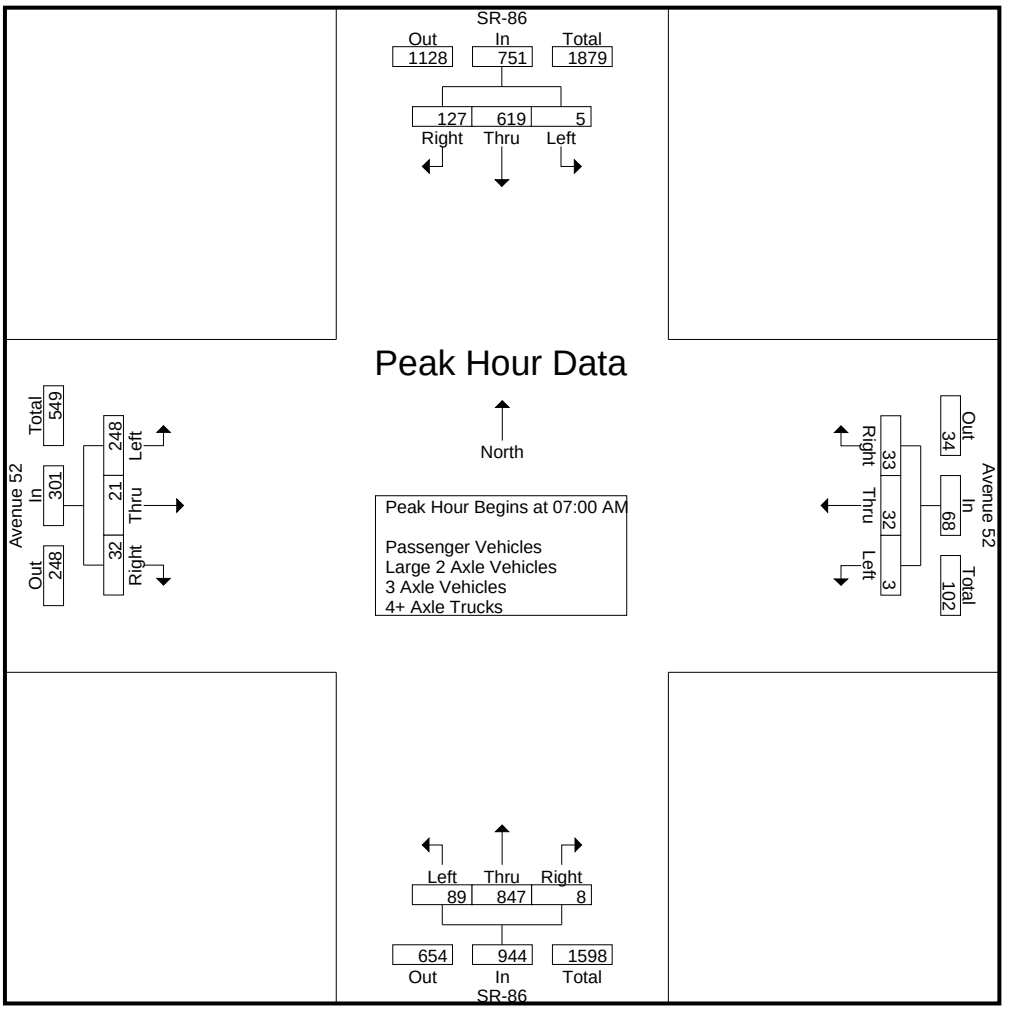

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				07:30 AM			
+0 mins.	**2**	148	15	165	**1**	11	**9**	21	14	194	**3**	211	**74**	4	11	**89**
+15 mins.	1	152	32	185	1	**13**	9	**23**	14	217	2	233	47	6	8	61
+30 mins.	0	**168**	32	200	0	11	6	17	26	197	2	225	70	**9**	7	86
+45 mins.	2	151	**48**	**201**	0	10	6	16	**35**	**239**	1	**275**	60	9	**14**	83
Total Volume	5	619	127	751	2	45	30	77	89	847	8	944	251	28	40	319
% App. Total	0.7	82.4	16.9		2.6	58.4	39		9.4	89.7	0.8		78.7	8.8	12.5	
PHF	.625	.921	.661	.934	.500	.865	.833	.837	.636	.886	.667	.858	.848	.778	.714	.896

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City of Coachella
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E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	115	13	130	0	4	8	12	14	175	2	191	52	6	6	64	397
07:15 AM	1	130	29	160	1	4	6	11	13	198	2	213	65	4	5	74	458
07:30 AM	0	139	31	170	1	10	9	20	24	174	2	200	68	4	11	83	473
07:45 AM	2	123	44	169	1	13	9	23	33	213	1	247	46	5	7	58	497
Total	5	507	117	629	3	31	32	66	84	760	7	851	231	19	29	279	1825
08:00 AM	3	104	22	129	0	11	6	17	19	143	2	164	67	9	6	82	392
08:15 AM	2	70	19	91	0	9	6	15	9	153	1	163	60	9	12	81	350
08:30 AM	4	87	19	110	0	8	5	13	10	121	1	132	45	6	6	57	312
08:45 AM	2	94	9	105	0	10	3	13	12	90	1	103	26	4	5	35	256
Total	11	355	69	435	0	38	20	58	50	507	5	562	198	28	29	255	1310
Grand Total	16	862	186	1064	3	69	52	124	134	1267	12	1413	429	47	58	534	3135
Apprch %	1.5	81	17.5		2.4	55.6	41.9		9.5	89.7	0.8		80.3	8.8	10.9		
Total %	0.5	27.5	5.9	33.9	0.1	2.2	1.7	4	4.3	40.4	0.4	45.1	13.7	1.5	1.9	17	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	115	13	130	0	4	8	12	14	175	**2**	191	52	**6**	6	64	397
07:15 AM	1	130	29	160	**1**	4	6	11	13	198	2	213	65	4	5	74	458
07:30 AM	0	**139**	31	**170**	1	10	**9**	20	24	174	2	200	**68**	4	**11**	**83**	473
07:45 AM	2	123	**44**	169	1	**13**	9	**23**	**33**	**213**	1	**247**	46	5	7	58	**497**
Total Volume	5	507	117	629	3	31	32	66	84	760	7	851	231	19	29	279	1825
% App. Total	0.8	80.6	18.6		4.5	47	48.5		9.9	89.3	0.8		82.8	6.8	10.4		
PHF	.625	.912	.665	.925	.750	.596	.889	.717	.636	.892	.875	.861	.849	.792	.659	.840	.918

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City of Coachella
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Site Code : 05722739
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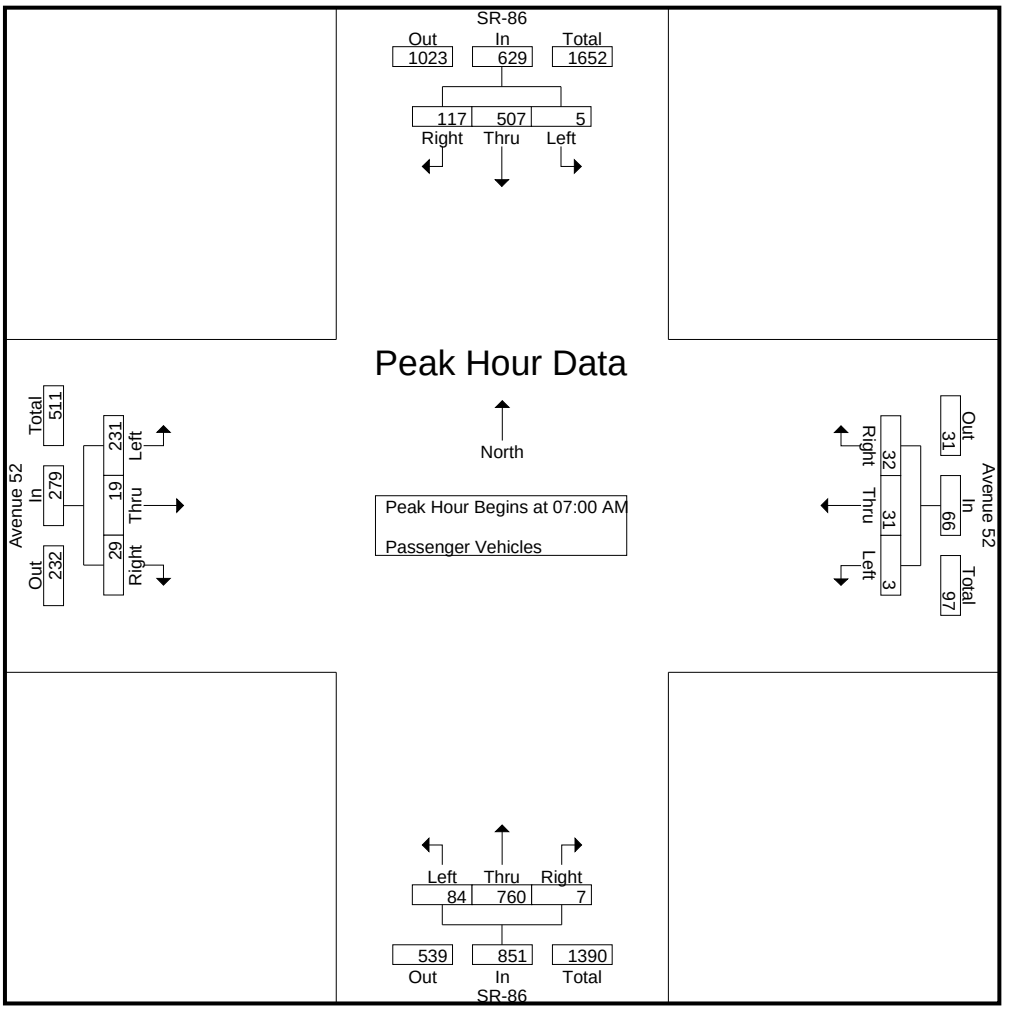

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	115	13	130	0	4	8	12	14	175	**2**	191	52	**6**	6	64
+15 mins.	1	130	29	160	**1**	4	6	11	13	198	2	213	65	4	5	74
+30 mins.	0	**139**	31	**170**	1	10	**9**	20	24	174	2	200	**68**	4	**11**	**83**
+45 mins.	2	123	**44**	169	1	**13**	9	**23**	**33**	**213**	1	**247**	46	5	7	58
Total Volume	5	507	117	629	3	31	32	66	84	760	7	851	231	19	29	279
% App. Total	0.8	80.6	18.6		4.5	47	48.5		9.9	89.3	0.8		82.8	6.8	10.4	
PHF	.625	.912	.665	.925	.750	.596	.889	.717	.636	.892	.875	.861	.849	.792	.659	.840

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City of Coachella
N/S: SR-86
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Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	8	0	0	0	0	0	0	1	1	1	0	0	1	10
07:15 AM	0	3	1	4	0	0	0	0	0	1	0	1	1	1	1	3	8
07:30 AM	0	2	0	2	0	1	0	1	2	3	0	5	2	0	0	2	10
07:45 AM	0	2	1	3	0	0	0	0	2	5	0	7	0	1	0	1	11
Total	0	14	3	17	0	1	0	1	4	9	1	14	4	2	1	7	39
08:00 AM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	1	1	12
08:15 AM	0	2	0	2	0	1	0	1	0	4	0	4	0	0	0	0	7
08:30 AM	0	2	0	2	0	0	0	0	1	7	0	8	0	0	0	0	10
08:45 AM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	15	1	16	0	1	0	1	1	16	0	17	0	0	1	1	35
Grand Total	0	29	4	33	0	2	0	2	5	25	1	31	4	2	2	8	74
Apprch %	0	87.9	12.1		0	100	0		16.1	80.6	3.2		50	25	25		
Total %	0	39.2	5.4	44.6	0	2.7	0	2.7	6.8	33.8	1.4	41.9	5.4	2.7	2.7	10.8	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**7**	**1**	**8**	0	0	0	0	0	0	**1**	1	1	0	0	1	10
07:15 AM	0	3	1	4	0	0	0	0	0	1	0	1	1	**1**	**1**	**3**	8
07:30 AM	0	2	0	2	0	**1**	0	**1**	**2**	3	0	5	**2**	0	0	2	10
07:45 AM	0	2	1	3	0	0	0	0	2	**5**	0	**7**	0	1	0	1	**11**
Total Volume	0	14	3	17	0	1	0	1	4	9	1	14	4	2	1	7	39
% App. Total	0	82.4	17.6		0	100	0		28.6	64.3	7.1		57.1	28.6	14.3		
PHF	.000	.500	.750	.531	.000	.250	.000	.250	.500	.450	.250	.500	.500	.500	.250	.583	.886

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City of Coachella
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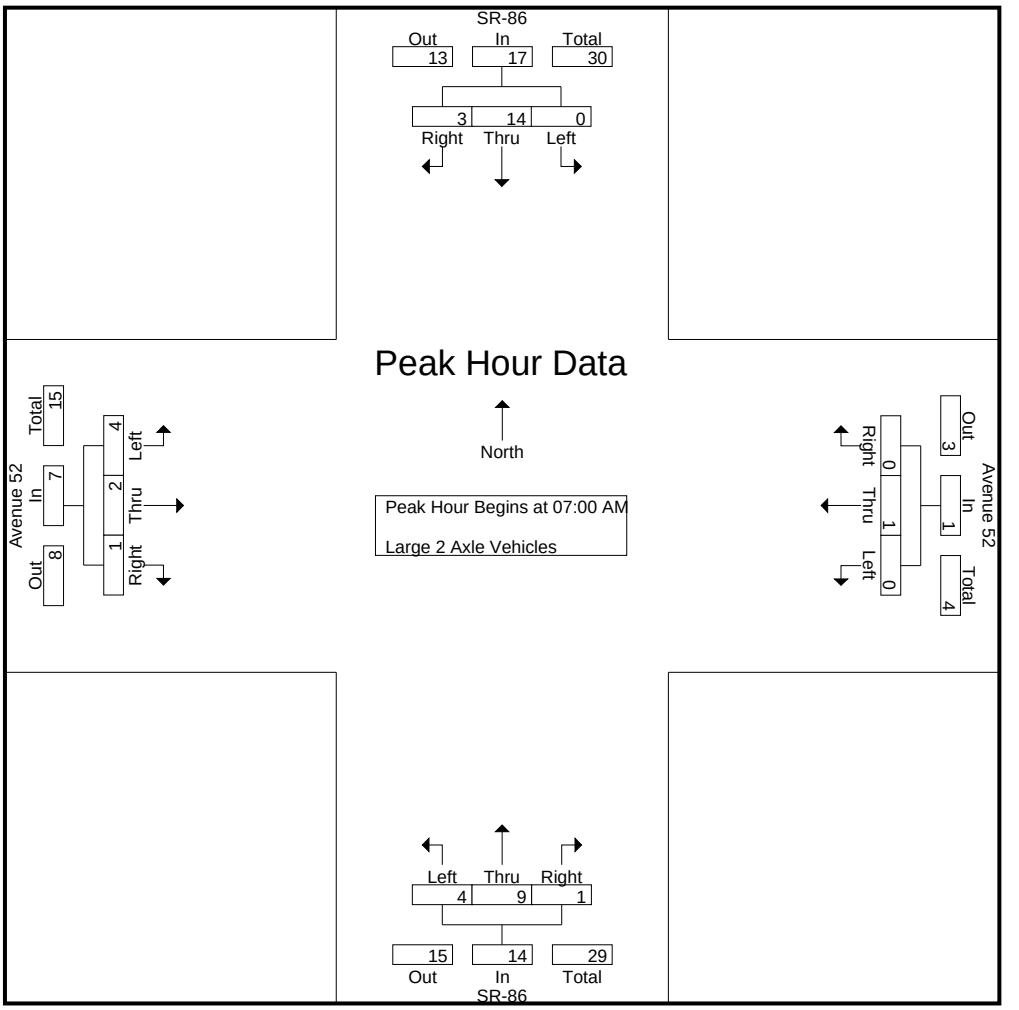

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**7**	**1**	**8**	0	0	0	0	0	0	**1**	1	1	0	0	1
+15 mins.	0	3	1	4	0	0	0	0	0	1	0	1	1	**1**	**1**	**3**
+30 mins.	0	2	0	2	0	**1**	0	**1**	**2**	3	0	5	**2**	0	0	2
+45 mins.	0	2	1	3	0	0	0	0	2	**5**	0	**7**	0	1	0	1
Total Volume	0	14	3	17	0	1	0	1	4	9	1	14	4	2	1	7
% App. Total	0	82.4	17.6		0	100	0		28.6	64.3	7.1		57.1	28.6	14.3	
PHF	.000	.500	.750	.531	.000	.250	.000	.250	.500	.450	.250	.500	.500	.500	.250	.583

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City of Coachella
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Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
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Groups Printed- 3 Axle Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	1	1	0	0	0	0	3	0	0	3	9
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	1	1	2	0	0	0	0	0	4	0	4	4	0	0	4	10
07:45 AM	0	4	1	5	0	0	0	0	0	3	0	3	0	0	1	1	9
Total	0	11	2	13	0	0	1	1	0	9	0	9	7	0	1	8	31
08:00 AM	0	1	2	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	3	1	4	0	0	0	0	1	1	0	2	0	0	1	1	7
08:30 AM	0	1	2	3	0	0	0	0	1	3	0	4	1	0	0	1	8
08:45 AM	0	4	1	5	0	0	0	0	0	0	0	0	2	0	0	2	7
Total	0	9	6	15	0	0	0	0	2	5	0	7	3	0	1	4	26
Grand Total	0	20	8	28	0	0	1	1	2	14	0	16	10	0	2	12	57
Apprch %	0	71.4	28.6		0	0	100		12.5	87.5	0		83.3	0	16.7		
Total %	0	35.1	14	49.1	0	0	1.8	1.8	3.5	24.6	0	28.1	17.5	0	3.5	21.1	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**5**	0	**5**	0	0	**1**	**1**	0	0	0	0	3	0	0	3	9
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	1	**1**	2	0	0	0	0	0	**4**	0	**4**	**4**	0	0	**4**	**10**
07:45 AM	0	4	1	5	0	0	0	0	0	3	0	3	0	0	**1**	1	9
Total Volume	0	11	2	13	0	0	1	1	0	9	0	9	7	0	1	8	31
% App. Total	0	84.6	15.4		0	0	100		0	100	0		87.5	0	12.5		
PHF	.000	.550	.500	.650	.000	.000	.250	.250	.000	.563	.000	.563	.438	.000	.250	.500	.775

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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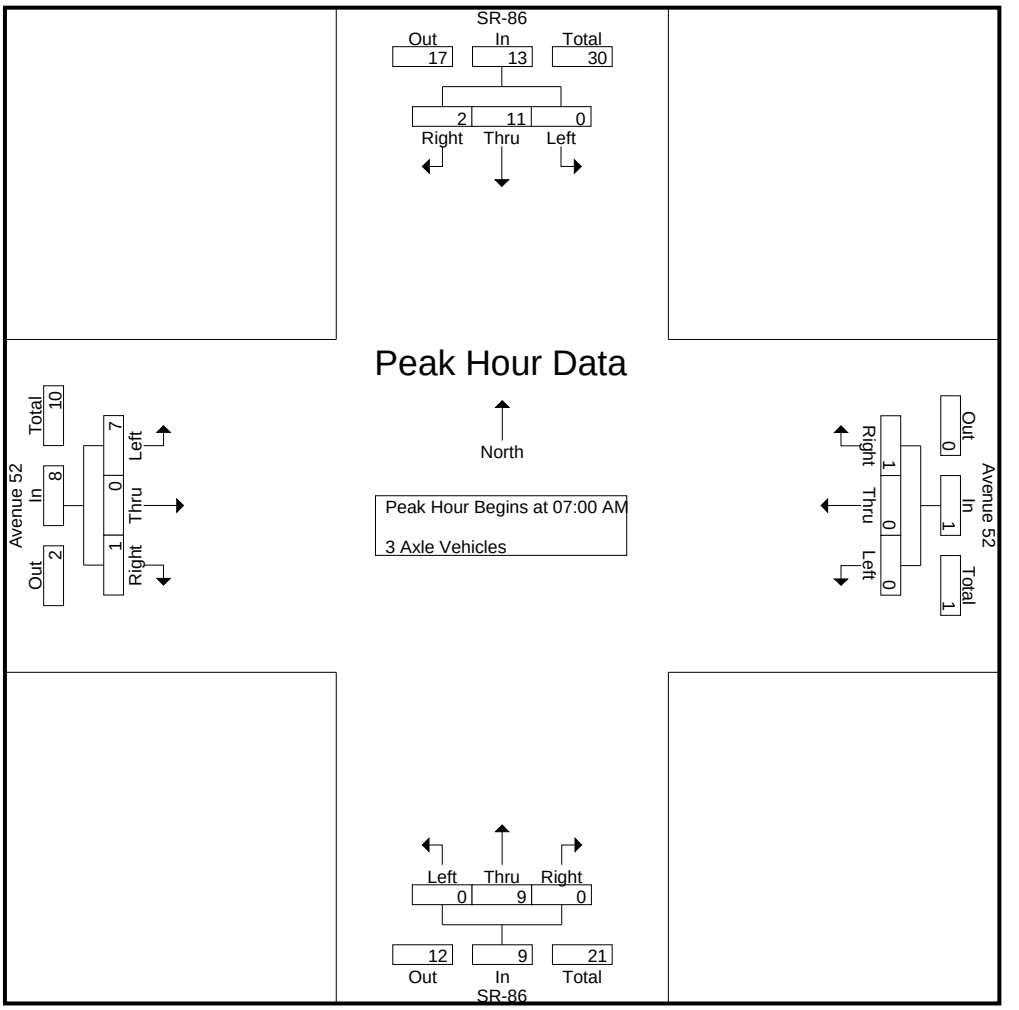

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**5**	0	**5**	0	0	**1**	**1**	0	0	0	0	3	0	0	3
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	**1**	2	0	0	0	0	0	**4**	0	**4**	**4**	0	0	**4**
+45 mins.	0	4	1	5	0	0	0	0	0	3	0	3	0	0	**1**	1
Total Volume	0	11	2	13	0	0	1	1	0	9	0	9	7	0	1	8
% App. Total	0	84.6	15.4		0	0	100		0	100	0		87.5	0	12.5	
PHF	.000	.550	.500	.650	.000	.000	.250	.250	.000	.563	.000	.563	.438	.000	.250	.500

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City of Coachella
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Weather: Clear

File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	21	1	22	0	0	0	0	0	19	0	19	3	0	1	4	45
07:15 AM	0	18	2	20	0	0	0	0	1	16	0	17	2	0	0	2	39
07:30 AM	0	26	0	26	0	0	0	0	0	16	0	16	0	0	0	0	42
07:45 AM	0	22	2	24	0	0	0	0	0	18	0	18	1	0	0	1	43
Total	0	87	5	92	0	0	0	0	1	69	0	70	6	0	1	7	169
08:00 AM	0	14	3	17	0	0	0	0	0	18	0	18	3	0	0	3	38
08:15 AM	0	13	1	14	0	0	0	0	0	15	0	15	0	0	1	1	30
08:30 AM	0	26	2	28	0	0	0	0	0	23	0	23	5	0	0	5	56
08:45 AM	1	30	0	31	0	0	0	0	0	20	0	20	4	0	0	4	55
Total	1	83	6	90	0	0	0	0	0	76	0	76	12	0	1	13	179
Grand Total	1	170	11	182	0	0	0	0	1	145	0	146	18	0	2	20	348
Apprch %	0.5	93.4	6		0	0	0		0.7	99.3	0		90	0	10		
Total %	0.3	48.9	3.2	52.3	0	0	0	0	0.3	41.7	0	42	5.2	0	0.6	5.7	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	21	1	22	0	0	0	0	0	**19**	0	**19**	**3**	0	**1**	**4**	**45**
07:15 AM	0	18	**2**	20	0	0	0	0	**1**	16	0	17	2	0	0	2	39
07:30 AM	0	**26**	0	**26**	0	0	0	0	0	16	0	16	0	0	0	0	42
07:45 AM	0	22	2	24	0	0	0	0	0	18	0	18	1	0	0	1	43
Total Volume	0	87	5	92	0	0	0	0	1	69	0	70	6	0	1	7	169
% App. Total	0	94.6	5.4		0	0	0		1.4	98.6	0		85.7	0	14.3		
PHF	.000	.837	.625	.885	.000	.000	.000	.000	.250	.908	.000	.921	.500	.000	.250	.438	.939

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File Name : 51_COA_SR86_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
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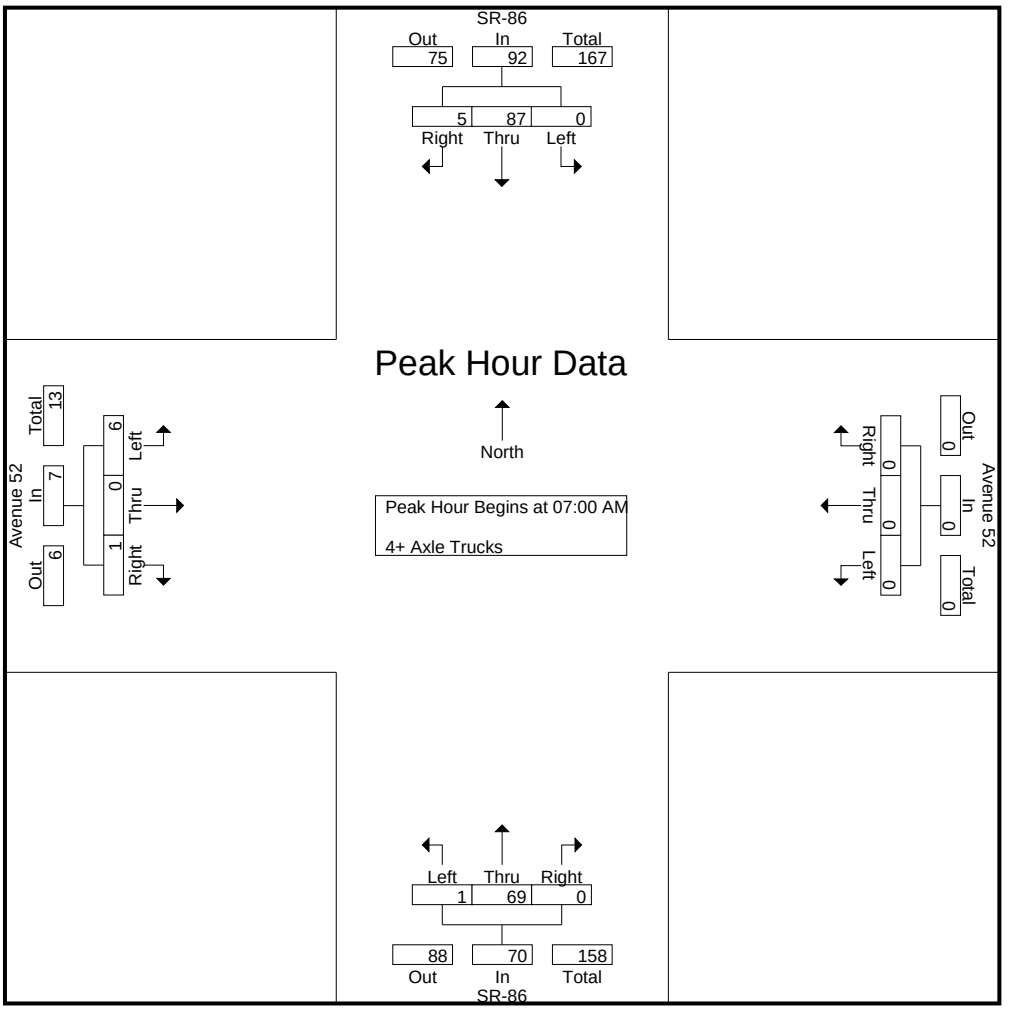

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	21	1	22	0	0	0	0	0	**19**	0	**19**	**3**	0	**1**	**4**
+15 mins.	0	18	**2**	20	0	0	0	0	**1**	16	0	17	2	0	0	2
+30 mins.	0	**26**	0	**26**	0	0	0	0	0	16	0	16	0	0	0	0
+45 mins.	0	22	2	24	0	0	0	0	0	18	0	18	1	0	0	1
Total Volume	0	87	5	92	0	0	0	0	1	69	0	70	6	0	1	7
% App. Total	0	94.6	5.4		0	0	0		1.4	98.6	0		85.7	0	14.3	
PHF	.000	.837	.625	.885	.000	.000	.000	.000	.250	.908	.000	.921	.500	.000	.250	.438

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	164	50	220	1	3	4	8	10	135	0	145	45	6	19	70	443
04:15 PM	5	200	51	256	0	6	5	11	8	155	0	163	41	10	20	71	501
04:30 PM	6	169	47	222	0	6	3	9	14	188	0	202	34	6	22	62	495
04:45 PM	4	168	35	207	3	6	2	11	6	184	0	190	31	7	12	50	458
Total	21	701	183	905	4	21	14	39	38	662	0	700	151	29	73	253	1897
05:00 PM	1	186	44	231	0	3	4	7	14	127	1	142	48	10	20	78	458
05:15 PM	5	159	50	214	1	8	5	14	5	137	1	143	34	8	19	61	432
05:30 PM	5	202	49	256	0	2	4	6	18	144	0	162	38	5	14	57	481
05:45 PM	7	153	33	193	1	5	3	9	13	139	0	152	39	4	14	57	411
Total	18	700	176	894	2	18	16	36	50	547	2	599	159	27	67	253	1782
Grand Total	39	1401	359	1799	6	39	30	75	88	1209	2	1299	310	56	140	506	3679
Apprch %	2.2	77.9	20		8	52	40		6.8	93.1	0.2		61.3	11.1	27.7		
Total %	1.1	38.1	9.8	48.9	0.2	1.1	0.8	2	2.4	32.9	0.1	35.3	8.4	1.5	3.8	13.8	
Passenger Vehicles	39	1278	333	1650	6	38	28	72	85	978	1	1064	292	55	135	482	3268
% Passenger Vehicles	100	91.2	92.8	91.7	100	97.4	93.3	96	96.6	80.9	50	81.9	94.2	98.2	96.4	95.3	88.8
Large 2 Axle Vehicles	0	9	8	17	0	0	1	1	0	25	0	25	2	1	2	5	48
% Large 2 Axle Vehicles	0	0.6	2.2	0.9	0	0	3.3	1.3	0	2.1	0	1.9	0.6	1.8	1.4	1	1.3
3 Axle Vehicles	0	11	13	24	0	1	0	1	0	0	0	0	1	0	0	1	26
% 3 Axle Vehicles	0	0.8	3.6	1.3	0	2.6	0	1.3	0	0	0	0	0.3	0	0	0.2	0.7
4+ Axle Trucks	0	103	5	108	0	0	1	1	3	206	1	210	15	0	3	18	337
% 4+ Axle Trucks	0	7.4	1.4	6	0	0	3.3	1.3	3.4	17	50	16.2	4.8	0	2.1	3.6	9.2

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	**200**	**51**	**256**	0	**6**	**5**	**11**	8	155	0	163	41	**10**	20	71	**501**
04:30 PM	**6**	169	47	222	0	6	3	9	**14**	**188**	0	**202**	34	6	**22**	62	495
04:45 PM	4	168	35	207	**3**	6	2	11	6	184	0	190	31	7	12	50	458
05:00 PM	1	186	44	231	0	3	4	7	14	127	**1**	142	**48**	10	20	**78**	458
Total Volume	16	723	177	916	3	21	14	38	42	654	1	697	154	33	74	261	1912
% App. Total	1.7	78.9	19.3		7.9	55.3	36.8		6	93.8	0.1		59	12.6	28.4		
PHF	.667	.904	.868	.895	.250	.875	.700	.864	.750	.870	.250	.863	.802	.825	.841	.837	.954

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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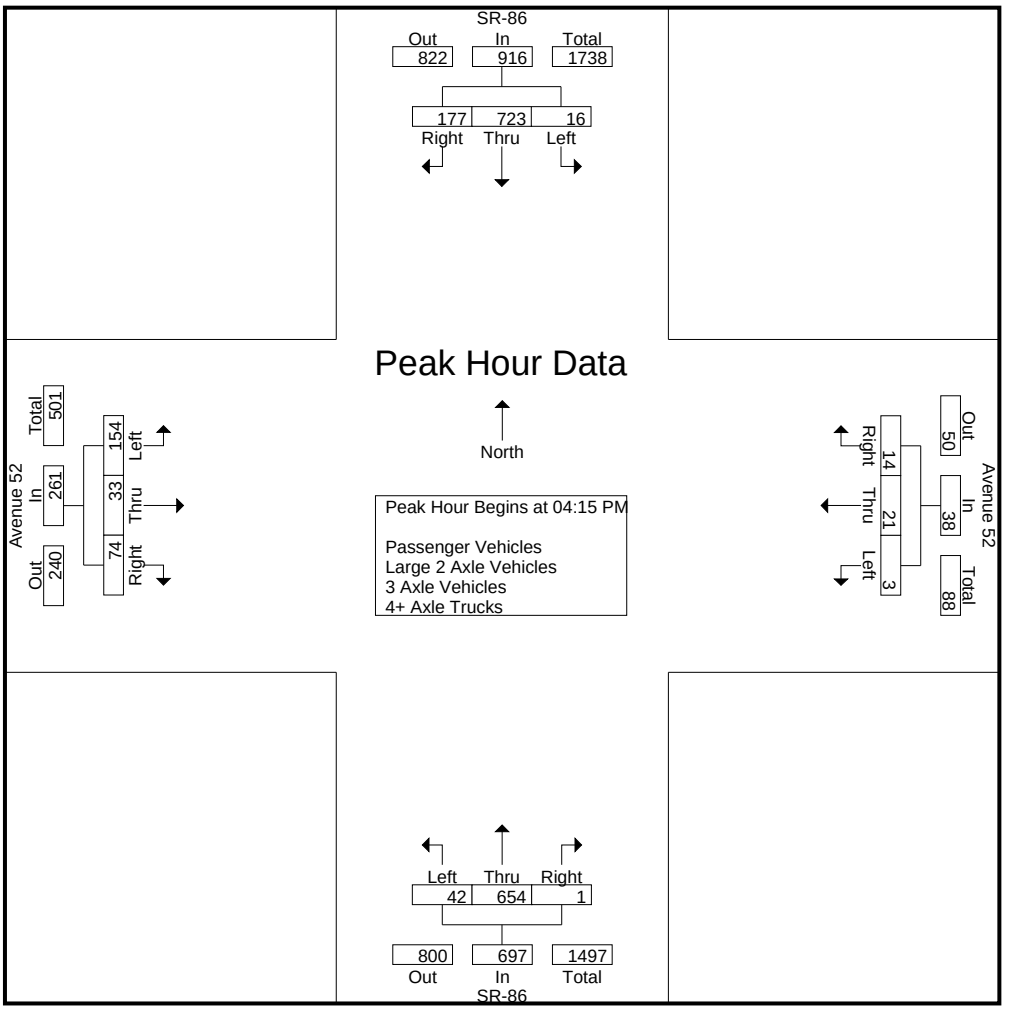

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	5	**200**	**51**	**256**	0	6	3	9	10	135	0	145	41	**10**	20	71
+15 mins.	**6**	169	47	222	**3**	6	2	11	8	155	0	163	34	6	**22**	62
+30 mins.	4	168	35	207	0	3	4	7	**14**	**188**	0	**202**	31	7	12	50
+45 mins.	1	186	44	231	1	**8**	**5**	**14**	6	184	0	190	**48**	10	20	**78**
Total Volume	16	723	177	916	4	23	14	41	38	662	0	700	154	33	74	261
% App. Total	1.7	78.9	19.3		9.8	56.1	34.1		5.4	94.6	0		59	12.6	28.4	
PHF	.667	.904	.868	.895	.333	.719	.700	.732	.679	.880	.000	.866	.802	.825	.841	.837

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City of Coachella
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File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	152	45	203	1	3	4	8	10	100	0	110	40	6	18	64	385
04:15 PM	5	176	49	230	0	5	5	10	8	130	0	138	38	10	20	68	446
04:30 PM	6	159	45	210	0	6	3	9	13	155	0	168	27	6	22	55	442
04:45 PM	4	152	32	188	3	6	2	11	6	156	0	162	30	6	9	45	406
Total	21	639	171	831	4	20	14	38	37	541	0	578	135	28	69	232	1679
05:00 PM	1	167	38	206	0	3	3	6	13	102	0	115	47	10	20	77	404
05:15 PM	5	147	46	198	1	8	4	13	5	113	1	119	34	8	19	61	391
05:30 PM	5	180	46	231	0	2	4	6	18	116	0	134	38	5	13	56	427
05:45 PM	7	145	32	184	1	5	3	9	12	106	0	118	38	4	14	56	367
Total	18	639	162	819	2	18	14	34	48	437	1	486	157	27	66	250	1589
Grand Total	39	1278	333	1650	6	38	28	72	85	978	1	1064	292	55	135	482	3268
Apprch %	2.4	77.5	20.2		8.3	52.8	38.9		8	91.9	0.1		60.6	11.4	28		
Total %	1.2	39.1	10.2	50.5	0.2	1.2	0.9	2.2	2.6	29.9	0	32.6	8.9	1.7	4.1	14.7	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	**176**	**49**	**230**	0	5	**5**	10	8	130	0	138	38	**10**	20	68	**446**
04:30 PM	**6**	159	45	210	0	**6**	3	9	**13**	155	0	**168**	27	6	**22**	55	442
04:45 PM	4	152	32	188	**3**	6	2	**11**	6	**156**	0	162	30	6	9	45	406
05:00 PM	1	167	38	206	0	3	3	6	13	102	0	115	**47**	10	20	**77**	404
Total Volume	16	654	164	834	3	20	13	36	40	543	0	583	142	32	71	245	1698
% App. Total	1.9	78.4	19.7		8.3	55.6	36.1		6.9	93.1	0		58	13.1	29		
PHF	.667	.929	.837	.907	.250	.833	.650	.818	.769	.870	.000	.868	.755	.800	.807	.795	.952

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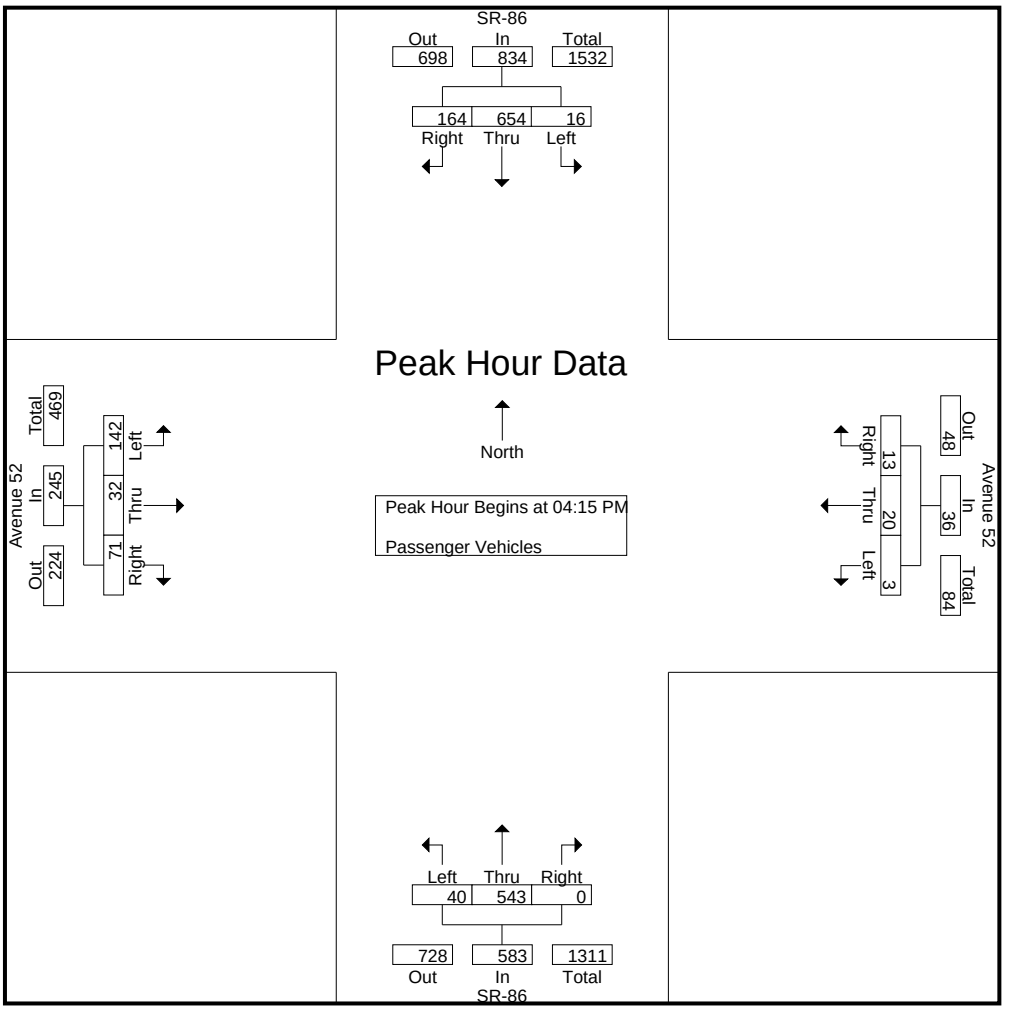

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	**176**	**49**	**230**	0	5	**5**	10	8	130	0	138	38	**10**	20	68
+15 mins.	**6**	159	45	210	0	**6**	3	9	**13**	155	0	**168**	27	6	**22**	55
+30 mins.	4	152	32	188	**3**	6	2	**11**	6	**156**	0	162	30	6	9	45
+45 mins.	1	167	38	206	0	3	3	6	13	102	0	115	**47**	10	20	**77**
Total Volume	16	654	164	834	3	20	13	36	40	543	0	583	142	32	71	245
% App. Total	1.9	78.4	19.7		8.3	55.6	36.1		6.9	93.1	0		58	13.1	29	
PHF	.667	.929	.837	.907	.250	.833	.650	.818	.769	.870	.000	.868	.755	.800	.807	.795

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City of Coachella
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File Name : 51_COA_SR86_Ave 52 PM
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Groups Printed- Large 2 Axle Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
04:15 PM	0	4	1	5	0	0	0	0	0	2	0	2	1	0	0	1	8
04:30 PM	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	1	9
04:45 PM	0	1	1	2	0	0	0	0	0	3	0	3	0	1	2	3	8
Total	0	5	2	7	0	0	0	0	0	16	0	16	2	1	2	5	28
05:00 PM	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	3	1	4	0	0	1	1	0	3	0	3	0	0	0	0	8
05:30 PM	0	1	2	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:45 PM	0	0	1	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	4	6	10	0	0	1	1	0	9	0	9	0	0	0	0	20
Grand Total	0	9	8	17	0	0	1	1	0	25	0	25	2	1	2	5	48
Apprch %	0	52.9	47.1		0	0	100		0	100	0		40	20	40		
Total %	0	18.8	16.7	35.4	0	0	2.1	2.1	0	52.1	0	52.1	4.2	2.1	4.2	10.4	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**4**	1	**5**	0	0	0	0	0	2	0	2	**1**	0	0	1	8
04:30 PM	0	0	0	0	0	0	0	0	0	**8**	0	**8**	1	0	0	1	**9**
04:45 PM	0	1	1	2	0	0	0	0	0	3	0	3	0	**1**	**2**	**3**	8
05:00 PM	0	0	**2**	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	0	5	4	9	0	0	0	0	0	14	0	14	2	1	2	5	28
% App. Total	0	55.6	44.4		0	0	0		0	100	0		40	20	40		
PHF	.000	.313	.500	.450	.000	.000	.000	.000	.000	.438	.000	.438	.500	.250	.250	.417	.778

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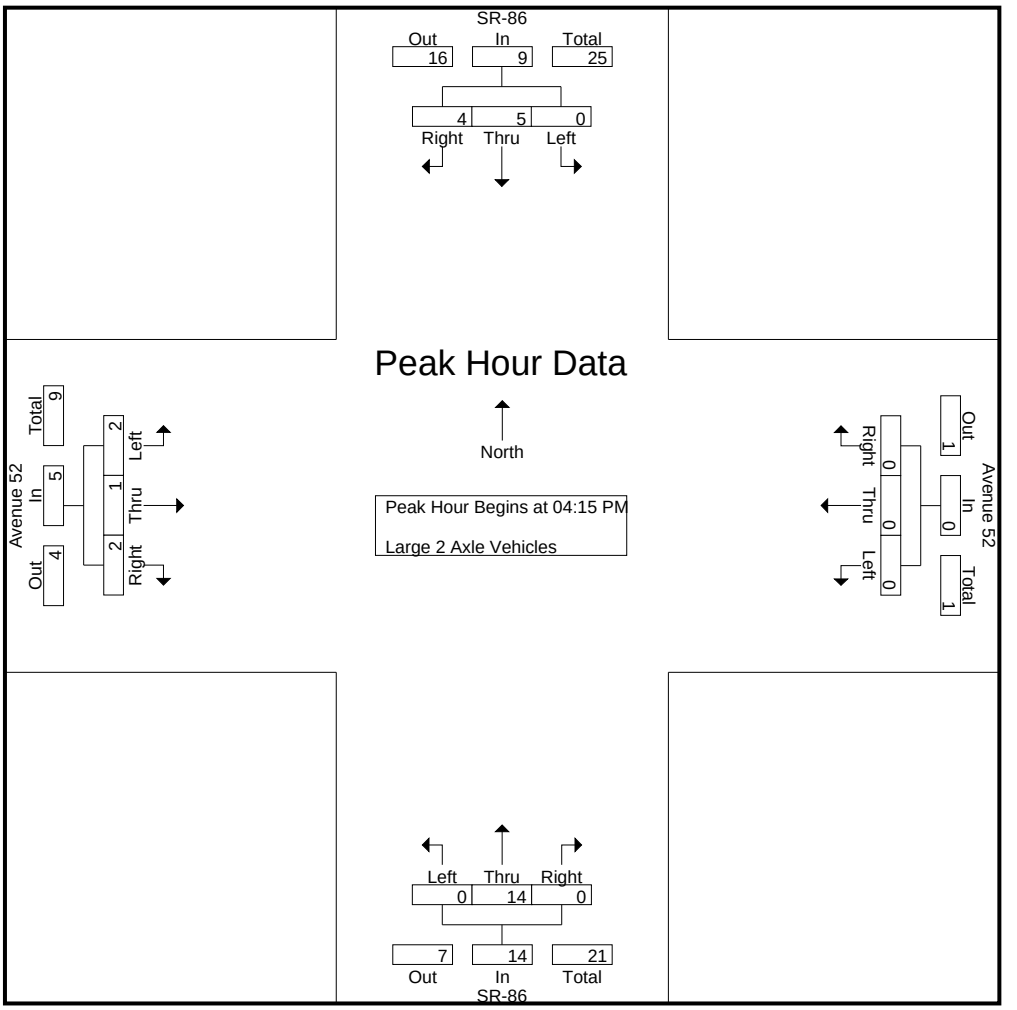
City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**4**	1	**5**	0	0	0	0	0	2	0	2	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	**8**	0	**8**	1	0	0	1
+30 mins.	0	1	1	2	0	0	0	0	0	3	0	3	0	**1**	**2**	**3**
+45 mins.	0	0	**2**	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	4	9	0	0	0	0	0	14	0	14	2	1	2	5
% App. Total	0	55.6	44.4		0	0	0		0	100	0		40	20	40	
PHF	.000	.313	.500	.450	.000	.000	.000	.000	.000	.438	.000	.438	.500	.250	.250	.417

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City of Coachella
N/S: SR-86
E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- 3 Axle Vehicles

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	5	9	0	1	0	1	0	0	0	0	1	0	0	1	11
05:00 PM	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	8	15	0	0	0	0	0	0	0	0	0	0	0	0	15
Grand Total	0	11	13	24	0	1	0	1	0	0	0	0	1	0	0	1	26
Apprch %	0	45.8	54.2		0	100	0		0	0	0		100	0	0		
Total %	0	42.3	50	92.3	0	3.8	0	3.8	0	0	0	0	3.8	0	0	3.8	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	**1**	0	**1**	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	**4**	**4**	**8**	0	0	0	0	0	0	0	0	0	0	0	0	**8**
Total Volume	0	7	6	13	0	1	0	1	0	0	0	0	1	0	0	1	15
% App. Total	0	53.8	46.2		0	100	0		0	0	0		100	0	0		
PHF	.000	.438	.375	.406	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.469

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City of Coachella
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File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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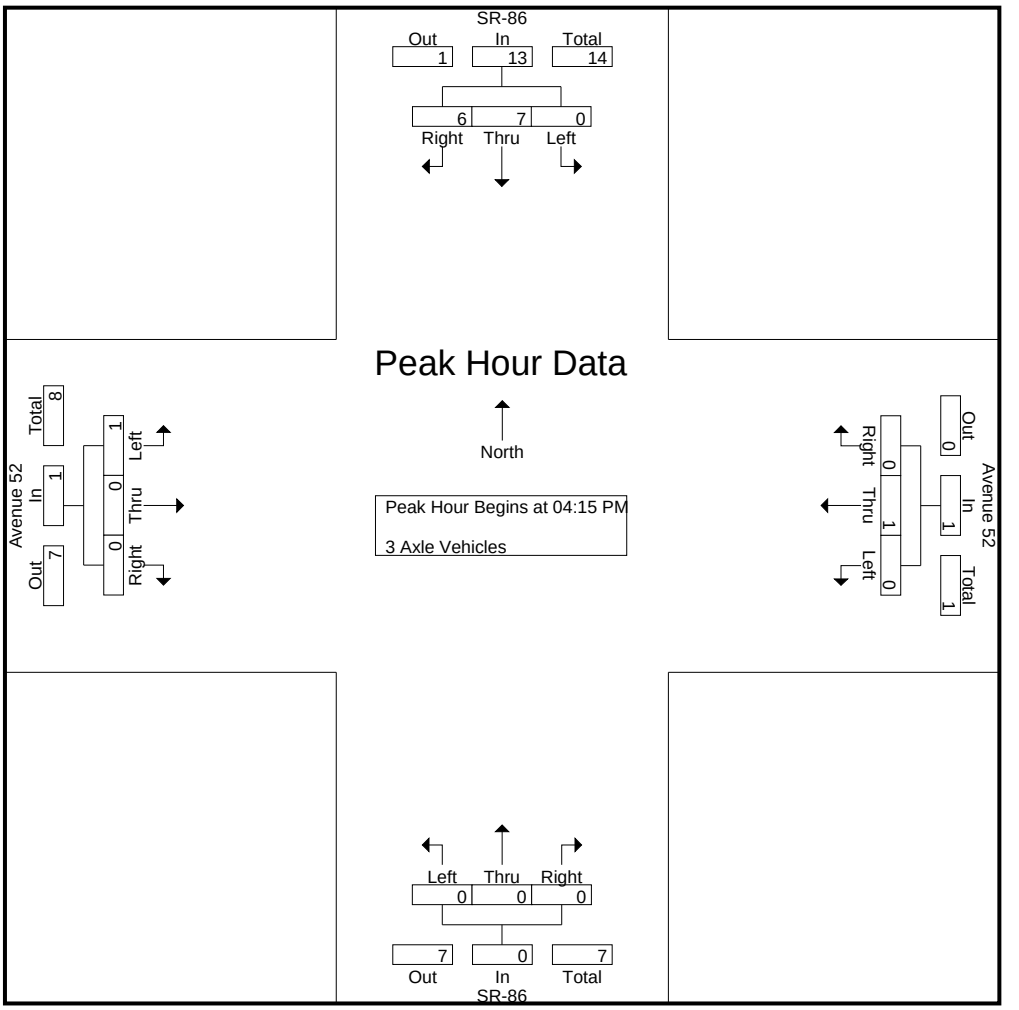

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**4**	**4**	**8**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	6	13	0	1	0	1	0	0	0	0	1	0	0	1
% App. Total	0	53.8	46.2		0	100	0		0	0	0		100	0	0	
PHF	.000	.438	.375	.406	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

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City of Coachella
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E/W: Avenue 52
Weather: Clear

File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	11	2	13	0	0	0	0	0	32	0	32	5	0	1	6	51
04:15 PM	0	18	1	19	0	0	0	0	0	23	0	23	2	0	0	2	44
04:30 PM	0	10	1	11	0	0	0	0	1	25	0	26	5	0	0	5	42
04:45 PM	0	14	1	15	0	0	0	0	0	25	0	25	1	0	1	2	42
Total	0	53	5	58	0	0	0	0	1	105	0	106	13	0	2	15	179
05:00 PM	0	15	0	15	0	0	1	1	1	24	1	26	1	0	0	1	43
05:15 PM	0	8	0	8	0	0	0	0	0	21	0	21	0	0	0	0	29
05:30 PM	0	21	0	21	0	0	0	0	0	26	0	26	0	0	1	1	48
05:45 PM	0	6	0	6	0	0	0	0	1	30	0	31	1	0	0	1	38
Total	0	50	0	50	0	0	1	1	2	101	1	104	2	0	1	3	158
Grand Total	0	103	5	108	0	0	1	1	3	206	1	210	15	0	3	18	337
Apprch %	0	95.4	4.6		0	0	100		1.4	98.1	0.5		83.3	0	16.7		
Total %	0	30.6	1.5	32	0	0	0.3	0.3	0.9	61.1	0.3	62.3	4.5	0	0.9	5.3	

	SR-86 Southbound				Avenue 52 Westbound				SR-86 Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**18**	**1**	**19**	0	0	0	0	0	23	0	23	2	0	0	2	**44**
04:30 PM	0	10	1	11	0	0	0	0	**1**	**25**	0	**26**	**5**	0	0	**5**	42
04:45 PM	0	14	1	15	0	0	0	0	0	25	0	25	1	0	**1**	2	42
05:00 PM	0	15	0	15	0	0	**1**	**1**	1	24	**1**	26	1	0	0	1	43
Total Volume	0	57	3	60	0	0	1	1	2	97	1	100	9	0	1	10	171
% App. Total	0	95	5		0	0	100		2	97	1		90	0	10		
PHF	.000	.792	.750	.789	.000	.000	.250	.250	.500	.970	.250	.962	.450	.000	.250	.500	.972

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City of Coachella
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File Name : 51_COA_SR86_Ave 52 PM
Site Code : 05722739
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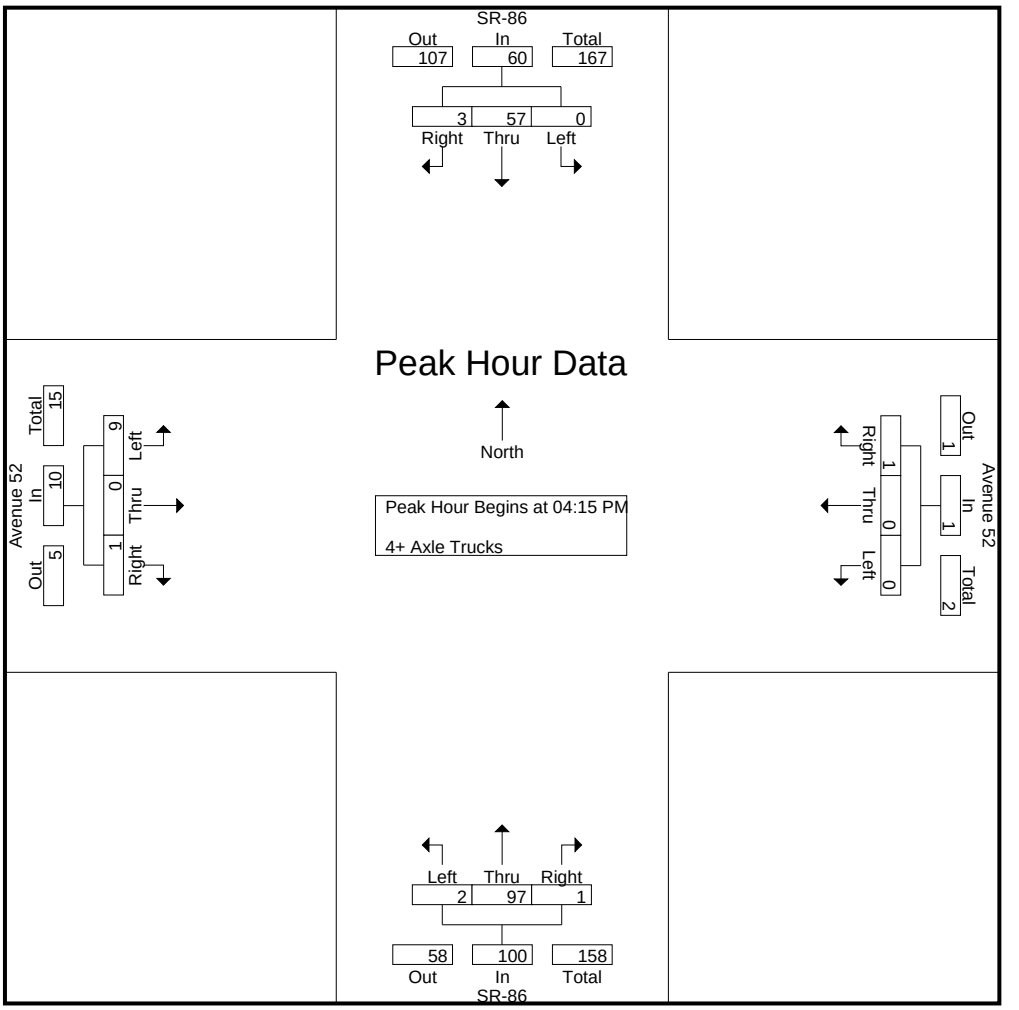

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**18**	**1**	**19**	0	0	0	0	0	23	0	23	2	0	0	2
+15 mins.	0	10	1	11	0	0	0	0	**1**	**25**	0	**26**	**5**	0	0	**5**
+30 mins.	0	14	1	15	0	0	0	0	0	25	0	25	1	0	**1**	2
+45 mins.	0	15	0	15	0	0	**1**	**1**	1	24	**1**	26	1	0	0	1
Total Volume	0	57	3	60	0	0	1	1	2	97	1	100	9	0	1	10
% App. Total	0	95	5		0	0	100		2	97	1		90	0	10	
PHF	.000	.792	.750	.789	.000	.000	.250	.250	.500	.970	.250	.962	.450	.000	.250	.500

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
07:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	1	0	3	4	7
07:30 AM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	3	3	6
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	1	1	2	0	0	0	0	6	1	0	7	1	0	8	9	18
08:00 AM	0	0	0	0	0	1	0	1	3	0	0	3	1	0	1	2	6
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3	5
Total	0	1	0	1	0	1	0	1	6	0	0	6	1	0	5	6	14
Grand Total	0	2	1	3	0	1	0	1	12	1	0	13	2	0	13	15	32
Apprch %	0	66.7	33.3		0	100	0		92.3	7.7	0		13.3	0	86.7		
Total %	0	6.2	3.1	9.4	0	3.1	0	3.1	37.5	3.1	0	40.6	6.2	0	40.6	46.9	
Passenger Vehicles	0	2	1	3	0	1	0	1	6	1	0	7	2	0	11	13	24
% Passenger Vehicles	0	100	100	100	0	100	0	100	50	100	0	53.8	100	0	84.6	86.7	75
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	2	7
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	41.7	0	0	38.5	0	0	15.4	13.3	21.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	8.3	0	0	7.7	0	0	0	0	3.1

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	1	**1**	0	2	**1**	0	**3**	**4**	**7**
07:30 AM	0	0	**1**	1	0	0	0	0	2	0	0	2	0	0	3	3	6
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:00 AM	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	1	0	1	2	6
Total Volume	0	1	1	2	0	1	0	1	7	1	0	8	2	0	8	10	21
% App. Total	0	50	50		0	100	0		87.5	12.5	0		20	0	80		
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.583	.250	.000	.667	.500	.000	.667	.625	.750

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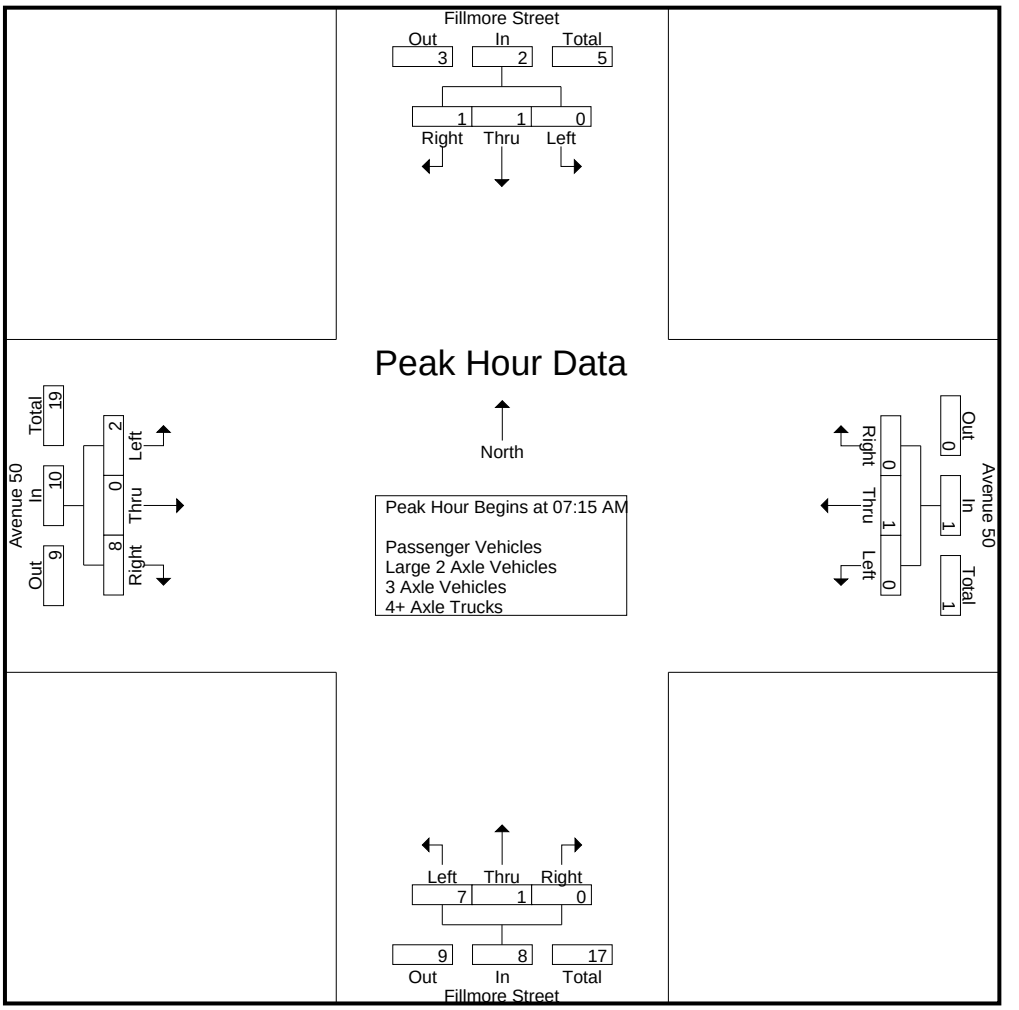
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	**1**	0	2	**1**	0	**3**	**4**
+15 mins.	0	**1**	0	**1**	0	0	0	0	2	0	0	2	0	0	3	3
+30 mins.	0	0	**1**	1	0	0	0	0	1	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	1	0	1	2
Total Volume	0	1	1	2	0	1	0	1	7	1	0	8	2	0	8	10
% App. Total	0	50	50		0	100	0		87.5	12.5	0		20	0	80	
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.583	.250	.000	.667	.500	.000	.667	.625

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City of Coachella
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Groups Printed- Passenger Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	2	3	5
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	4
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	1	1	2	0	0	0	0	3	1	0	4	1	0	7	8	14
08:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	2	4
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total	0	1	0	1	0	1	0	1	3	0	0	3	1	0	4	5	10
Grand Total	0	2	1	3	0	1	0	1	6	1	0	7	2	0	11	13	24
Apprch %	0	66.7	33.3		0	100	0		85.7	14.3	0		15.4	0	84.6		
Total %	0	8.3	4.2	12.5	0	4.2	0	4.2	25	4.2	0	29.2	8.3	0	45.8	54.2	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**1**	0	2	**3**	**5**
07:30 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**3**	3	4
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	1	1	2
08:00 AM	0	0	0	0	0	**1**	0	**1**	1	0	0	1	1	0	1	2	4
Total Volume	0	1	1	2	0	1	0	1	2	1	0	3	2	0	7	9	15
% App. Total	0	50	50		0	100	0		66.7	33.3	0		22.2	0	77.8		
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.500	.250	.000	.750	.500	.000	.583	.750	.750

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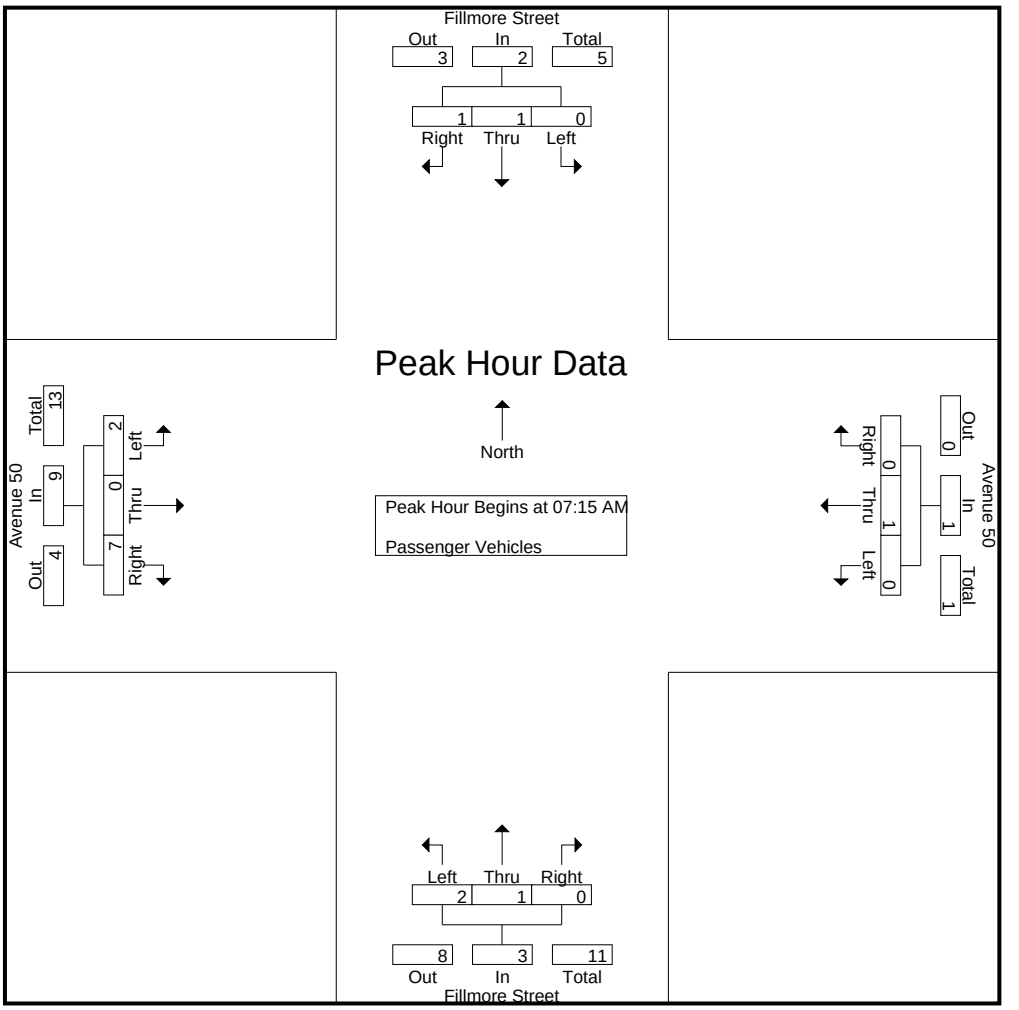

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**1**	0	2	**3**
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**3**	3
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	**1**	0	**1**	1	0	0	1	1	0	1	2
Total Volume	0	1	1	2	0	1	0	1	2	1	0	3	2	0	7	9
% App. Total	0	50	50		0	100	0		66.7	33.3	0		22.2	0	77.8	
PHF	.000	.250	.250	.500	.000	.250	.000	.250	.500	.250	.000	.750	.500	.000	.583	.750

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	4
Grand Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	2	7
Apprch %	0	0	0		0	0	0		100	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	71.4	0	0	71.4	0	0	28.6	28.6	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**	**2**
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	1	5
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250	.625

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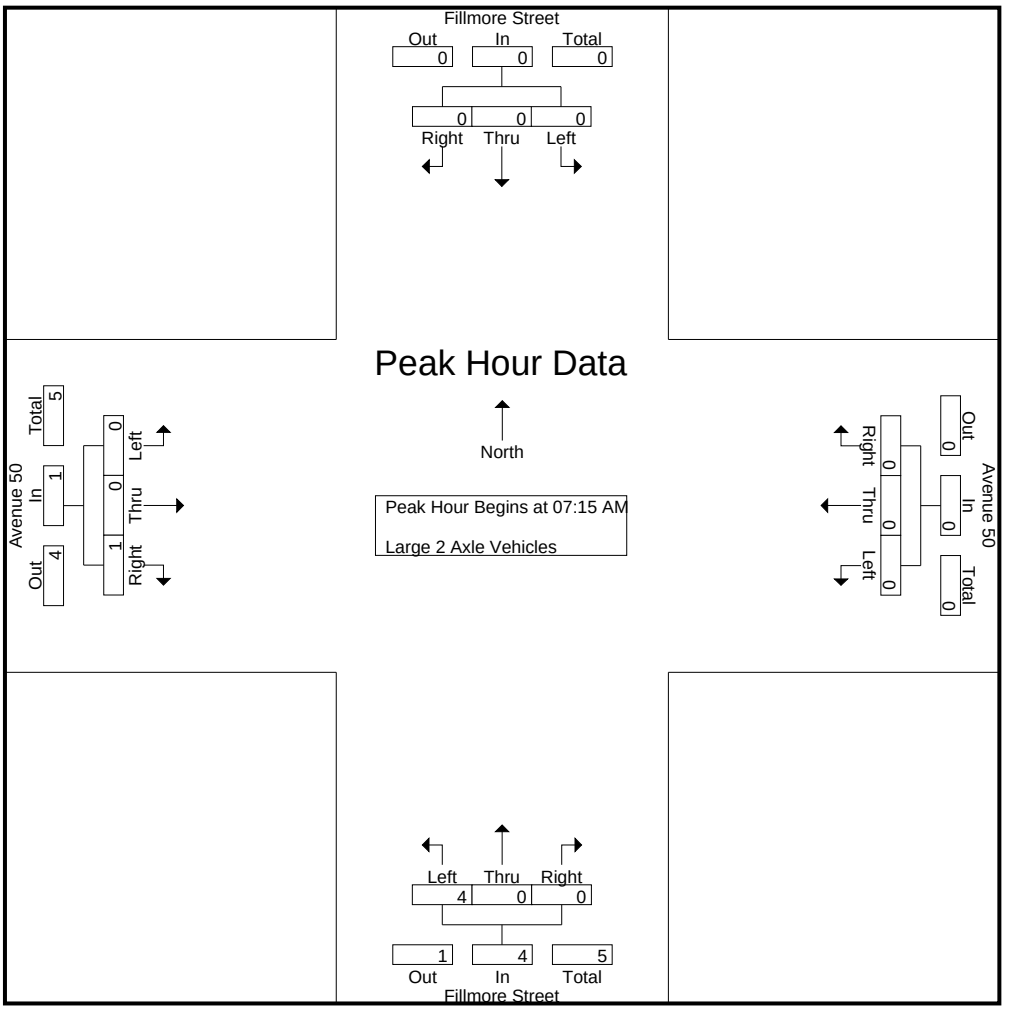
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.250

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
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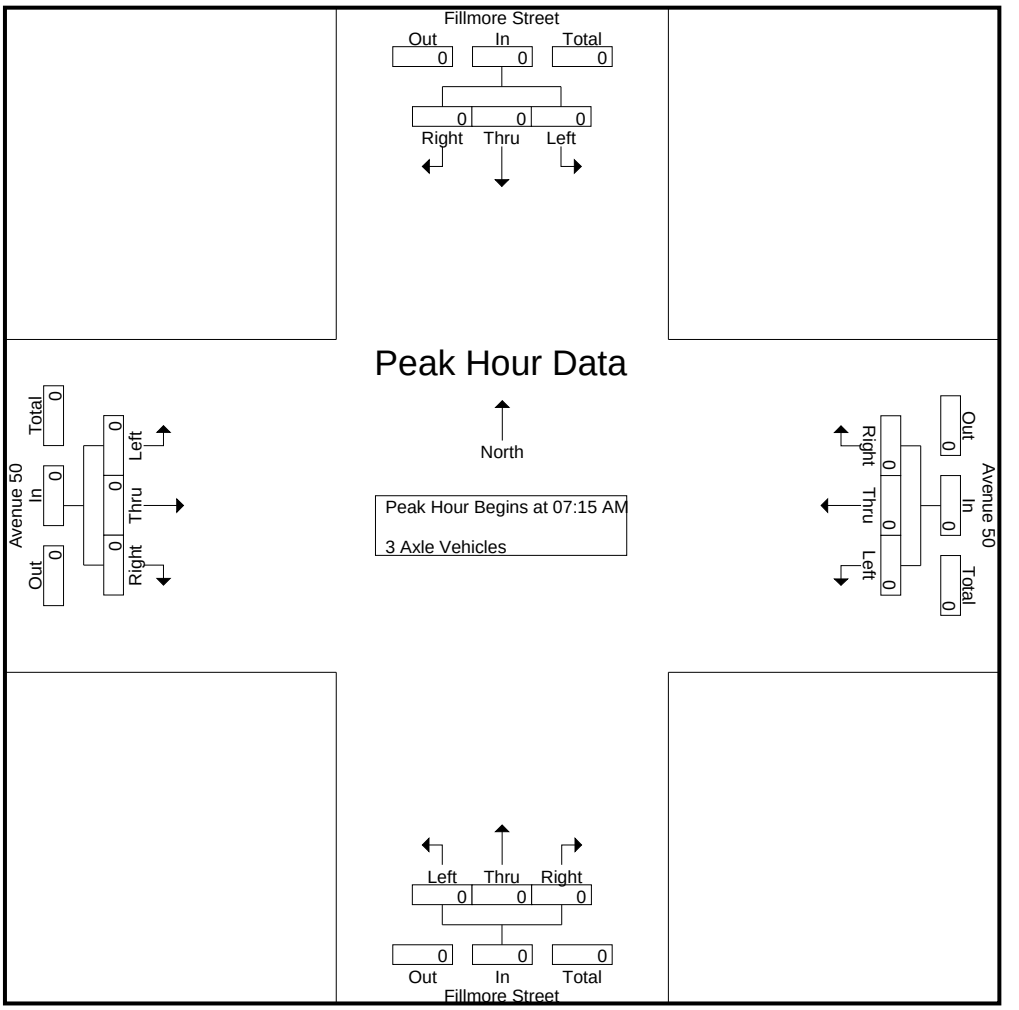

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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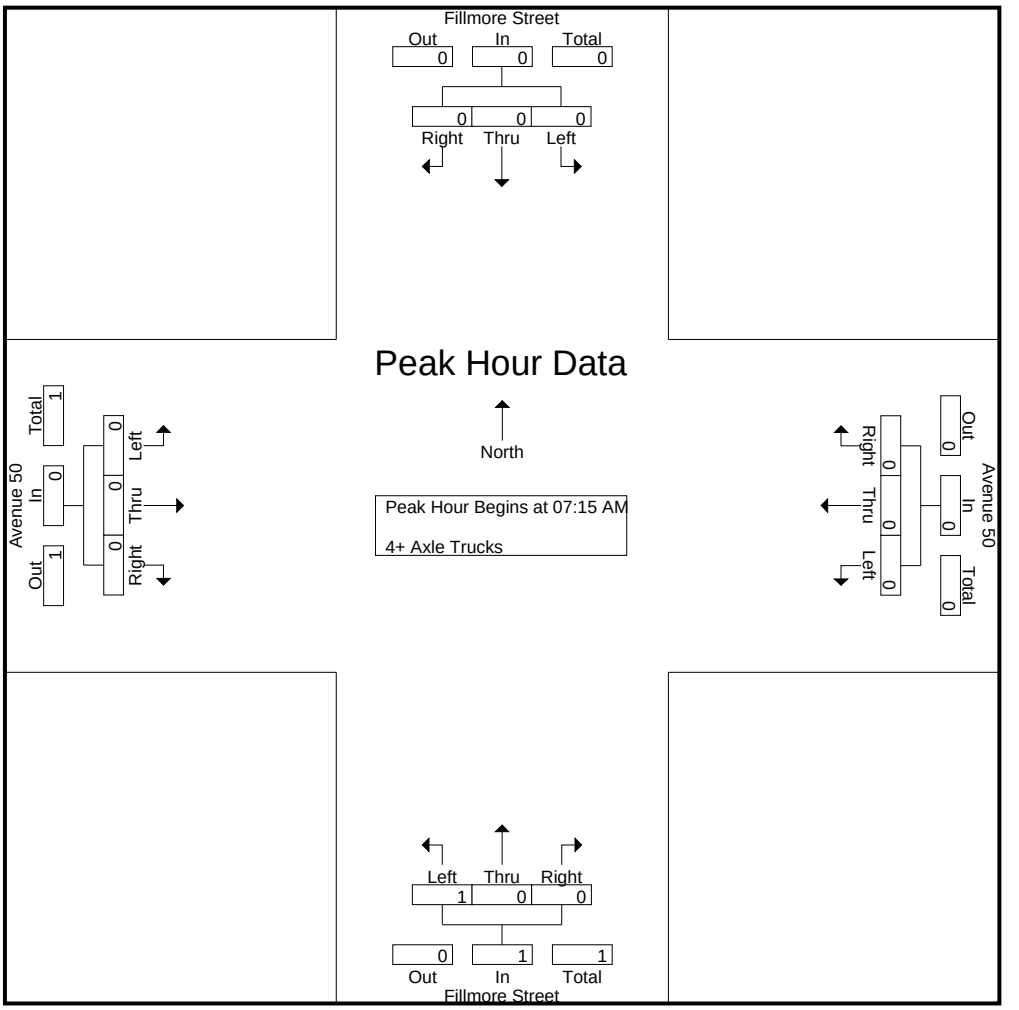
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	2	0	1	3	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3	5
04:45 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	3	3	6
Total	0	0	0	0	1	0	0	1	6	1	2	9	0	0	7	7	17
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	1	1	0	1	0	1	4	0	0	4	0	0	3	3	9
Grand Total	0	0	1	1	1	1	0	2	10	1	2	13	0	0	10	10	26
Apprch %	0	0	100		50	50	0		76.9	7.7	15.4		0	0	100		
Total %	0	0	3.8	3.8	3.8	3.8	0	7.7	38.5	3.8	7.7	50	0	0	38.5	38.5	
Passenger Vehicles	0	0	1	1	1	1	0	2	9	1	2	12	0	0	10	10	25
% Passenger Vehicles	0	0	100	100	100	100	0	100	90	100	100	92.3	0	0	100	100	96.2
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	10	0	0	7.7	0	0	0	0	3.8
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	2	0	**1**	**3**	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	**3**	**3**	5
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	**1**	1	2	0	0	3	3	**6**
Total Volume	0	0	0	0	1	0	0	1	6	1	2	9	0	0	7	7	17
% App. Total	0	0	0		100	0	0		66.7	11.1	22.2		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.750	.250	.500	.750	.000	.000	.583	.583	.708

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City of Coachella
N/S: Fillmore Street
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File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
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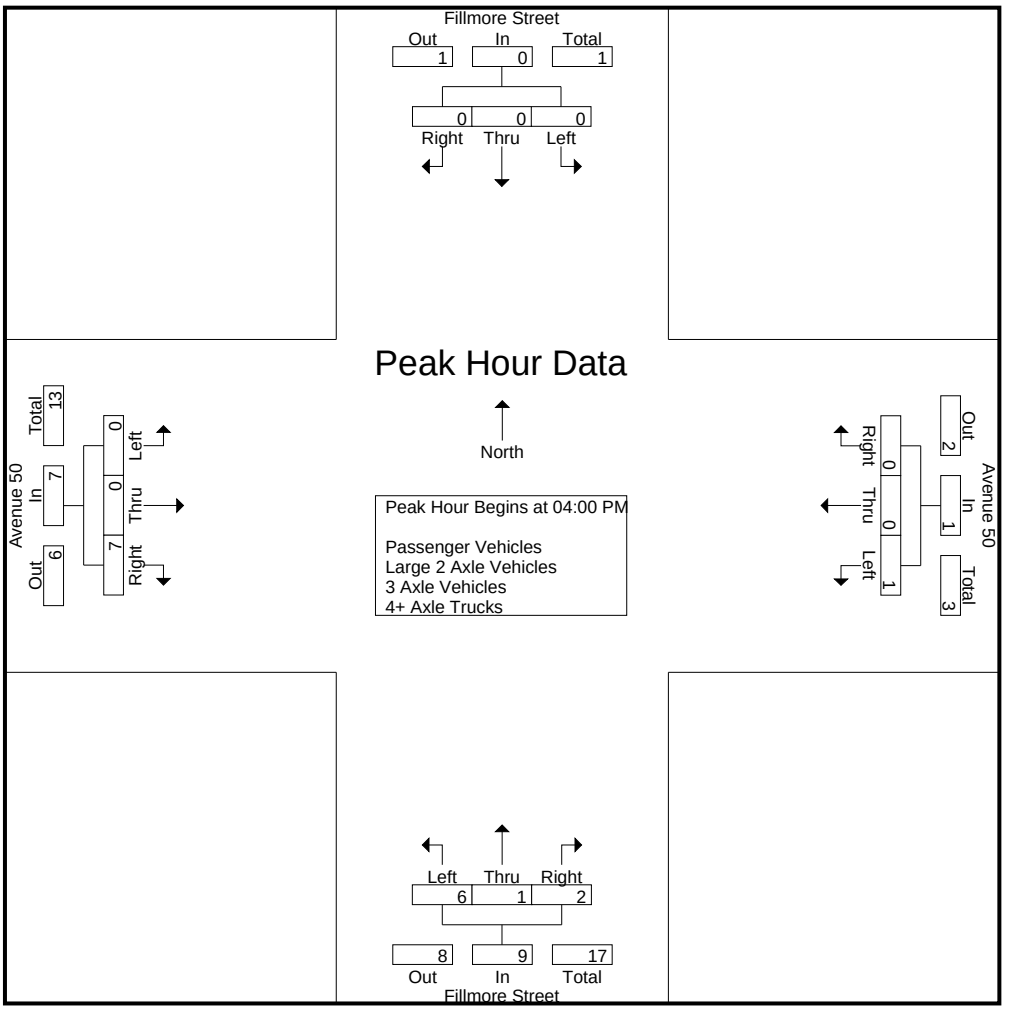

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	2	0	**1**	**3**	0	0	**3**	**3**
+30 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3
+45 mins.	0	0	**1**	**1**	**1**	0	0	**1**	0	**1**	1	2	0	0	1	1
Total Volume	0	0	1	1	1	0	0	1	6	1	2	9	0	0	8	8
% App. Total	0	0	100		100	0	0		66.7	11.1	22.2		0	0	100	
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.750	.250	.500	.750	.000	.000	.667	.667

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
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Groups Printed- Passenger Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	2	0	1	3	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
04:45 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	3	3	6
Total	0	0	0	0	1	0	0	1	5	1	2	8	0	0	7	7	16
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	1	1	0	1	0	1	4	0	0	4	0	0	3	3	9
Grand Total	0	0	1	1	1	1	0	2	9	1	2	12	0	0	10	10	25
Apprch %	0	0	100		50	50	0		75	8.3	16.7		0	0	100		
Total %	0	0	4	4	4	4	0	8	36	4	8	48	0	0	40	40	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	2	0	**1**	**3**	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**3**	**3**	4
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	**1**	1	2	0	0	3	3	**6**
Total Volume	0	0	0	0	1	0	0	1	5	1	2	8	0	0	7	7	16
% App. Total	0	0	0		100	0	0		62.5	12.5	25		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.625	.250	.500	.667	.000	.000	.583	.583	.667

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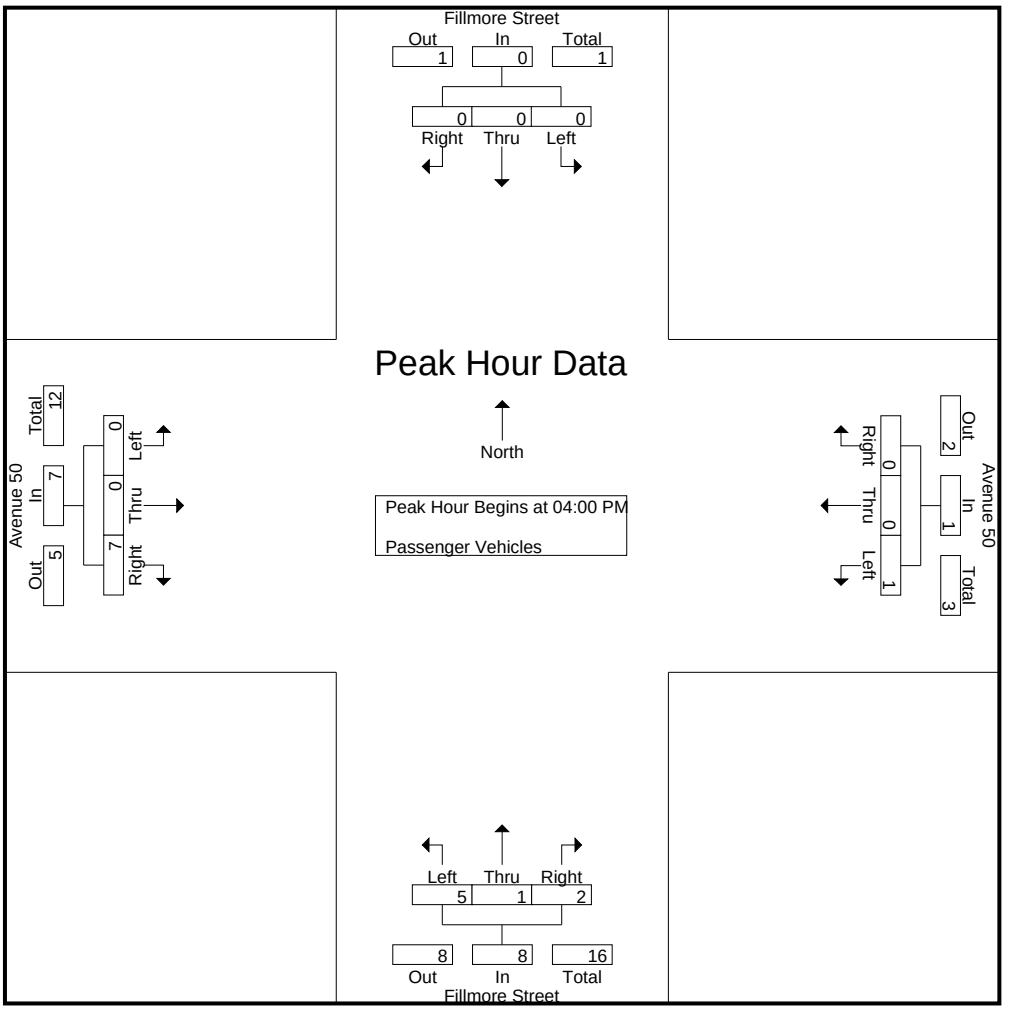
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	2	0	**1**	**3**	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**3**	**3**
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	**1**	1	2	0	0	3	3
Total Volume	0	0	0	0	1	0	0	1	5	1	2	8	0	0	7	7
% App. Total	0	0	0		100	0	0		62.5	12.5	25		0	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.625	.250	.500	.667	.000	.000	.583	.583

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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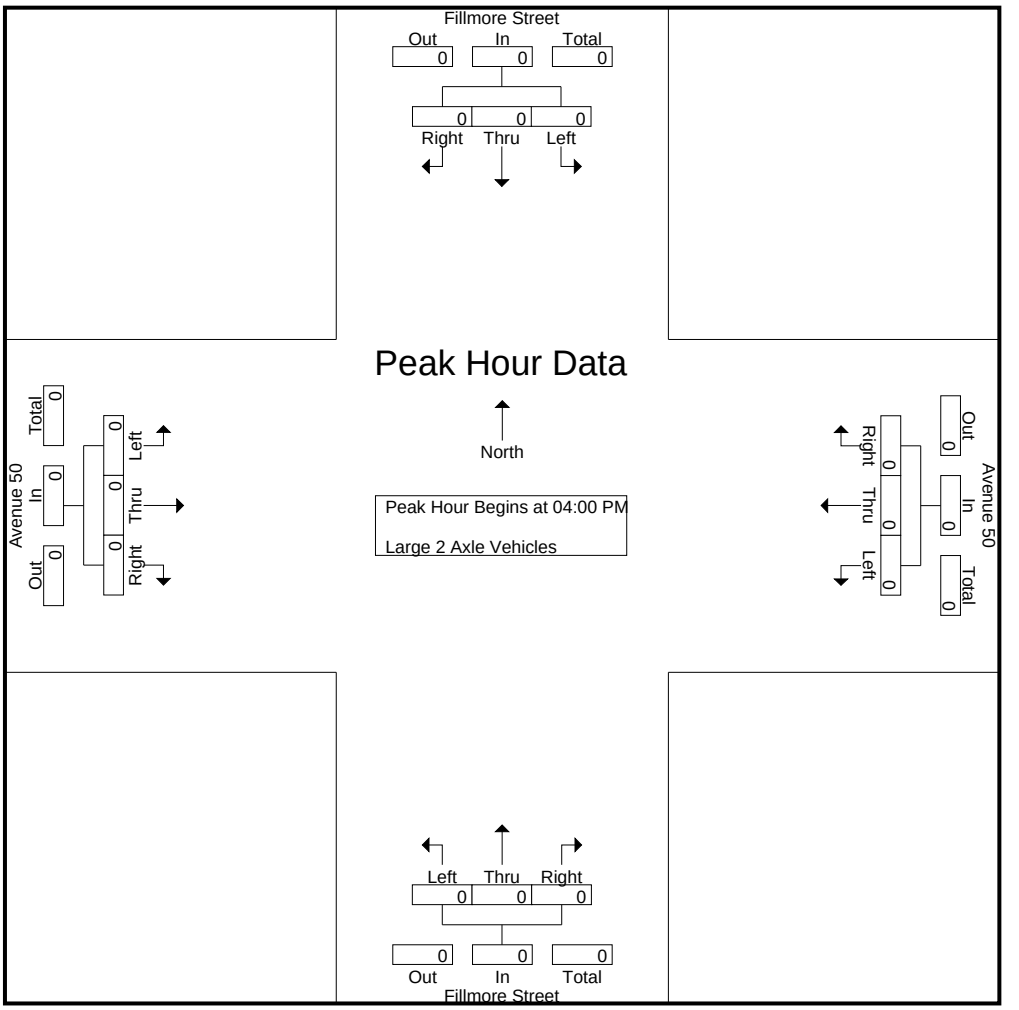
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
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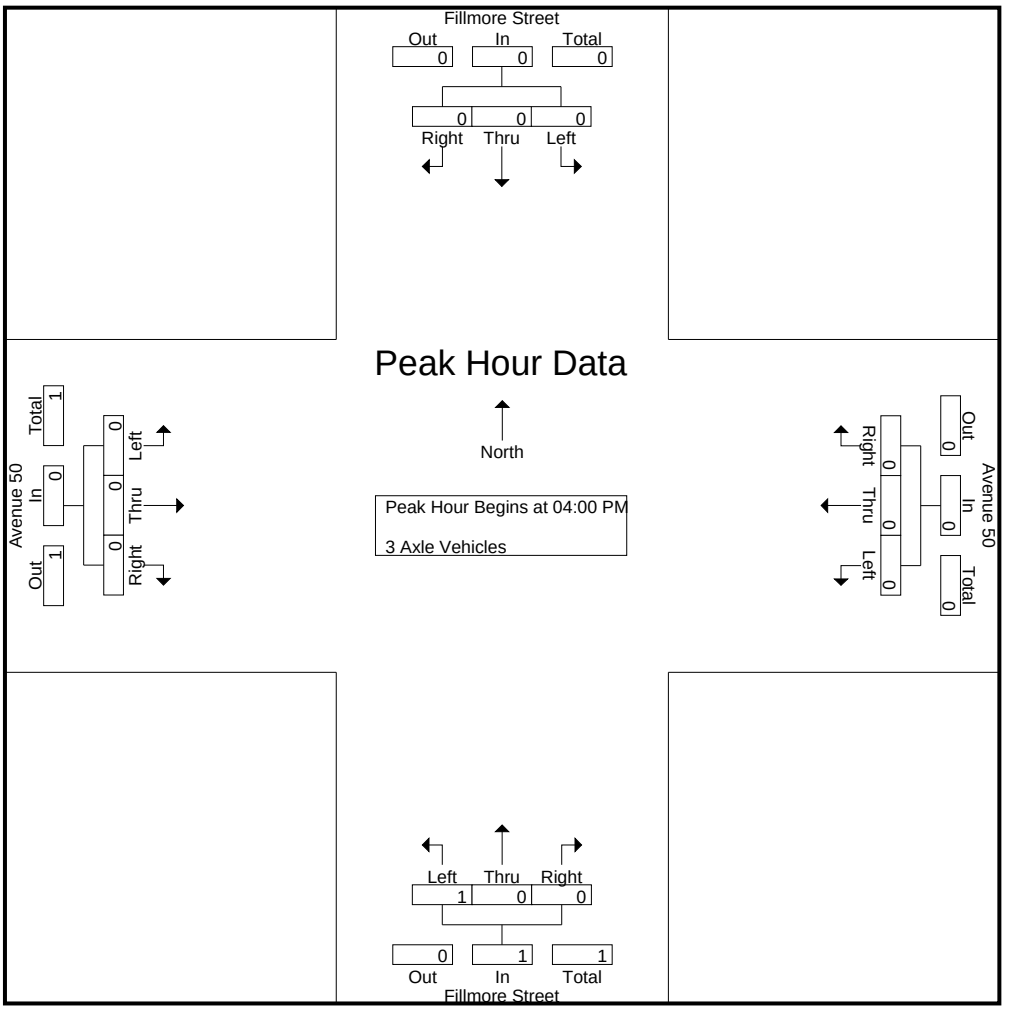

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fillmore Street Southbound				Avenue 50 Westbound				Fillmore Street Northbound				Avenue 50 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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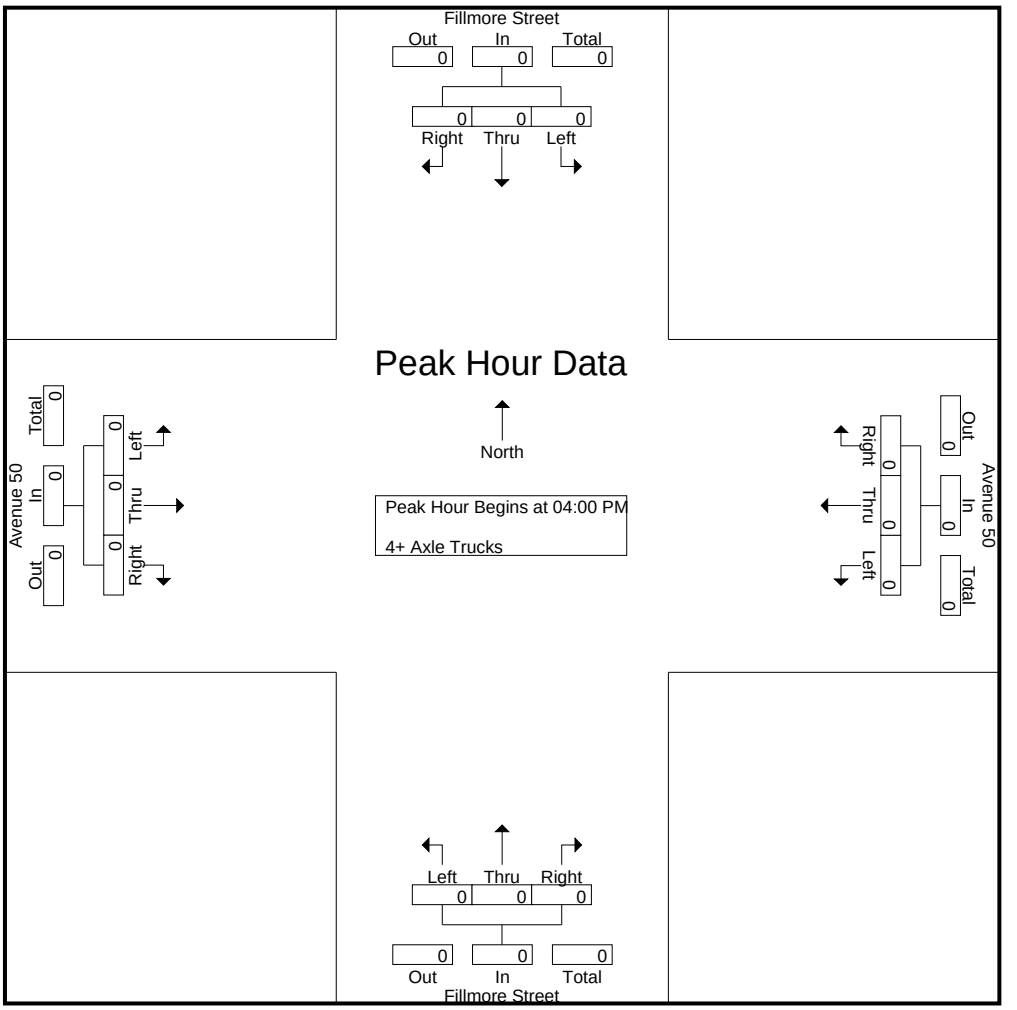
City of Coachella
N/S: Fillmore Street
E/W: Avenue 50
Weather: Clear

File Name : 52_COA_Fill_Ave 50 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	9	2	0	11	6	1	1	8	21
07:15 AM	0	1	2	3	1	0	0	1	10	1	0	11	2	0	2	4	19
07:30 AM	1	1	5	7	0	0	0	0	7	2	0	9	0	3	3	6	22
07:45 AM	0	1	5	6	1	1	0	2	10	0	0	10	2	0	3	5	23
Total	1	3	12	16	2	3	0	5	36	5	0	41	10	4	9	23	85
08:00 AM	0	0	3	3	0	1	5	6	7	1	0	8	1	0	2	3	20
08:15 AM	0	1	0	1	3	0	0	3	11	0	2	13	2	0	2	4	21
08:30 AM	0	2	3	5	0	1	0	1	5	0	1	6	2	0	8	10	22
08:45 AM	0	1	1	2	1	1	0	2	4	1	2	7	1	0	3	4	15
Total	0	4	7	11	4	3	5	12	27	2	5	34	6	0	15	21	78
Grand Total	1	7	19	27	6	6	5	17	63	7	5	75	16	4	24	44	163
Apprch %	3.7	25.9	70.4		35.3	35.3	29.4		84	9.3	6.7		36.4	9.1	54.5		
Total %	0.6	4.3	11.7	16.6	3.7	3.7	3.1	10.4	38.7	4.3	3.1	46	9.8	2.5	14.7	27	
Passenger Vehicles	1	7	19	27	5	6	4	15	62	6	5	73	14	4	23	41	156
% Passenger Vehicles	100	100	100	100	83.3	100	80	88.2	98.4	85.7	100	97.3	87.5	100	95.8	93.2	95.7
Large 2 Axle Vehicles	0	0	0	0	1	0	1	2	1	0	0	1	2	0	1	3	6
% Large 2 Axle Vehicles	0	0	0	0	16.7	0	20	11.8	1.6	0	0	1.3	12.5	0	4.2	6.8	3.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	14.3	0	1.3	0	0	0	0	0.6
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**1**	**5**	**7**	0	0	0	0	7	**2**	0	9	0	**3**	**3**	**6**	22
07:45 AM	0	1	5	6	1	**1**	0	2	10	0	0	10	**2**	0	3	5	**23**
08:00 AM	0	0	3	3	0	1	**5**	**6**	7	1	0	8	1	0	2	3	20
08:15 AM	0	1	0	1	**3**	0	0	3	**11**	0	**2**	**13**	2	0	2	4	21
Total Volume	1	3	13	17	4	2	5	11	35	3	2	40	5	3	10	18	86
% App. Total	5.9	17.6	76.5		36.4	18.2	45.5		87.5	7.5	5		27.8	16.7	55.6		
PHF	.250	.750	.650	.607	.333	.500	.250	.458	.795	.375	.250	.769	.625	.250	.833	.750	.935

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City of Coachella
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Weather: Clear

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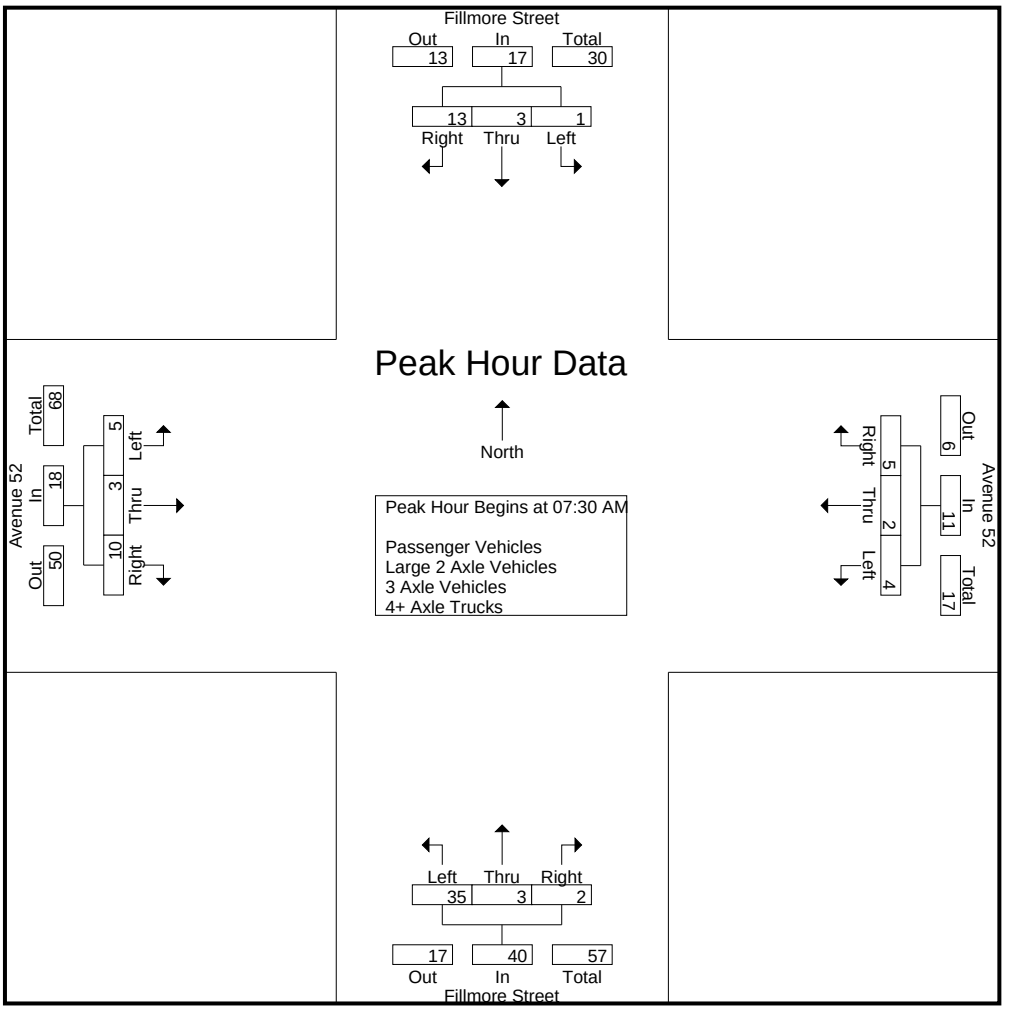

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	2	3	1	**1**	0	2	9	**2**	0	**11**	**6**	1	1	**8**
+15 mins.	**1**	1	**5**	**7**	0	1	**5**	**6**	**10**	1	0	11	2	0	2	4
+30 mins.	0	1	5	6	**3**	0	0	3	7	2	0	9	0	**3**	**3**	6
+45 mins.	0	0	3	3	0	1	0	1	10	0	0	10	2	0	3	5
Total Volume	1	3	15	19	4	3	5	12	36	5	0	41	10	4	9	23
% App. Total	5.3	15.8	78.9		33.3	25	41.7		87.8	12.2	0		43.5	17.4	39.1	
PHF	.250	.750	.750	.679	.333	.750	.250	.500	.900	.625	.000	.932	.417	.333	.750	.719

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	9	2	0	11	6	1	1	8	21
07:15 AM	0	1	2	3	1	0	0	1	10	1	0	11	1	0	2	3	18
07:30 AM	1	1	5	7	0	0	0	0	7	1	0	8	0	3	3	6	21
07:45 AM	0	1	5	6	1	1	0	2	10	0	0	10	1	0	3	4	22
Total	1	3	12	16	2	3	0	5	36	4	0	40	8	4	9	21	82
08:00 AM	0	0	3	3	0	1	4	5	7	1	0	8	1	0	2	3	19
08:15 AM	0	1	0	1	3	0	0	3	10	0	2	12	2	0	2	4	20
08:30 AM	0	2	3	5	0	1	0	1	5	0	1	6	2	0	7	9	21
08:45 AM	0	1	1	2	0	1	0	1	4	1	2	7	1	0	3	4	14
Total	0	4	7	11	3	3	4	10	26	2	5	33	6	0	14	20	74
Grand Total	1	7	19	27	5	6	4	15	62	6	5	73	14	4	23	41	156
Apprch %	3.7	25.9	70.4		33.3	40	26.7		84.9	8.2	6.8		34.1	9.8	56.1		
Total %	0.6	4.5	12.2	17.3	3.2	3.8	2.6	9.6	39.7	3.8	3.2	46.8	9	2.6	14.7	26.3	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**1**	**5**	**7**	0	0	0	0	7	**1**	0	8	0	**3**	**3**	**6**	21
07:45 AM	0	1	5	6	1	**1**	0	2	**10**	0	0	10	1	0	3	4	**22**
08:00 AM	0	0	3	3	0	1	**4**	**5**	7	1	0	8	1	0	2	3	19
08:15 AM	0	1	0	1	**3**	0	0	3	10	0	**2**	**12**	**2**	0	2	4	20
Total Volume	1	3	13	17	4	2	4	10	34	2	2	38	4	3	10	17	82
% App. Total	5.9	17.6	76.5		40	20	40		89.5	5.3	5.3		23.5	17.6	58.8		
PHF	.250	.750	.650	.607	.333	.500	.250	.500	.850	.500	.250	.792	.500	.250	.833	.708	.932

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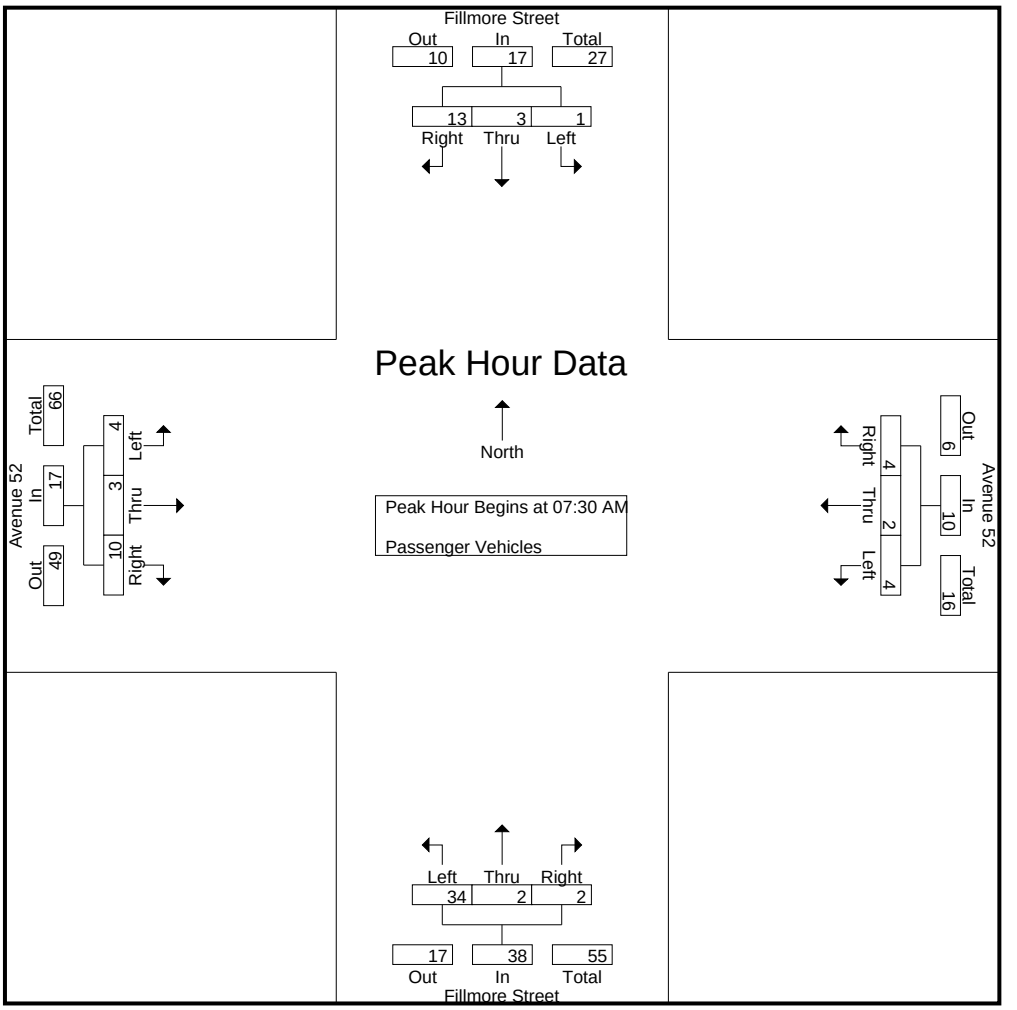
City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	**1**	**5**	**7**	0	0	0	0	7	**1**	0	8	0	**3**	**3**	**6**
+15 mins.	0	1	5	6	1	**1**	0	2	**10**	0	0	10	1	0	3	4
+30 mins.	0	0	3	3	0	1	**4**	**5**	7	1	0	8	1	0	2	3
+45 mins.	0	1	0	1	**3**	0	0	3	10	0	**2**	**12**	**2**	0	2	4
Total Volume	1	3	13	17	4	2	4	10	34	2	2	38	4	3	10	17
% App. Total	5.9	17.6	76.5		40	20	40		89.5	5.3	5.3		23.5	17.6	58.8	
PHF	.250	.750	.650	.607	.333	.500	.250	.500	.850	.500	.250	.792	.500	.250	.833	.708

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	1	0	0	1	0	0	1	1	4
Grand Total	0	0	0	0	1	0	1	2	1	0	0	1	2	0	1	3	6
Apprch %	0	0	0		50	0	50		100	0	0		66.7	0	33.3		
Total %	0	0	0	0	16.7	0	16.7	33.3	16.7	0	0	16.7	33.3	0	16.7	50	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
08:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	1	0	0	1	3
% App. Total	0	0	0		0	0	100		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.250	.750

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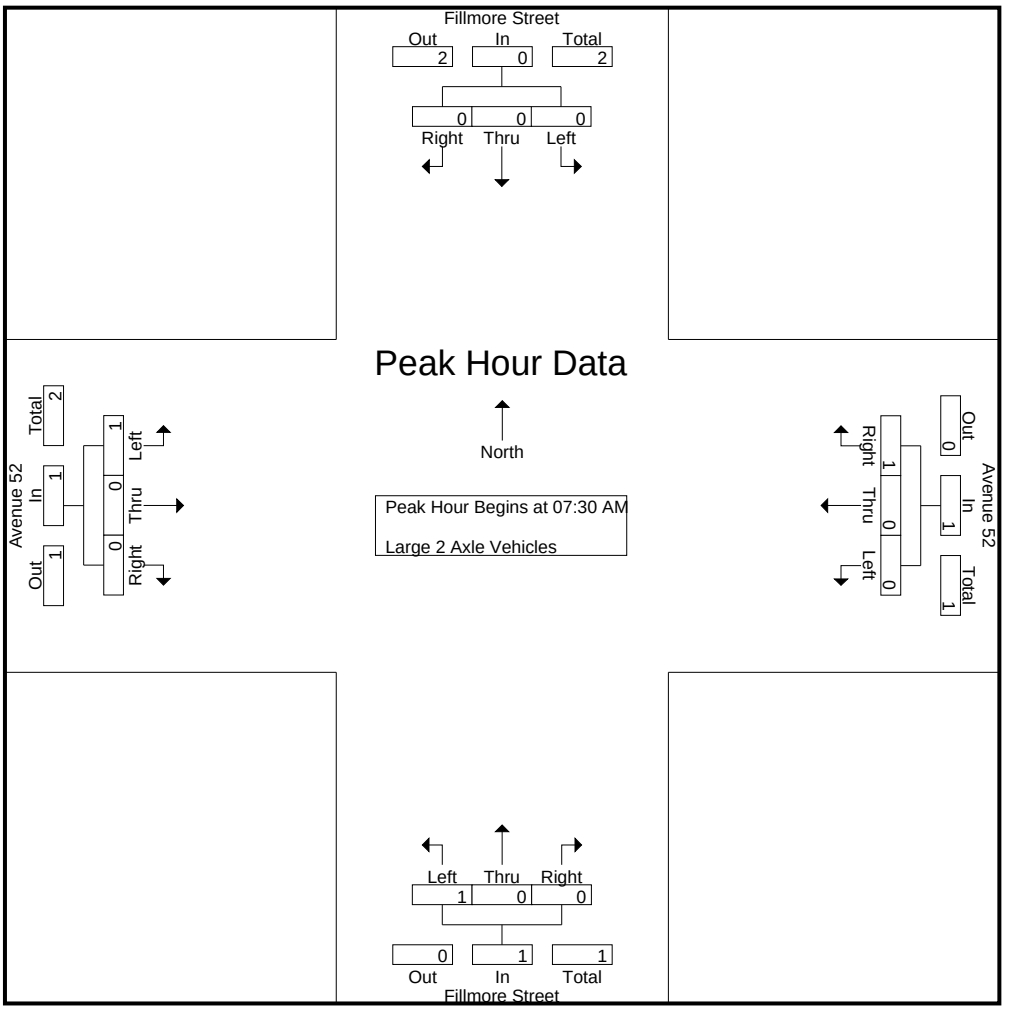
City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	1	0	0	1	1	0	0	1
% App. Total	0	0	0		0	0	100		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.250

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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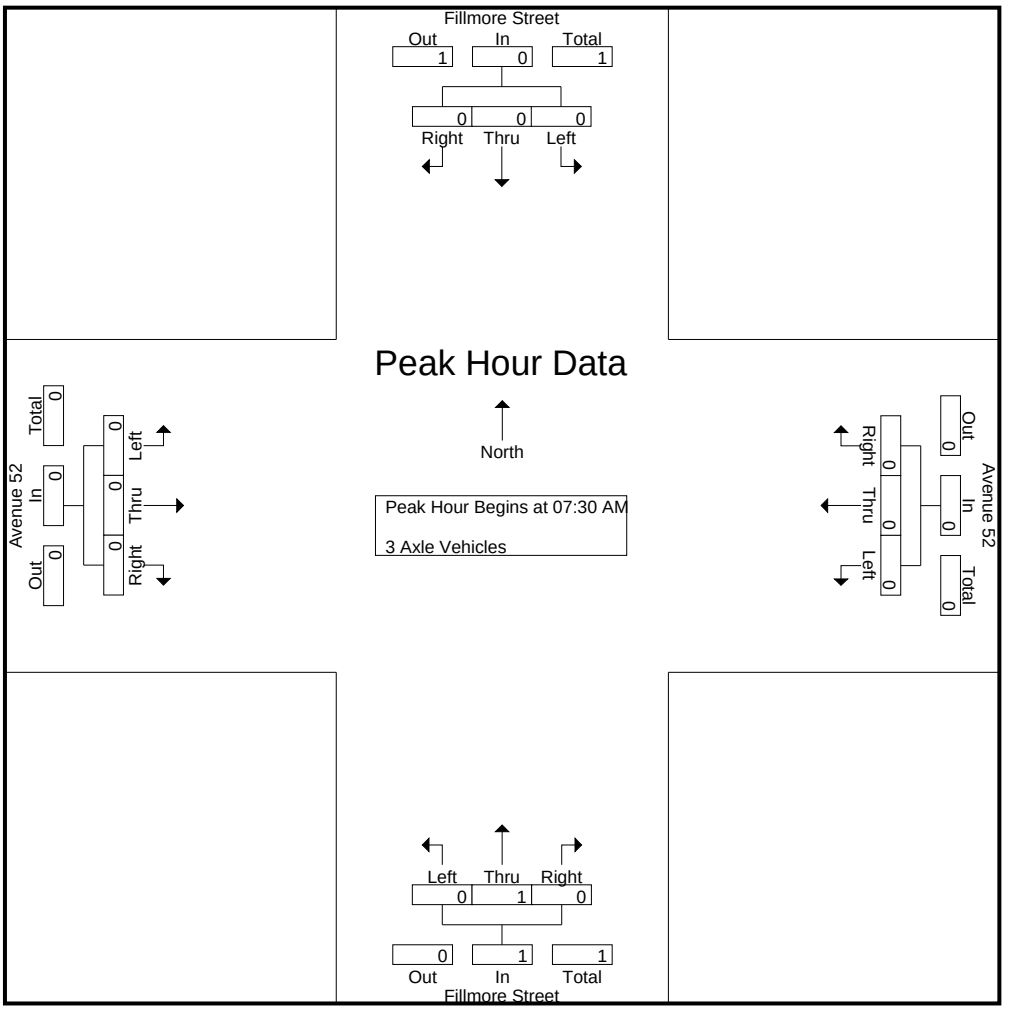
City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 AM
Site Code : 05722739
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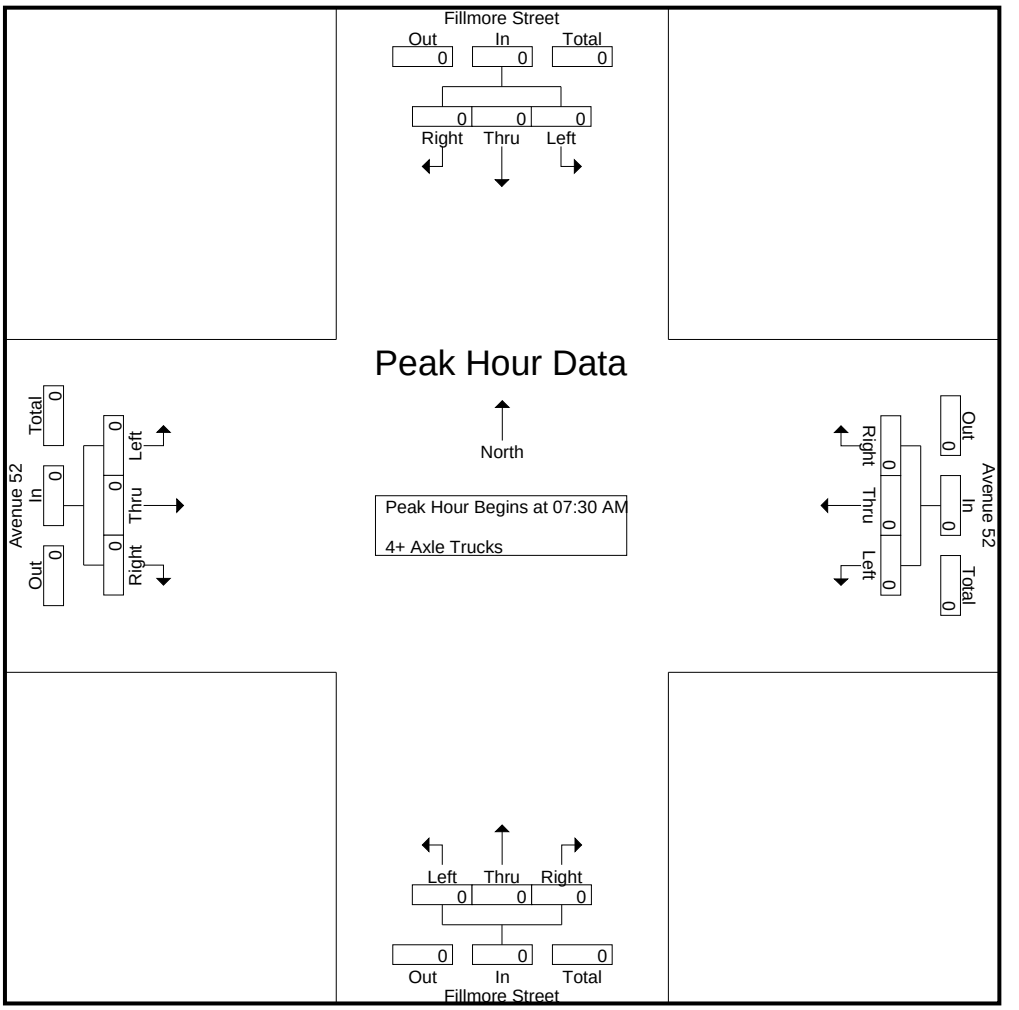

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	0	0	0	0	5	1	0	6	3	0	6	9	18
04:15 PM	0	2	1	3	0	0	1	1	4	1	1	6	3	0	9	12	22
04:30 PM	0	2	3	5	0	0	0	0	5	1	0	6	3	0	7	10	21
04:45 PM	0	2	4	6	0	0	1	1	2	2	0	4	3	1	3	7	18
Total	0	7	10	17	0	0	2	2	16	5	1	22	12	1	25	38	79
05:00 PM	0	0	1	1	0	0	0	0	5	0	1	6	1	0	9	10	17
05:15 PM	0	1	2	3	0	0	0	0	8	1	0	9	4	0	7	11	23
05:30 PM	0	1	2	3	0	0	0	0	3	0	0	3	2	0	6	8	14
05:45 PM	0	1	0	1	0	0	0	0	6	0	0	6	2	0	6	8	15
Total	0	3	5	8	0	0	0	0	22	1	1	24	9	0	28	37	69
Grand Total	0	10	15	25	0	0	2	2	38	6	2	46	21	1	53	75	148
Apprch %	0	40	60		0	0	100		82.6	13	4.3		28	1.3	70.7		
Total %	0	6.8	10.1	16.9	0	0	1.4	1.4	25.7	4.1	1.4	31.1	14.2	0.7	35.8	50.7	
Passenger Vehicles	0	10	15	25	0	0	2	2	37	5	2	44	21	1	53	75	146
% Passenger Vehicles	0	100	100	100	0	0	100	100	97.4	83.3	100	95.7	100	100	100	100	98.6
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	2.6	0	0	2.2	0	0	0	0	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	16.7	0	2.2	0	0	0	0	0.7
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	2	3	0	0	0	0	**5**	1	0	**6**	**3**	0	6	9	18
04:15 PM	0	**2**	1	3	0	0	**1**	**1**	4	1	**1**	6	3	0	**9**	**12**	**22**
04:30 PM	0	2	3	5	0	0	0	0	5	1	0	6	3	0	7	10	21
04:45 PM	0	2	**4**	**6**	0	0	1	1	2	**2**	0	4	3	**1**	3	7	18
Total Volume	0	7	10	17	0	0	2	2	16	5	1	22	12	1	25	38	79
% App. Total	0	41.2	58.8		0	0	100		72.7	22.7	4.5		31.6	2.6	65.8		
PHF	.000	.875	.625	.708	.000	.000	.500	.500	.800	.625	.250	.917	1.00	.250	.694	.792	.898

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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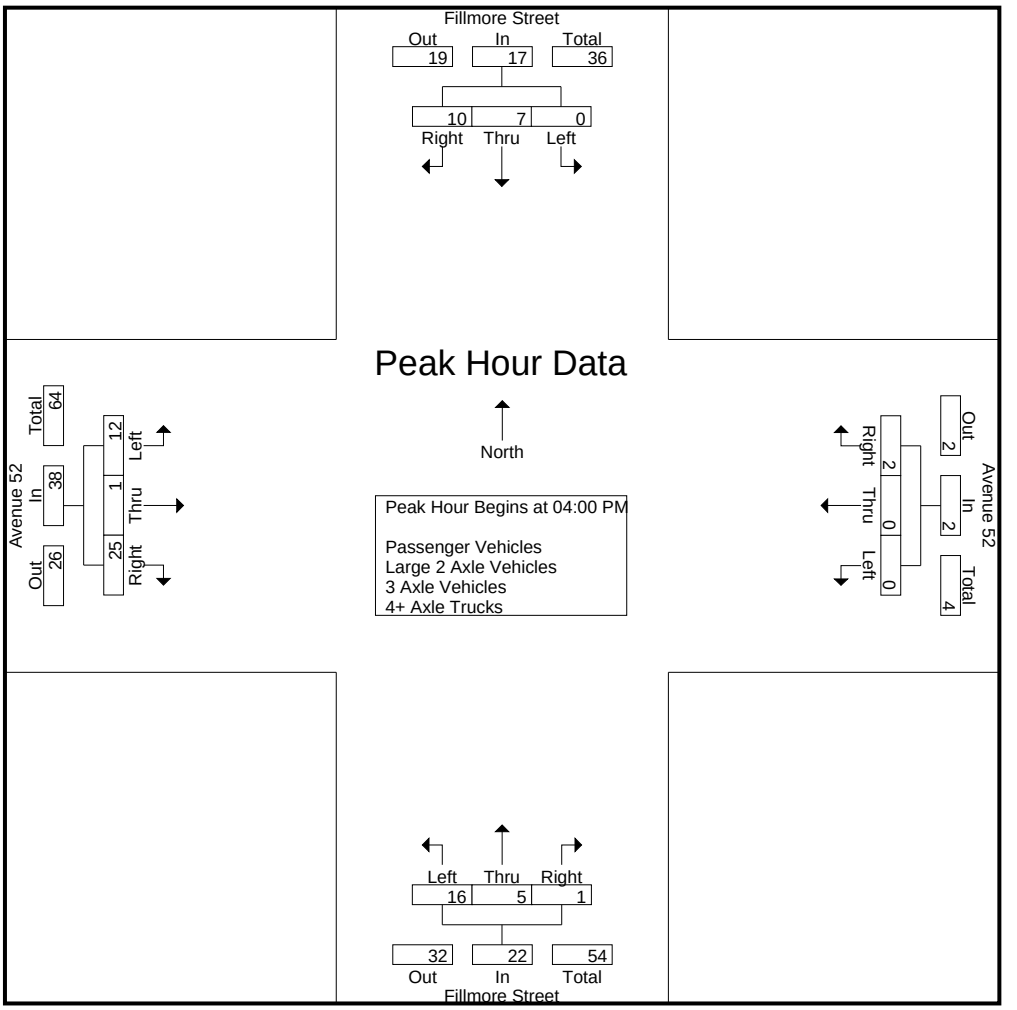

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	0	1	2	3	0	0	0	0	5	1	0	6	**3**	0	**9**	**12**
+15 mins.	0	**2**	1	3	0	0	**1**	**1**	2	**2**	0	4	3	0	7	10
+30 mins.	0	2	3	5	0	0	0	0	5	0	**1**	6	3	**1**	3	7
+45 mins.	0	2	**4**	**6**	0	0	1	1	**8**	1	0	**9**	1	0	9	10
Total Volume	0	7	10	17	0	0	2	2	20	4	1	25	10	1	28	39
% App. Total	0	41.2	58.8		0	0	100		80	16	4		25.6	2.6	71.8	
PHF	.000	.875	.625	.708	.000	.000	.500	.500	.625	.500	.250	.694	.833	.250	.778	.813

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City of Coachella
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E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
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Groups Printed- Passenger Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	2	3	0	0	0	0	5	1	0	6	3	0	6	9	18
04:15 PM	0	2	1	3	0	0	1	1	4	1	1	6	3	0	9	12	22
04:30 PM	0	2	3	5	0	0	0	0	5	0	0	5	3	0	7	10	20
04:45 PM	0	2	4	6	0	0	1	1	2	2	0	4	3	1	3	7	18
Total	0	7	10	17	0	0	2	2	16	4	1	21	12	1	25	38	78
05:00 PM	0	0	1	1	0	0	0	0	4	0	1	5	1	0	9	10	16
05:15 PM	0	1	2	3	0	0	0	0	8	1	0	9	4	0	7	11	23
05:30 PM	0	1	2	3	0	0	0	0	3	0	0	3	2	0	6	8	14
05:45 PM	0	1	0	1	0	0	0	0	6	0	0	6	2	0	6	8	15
Total	0	3	5	8	0	0	0	0	21	1	1	23	9	0	28	37	68
Grand Total	0	10	15	25	0	0	2	2	37	5	2	44	21	1	53	75	146
Apprch %	0	40	60		0	0	100		84.1	11.4	4.5		28	1.3	70.7		
Total %	0	6.8	10.3	17.1	0	0	1.4	1.4	25.3	3.4	1.4	30.1	14.4	0.7	36.3	51.4	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	2	3	0	0	0	0	**5**	1	0	**6**	**3**	0	6	9	18
04:15 PM	0	**2**	1	3	0	0	**1**	**1**	4	1	**1**	6	3	0	**9**	**12**	**22**
04:30 PM	0	2	3	5	0	0	0	0	5	0	0	5	3	0	7	10	20
04:45 PM	0	2	**4**	**6**	0	0	1	1	2	**2**	0	4	3	**1**	3	7	18
Total Volume	0	7	10	17	0	0	2	2	16	4	1	21	12	1	25	38	78
% App. Total	0	41.2	58.8		0	0	100		76.2	19	4.8		31.6	2.6	65.8		
PHF	.000	.875	.625	.708	.000	.000	.500	.500	.800	.500	.250	.875	1.00	.250	.694	.792	.886

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City of Coachella
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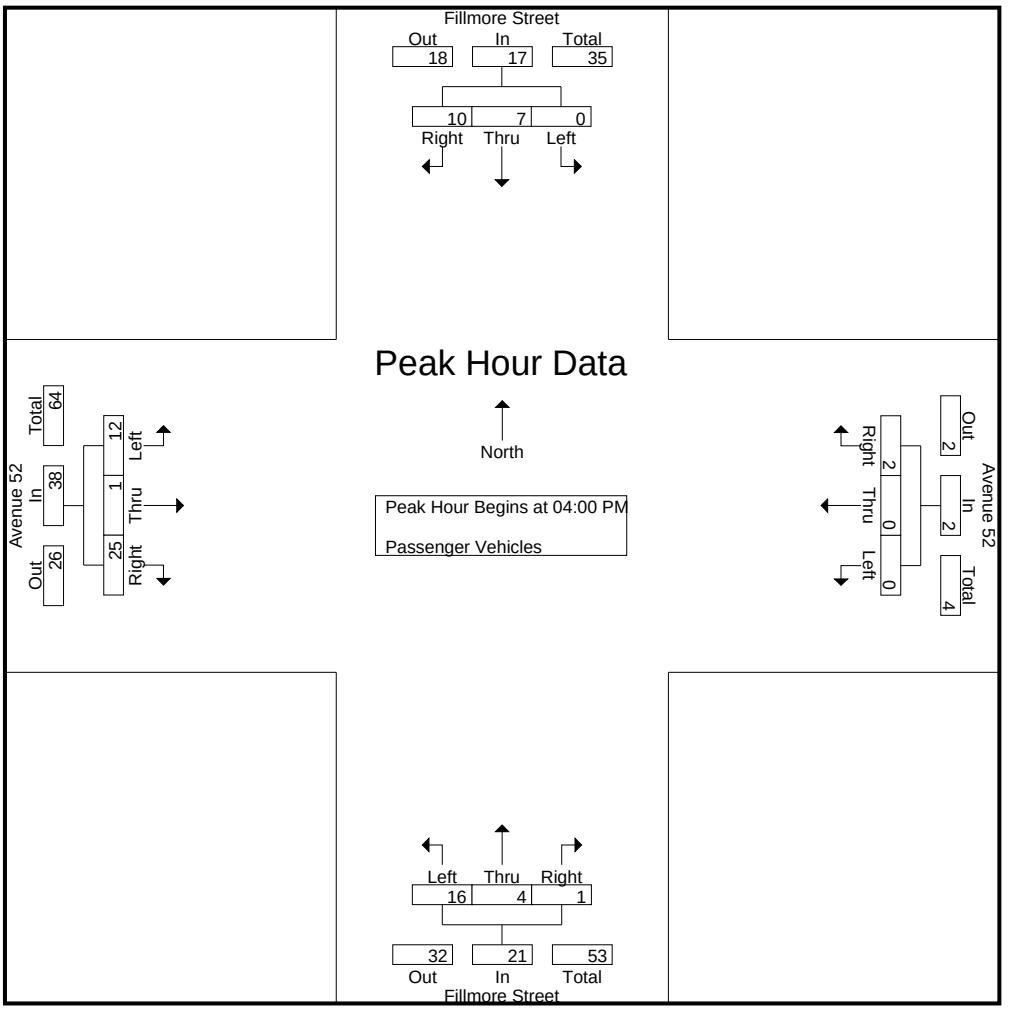
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	2	3	0	0	0	0	**5**	1	0	**6**	**3**	0	6	9
+15 mins.	0	**2**	1	3	0	0	**1**	**1**	4	1	**1**	6	3	0	**9**	**12**
+30 mins.	0	2	3	5	0	0	0	0	5	0	0	5	3	0	7	10
+45 mins.	0	2	**4**	**6**	0	0	1	1	2	**2**	0	4	3	**1**	3	7
Total Volume	0	7	10	17	0	0	2	2	16	4	1	21	12	1	25	38
% App. Total	0	41.2	58.8		0	0	100		76.2	19	4.8		31.6	2.6	65.8	
PHF	.000	.875	.625	.708	.000	.000	.500	.500	.800	.500	.250	.875	1.000	.250	.694	.792

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
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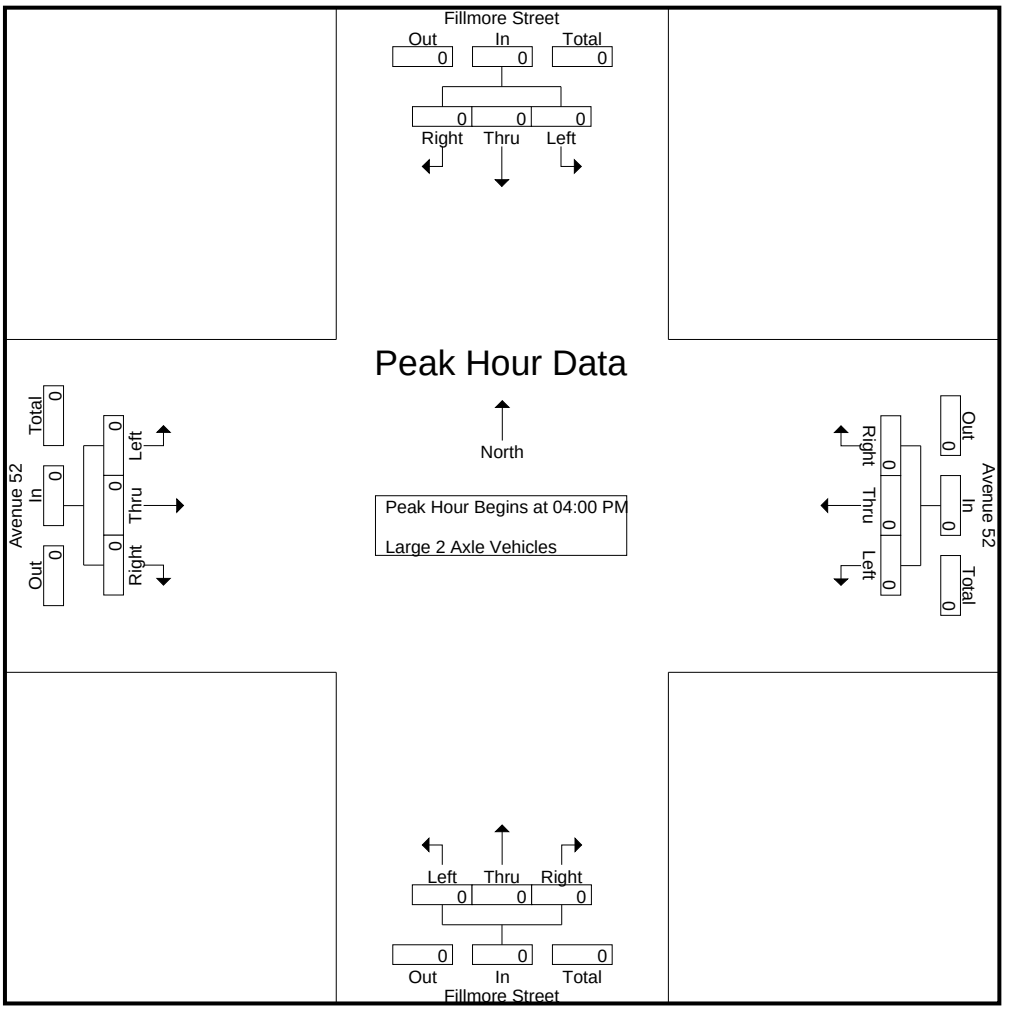
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
Start Date : 8/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

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Site Code : 05722739
Start Date : 8/24/2022
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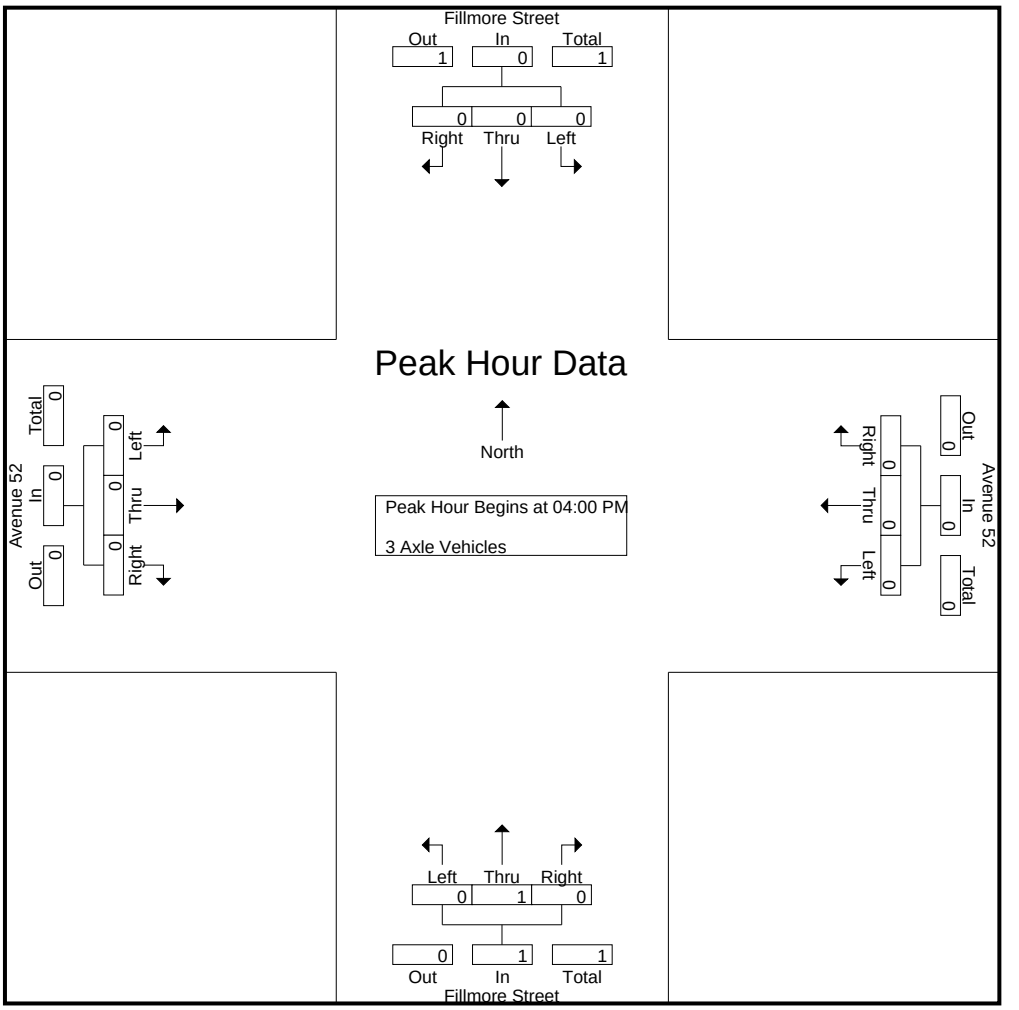

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
Weather: Clear

File Name : 53_COA_Fill_Ave 52 PM
Site Code : 05722739
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Groups Printed- 4+ Axle Trucks

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fillmore Street Southbound				Avenue 52 Westbound				Fillmore Street Northbound				Avenue 52 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Coachella
N/S: Fillmore Street
E/W: Avenue 52
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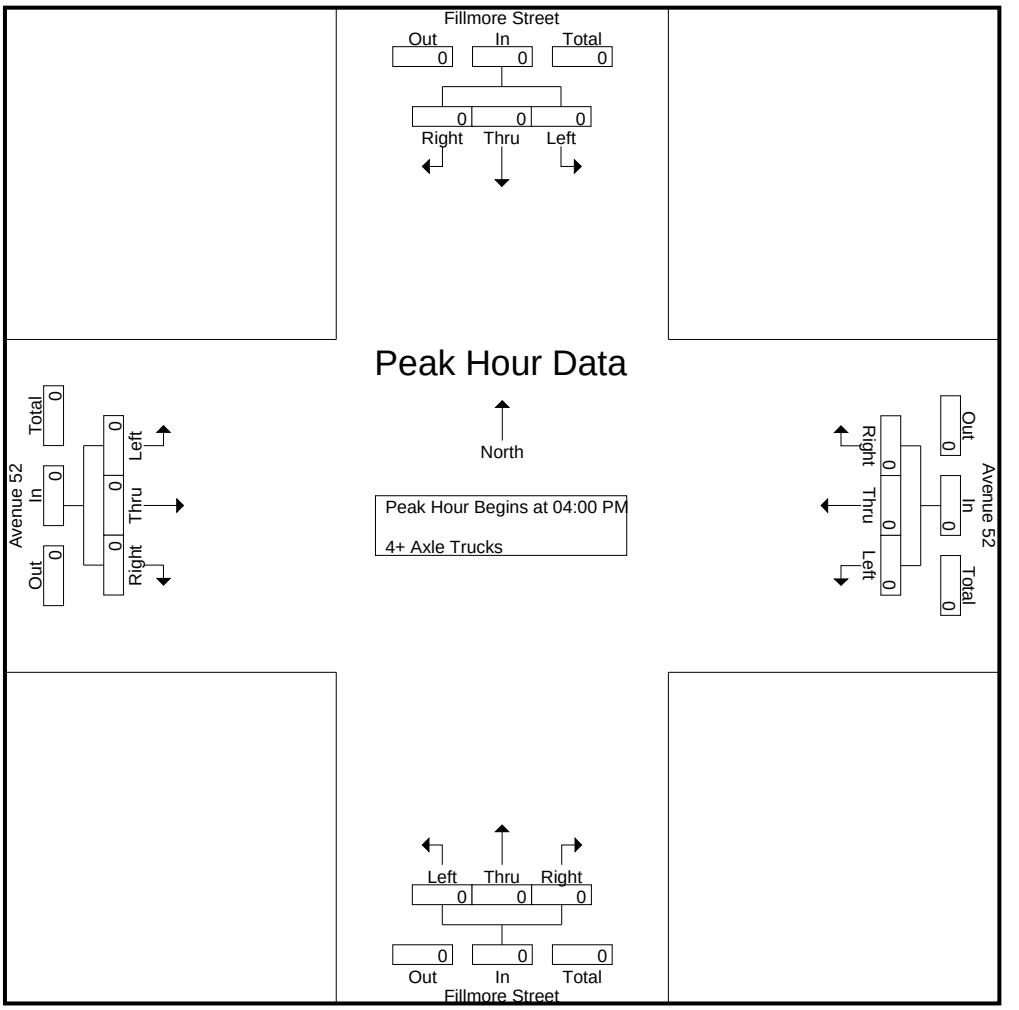


Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

APPENDIX C

EXTERNAL NETWORK EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	7.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	398	638	0	0	510	381	0	0	0	103	0	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	638	0	0	510	381	0	0	0	103	0	109
Peak Hour Factor	0.9750	0.9750	1.0000	1.0000	0.9750	0.9750	1.0000	1.0000	1.0000	0.9750	0.9750	0.9750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	164	0	0	131	98	0	0	0	26	0	28
Total Analysis Volume [veh/h]	408	654	0	0	523	391	0	0	0	106	0	112
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	0	15	0	0	0	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	75	75	64	64		7
g / C, Green / Cycle	0.83	0.83	0.71	0.71		0.08
(v / s)_i Volume / Saturation Flow Rate	0.54	0.35	0.28	0.25		0.06
s, saturation flow rate [veh/h]	753	1870	1870	1589		1781
c, Capacity [veh/h]	671	1558	1327	1128		139
d1, Uniform Delay [s]	3.71	1.93	5.26	5.03		40.68
k, delay calibration	0.50	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	4.07	0.83	0.88	0.84		8.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.61	0.42	0.39	0.35		0.76
d, Delay for Lane Group [s/veh]	7.79	2.77	6.14	5.87		48.95
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	1.44	1.65	3.48	2.52		2.59
50th-Percentile Queue Length [ft/ln]	35.95	41.27	87.07	63.01		64.85
95th-Percentile Queue Length [veh/ln]	2.59	2.97	6.27	4.54		4.67
95th-Percentile Queue Length [ft/ln]	64.71	74.29	156.73	113.42		116.73

Movement, Approach, & Intersection Results

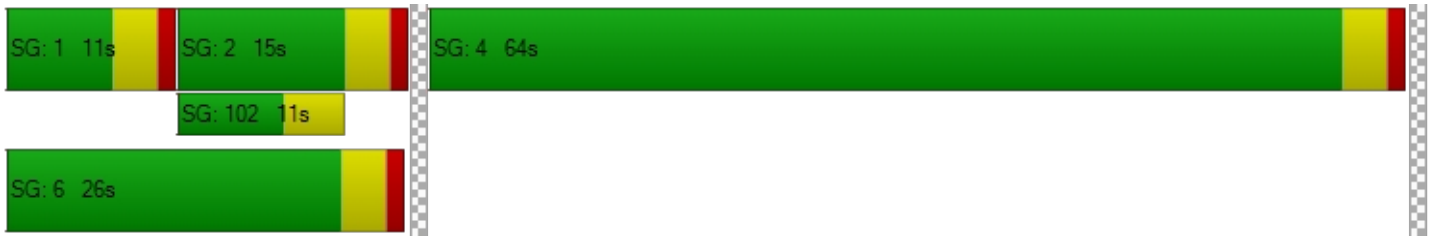
d_M, Delay for Movement [s/veh]	7.79	2.77	0.00	0.00	6.14	5.87	0.00	0.00	0.00	48.95	48.95	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	4.69			6.03			0.00			48.95		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	7.53											
Intersection LOS	A											
Intersection V/C	0.472											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.627	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	244	0	1333
d_b, Bicycle Delay [s]	25.70	34.68	45.01	5.01
l_b,int, Bicycle LOS Score for Intersection	3.312	3.068	4.132	1.735
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	852	83	58	556	0	181	3	315	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	852	83	58	556	0	181	3	315	0	0	0
Peak Hour Factor	1.0000	0.9650	0.9650	0.9650	0.9650	1.0000	0.9650	0.9650	0.9650	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	221	22	15	144	0	47	1	82	0	0	0
Total Analysis Volume [veh/h]	0	883	86	60	576	0	188	3	326	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	20	31	0	0	74	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	105	105	105	105	105	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	63	73	73	24	24	
g / C, Green / Cycle	0.60	0.69	0.69	0.23	0.23	
(v / s)_i Volume / Saturation Flow Rate	0.53	0.08	0.31	0.11	0.21	
s, saturation flow rate [veh/h]	1841	710	1870	1782	1589	
c, Capacity [veh/h]	1103	333	1296	411	367	
d1, Uniform Delay [s]	17.82	17.07	7.15	34.79	39.08	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	9.99	1.19	1.11	0.82	7.39	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.88	0.18	0.44	0.46	0.89	
d, Delay for Lane Group [s/veh]	27.81	18.25	8.25	35.61	46.47	
Lane Group LOS	C	B	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	21.06	0.49	5.45	4.28	8.77	
50th-Percentile Queue Length [ft/ln]	526.51	12.16	136.25	106.89	219.27	
95th-Percentile Queue Length [veh/ln]	28.59	0.88	9.28	7.67	13.63	
95th-Percentile Queue Length [ft/ln]	714.67	21.89	231.96	191.67	340.69	

Movement, Approach, & Intersection Results

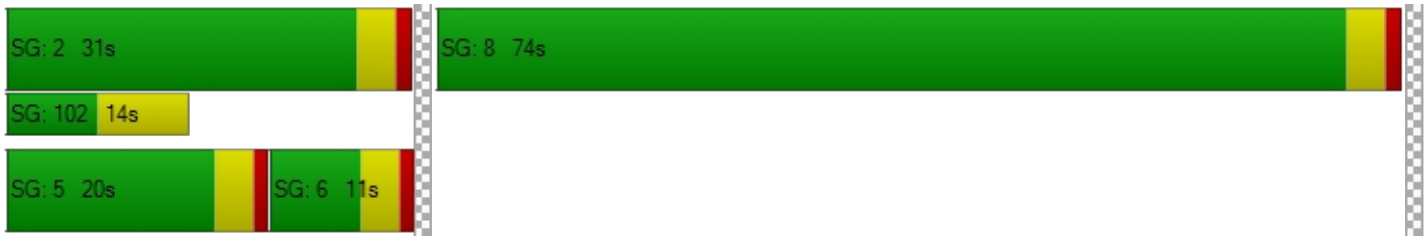
d_M, Delay for Movement [s/veh]	0.00	27.81	27.81	18.25	8.25	0.00	35.61	35.61	46.47	0.00	0.00	0.00
Movement LOS		C	C	B	A		D	D	D			
d_A, Approach Delay [s/veh]	27.81			9.20			42.46			0.00		
Approach LOS	C			A			D			A		
d_I, Intersection Delay [s/veh]	25.80											
Intersection LOS	C											
Intersection V/C	0.840											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.115	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	133	514	1333	0
d_b, Bicycle Delay [s]	45.73	28.97	5.83	52.50
l_b,int, Bicycle LOS Score for Intersection	3.158	2.609	2.413	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	138	489	42	149	552	164	118	282	23	56	337	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	489	42	149	552	164	118	282	23	56	337	50
Peak Hour Factor	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	131	11	40	148	44	32	76	6	15	90	13
Total Analysis Volume [veh/h]	148	525	45	160	592	176	127	303	25	60	362	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	12	42	0	11	41	0	11	34	0	13	36	36
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	60	60	7	60	60	7	11	11	6	10	21
g / C, Green / Cycle	0.07	0.60	0.60	0.07	0.60	0.60	0.07	0.11	0.11	0.06	0.10	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.15	0.15	0.05	0.21	0.21	0.04	0.06	0.06	0.02	0.07	0.03
s, saturation flow rate [veh/h]	3459	1870	1819	3459	1870	1725	3459	3560	1799	3459	5094	1589
c, Capacity [veh/h]	241	1124	1093	242	1124	1037	238	397	201	200	512	335
d1, Uniform Delay [s]	45.27	9.43	9.44	45.41	10.13	10.13	45.07	42.09	42.14	45.23	43.61	32.31
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.53	0.55	0.57	3.07	0.88	0.95	1.85	1.17	2.40	0.83	1.81	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.26	0.26	0.66	0.36	0.36	0.53	0.55	0.56	0.30	0.71	0.16
d, Delay for Lane Group [s/veh]	47.80	9.99	10.01	48.47	11.01	11.08	46.92	43.26	44.53	46.06	45.42	32.53
Lane Group LOS	D	A	B	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.86	2.97	2.89	2.03	4.43	4.10	1.58	2.58	2.73	0.74	2.96	1.09
50th-Percentile Queue Length [ft/ln]	46.54	74.13	72.37	50.76	110.64	102.60	39.46	64.52	68.14	18.38	74.01	27.19
95th-Percentile Queue Length [veh/ln]	3.35	5.34	5.21	3.66	7.88	7.39	2.84	4.65	4.91	1.32	5.33	1.96
95th-Percentile Queue Length [ft/ln]	83.78	133.43	130.27	91.38	196.89	184.67	71.02	116.13	122.65	33.08	133.21	48.94

Movement, Approach, & Intersection Results

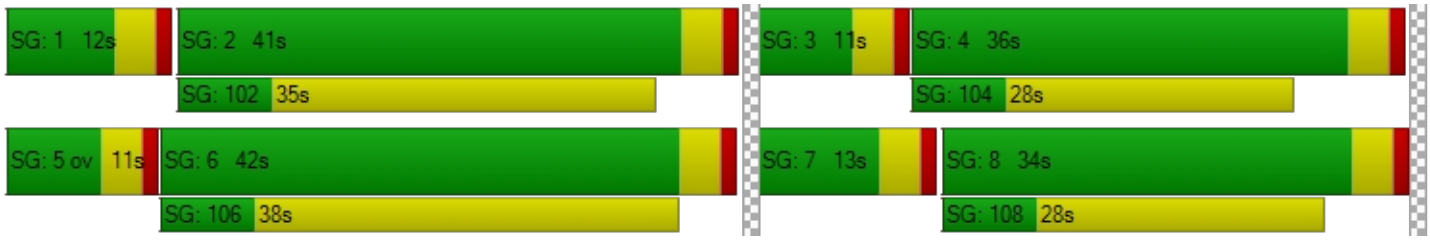
d_M, Delay for Movement [s/veh]	47.80	9.99	10.01	48.47	11.03	11.08	46.92	43.62	44.53	46.06	45.42	32.53
Movement LOS	D	A	B	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	17.79			17.50			44.59			44.04		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.26											
Intersection LOS	C											
Intersection V/C	0.434											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.684	2.723	2.869	2.961
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	739	600	640
d_b, Bicycle Delay [s]	19.25	19.88	24.53	23.15
l_b,int, Bicycle LOS Score for Intersection	2.152	2.325	1.810	1.821
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	35.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	108	424	103	131	316	109	130	410	64	71	666	203
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	424	103	131	316	109	130	410	64	71	666	203
Peak Hour Factor	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660	0.9660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	110	27	34	82	28	34	106	17	18	172	53
Total Analysis Volume [veh/h]	112	439	107	136	327	113	135	424	66	73	689	210
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	14	32	0	13	42	0	15	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	38	38	9	40	40	9	31	31	6	28	28
g / C, Green / Cycle	0.07	0.37	0.37	0.09	0.40	0.40	0.09	0.31	0.31	0.06	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.15	0.08	0.09	0.07	0.08	0.13	0.13	0.04	0.25	0.25
s, saturation flow rate [veh/h]	1781	1870	1745	1781	3560	1589	1781	1870	1783	1781	1870	1722
c, Capacity [veh/h]	126	699	652	167	1413	631	162	581	554	110	527	485
d1, Uniform Delay [s]	46.13	23.11	23.14	44.50	20.05	19.60	44.80	27.47	27.49	45.96	34.45	34.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.19	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.04	1.72	1.87	9.11	0.38	0.62	10.71	0.51	0.54	6.66	8.62	9.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.40	0.41	0.81	0.23	0.18	0.84	0.43	0.43	0.66	0.89	0.89
d, Delay for Lane Group [s/veh]	64.18	24.83	25.01	53.61	20.43	20.22	55.50	27.97	28.03	52.62	43.07	43.71
Lane Group LOS	E	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.38	5.14	4.86	3.71	2.57	1.79	3.75	4.78	4.60	1.97	11.93	11.07
50th-Percentile Queue Length [ft/ln]	84.39	128.42	121.44	92.73	64.22	44.85	93.82	119.55	114.90	49.26	298.24	276.78
95th-Percentile Queue Length [veh/ln]	6.08	8.85	8.47	6.68	4.62	3.23	6.75	8.37	8.11	3.55	17.59	16.53
95th-Percentile Queue Length [ft/ln]	151.90	221.34	211.81	166.91	115.60	80.73	168.87	209.21	202.80	88.67	439.85	413.21

Movement, Approach, & Intersection Results

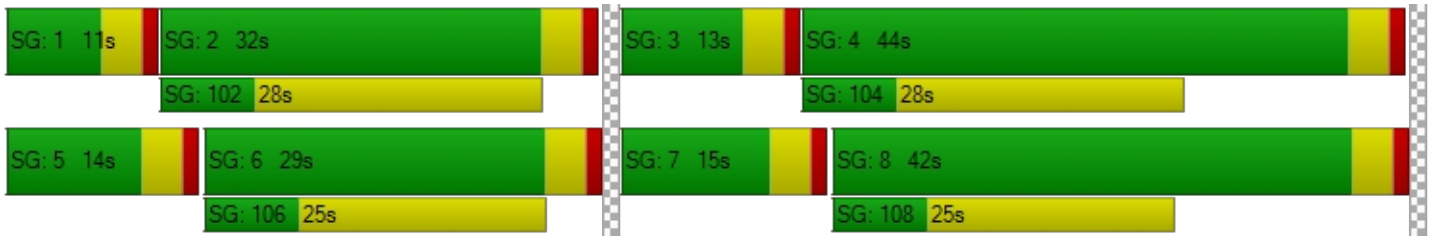
d_M, Delay for Movement [s/veh]	64.18	24.90	25.01	53.61	20.43	20.22	55.50	28.00	28.03	52.62	43.27	43.71
Movement LOS	E	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	31.60			28.23			33.94			44.07		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	35.71											
Intersection LOS	D											
Intersection V/C	0.659											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.524	2.679	2.605	2.624
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	560	759	799
d_b, Bicycle Delay [s]	28.16	25.95	19.25	18.03
l_b,int, Bicycle LOS Score for Intersection	2.102	2.035	2.075	2.362
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	239	635	0	0	520	365	0	0	0	58	0	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	635	0	0	520	365	0	0	0	58	0	187
Peak Hour Factor	0.8900	0.8900	1.0000	1.0000	0.8900	0.8900	1.0000	1.0000	1.0000	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	178	0	0	146	103	0	0	0	16	0	53
Total Analysis Volume [veh/h]	269	713	0	0	584	410	0	0	0	65	0	210
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	79	0	0	68	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	76	76	65	65		6
g / C, Green / Cycle	0.85	0.85	0.73	0.73		0.06
(v / s)_i Volume / Saturation Flow Rate	0.38	0.38	0.31	0.26		0.04
s, saturation flow rate [veh/h]	711	1870	1870	1589		1781
c, Capacity [veh/h]	645	1585	1355	1152		113
d1, Uniform Delay [s]	2.81	1.69	4.97	4.60		40.98
k, delay calibration	0.50	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.98	0.93	1.00	0.86		4.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.42	0.45	0.43	0.36		0.57
d, Delay for Lane Group [s/veh]	4.79	2.62	5.97	5.47		45.50
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.64	1.46	3.76	2.47		1.53
50th-Percentile Queue Length [ft/ln]	16.11	36.52	93.93	61.86		38.21
95th-Percentile Queue Length [veh/ln]	1.16	2.63	6.76	4.45		2.75
95th-Percentile Queue Length [ft/ln]	29.00	65.73	169.07	111.35		68.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.79	2.62	0.00	0.00	5.97	5.47	0.00	0.00	0.00	45.50	45.50	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	3.21			5.76			0.00			45.50		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	5.80											
Intersection LOS	A											
Intersection V/C	0.482											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.371	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	1422	0	156
d_b, Bicycle Delay [s]	1.25	3.76	45.01	38.28
l_b,int, Bicycle LOS Score for Intersection	3.180	3.200	4.132	1.667
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	688	17	146	428	0	189	1	219	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	688	17	146	428	0	189	1	219	0	0	0
Peak Hour Factor	1.0000	0.8520	0.8520	0.8520	0.8520	1.0000	0.8520	0.8520	0.8520	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	202	5	43	126	0	55	0	64	0	0	0
Total Analysis Volume [veh/h]	0	808	20	171	502	0	222	1	257	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	12	0	11	23	0	0	67	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	54	65	65	17	17	
g / C, Green / Cycle	0.60	0.72	0.72	0.19	0.19	
(v / s)_i Volume / Saturation Flow Rate	0.44	0.21	0.27	0.13	0.16	
s, saturation flow rate [veh/h]	1862	817	1870	1781	1589	
c, Capacity [veh/h]	1111	487	1344	343	306	
d1, Uniform Delay [s]	13.19	10.63	4.87	33.57	35.03	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.56	1.98	0.80	2.09	6.17	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.75	0.35	0.37	0.65	0.84	
d, Delay for Lane Group [s/veh]	17.75	12.61	5.66	35.65	41.20	
Lane Group LOS	B	B	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.12	1.05	3.14	4.61	5.83	
50th-Percentile Queue Length [ft/ln]	303.04	26.31	78.54	115.31	145.81	
95th-Percentile Queue Length [veh/ln]	17.83	1.89	5.65	8.13	9.79	
95th-Percentile Queue Length [ft/ln]	445.79	47.36	141.37	203.37	244.82	

Movement, Approach, & Intersection Results

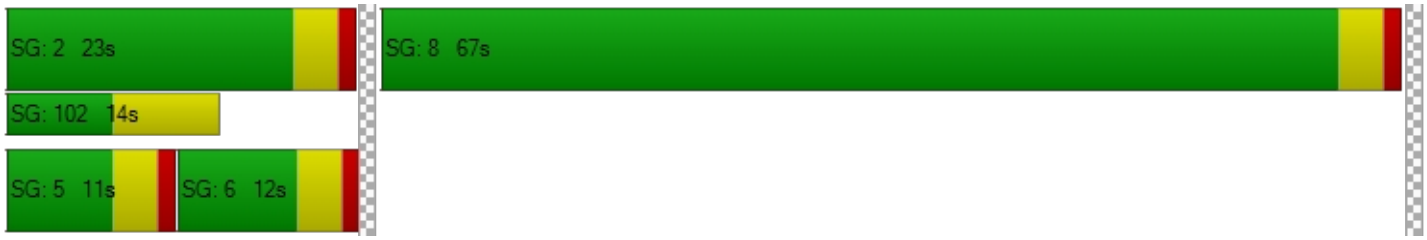
d_M, Delay for Movement [s/veh]	0.00	17.75	17.75	12.61	5.66	0.00	35.65	35.65	41.20	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	D			
d_A, Approach Delay [s/veh]	17.75			7.43			38.62			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	19.30											
Intersection LOS	B											
Intersection V/C	0.742											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.096	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	178	422	1400	0
d_b, Bicycle Delay [s]	37.37	28.02	4.06	45.01
l_b,int, Bicycle LOS Score for Intersection	2.926	2.670	2.352	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	229	593	240	26	478	239	54	141	135	157	198	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	593	240	26	478	239	54	141	135	157	198	21
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	162	65	7	130	65	15	38	37	43	54	6
Total Analysis Volume [veh/h]	250	647	262	28	521	261	59	154	147	171	216	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	42	0	11	29	0	14	32	0	15	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	57	57	4	45	45	6	12	12	11	17	17
g / C, Green / Cycle	0.16	0.57	0.57	0.04	0.45	0.45	0.06	0.12	0.12	0.11	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.16	0.02	0.15	0.16	0.03	0.08	0.09	0.10	0.06	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1589	1781	1870	1808
c, Capacity [veh/h]	286	2041	911	70	1609	718	102	219	186	197	319	308
d1, Uniform Delay [s]	41.06	11.14	10.92	46.97	17.62	17.99	46.00	42.51	42.99	43.82	36.84	36.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.32	0.41	0.80	3.72	0.53	1.42	5.03	4.05	7.22	10.98	0.74	0.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.32	0.29	0.40	0.32	0.36	0.58	0.70	0.79	0.87	0.38	0.38
d, Delay for Lane Group [s/veh]	49.39	11.55	11.71	50.69	18.15	19.42	51.04	46.57	50.21	54.80	37.58	37.65
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.61	3.65	3.01	0.75	3.88	4.13	1.57	3.88	3.88	4.73	2.67	2.62
50th-Percentile Queue Length [ft/ln]	165.32	91.31	75.19	18.75	96.99	103.29	39.17	97.06	97.08	118.33	66.83	65.45
95th-Percentile Queue Length [veh/ln]	10.83	6.57	5.41	1.35	6.98	7.44	2.82	6.99	6.99	8.30	4.81	4.71
95th-Percentile Queue Length [ft/ln]	270.75	164.35	135.34	33.75	174.58	185.93	70.50	174.72	174.74	207.54	120.29	117.81

Movement, Approach, & Intersection Results

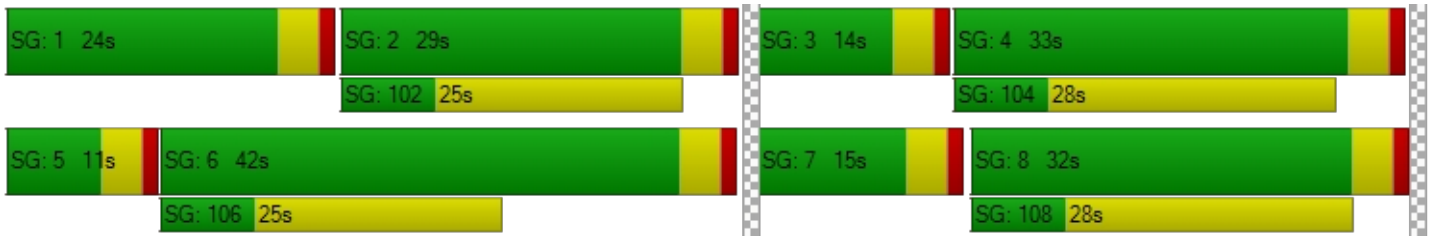
d_M, Delay for Movement [s/veh]	49.39	11.55	11.71	50.69	18.15	19.42	51.04	46.57	50.21	54.80	37.61	37.65
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.75			19.68			48.79			44.78		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.29											
Intersection LOS	C											
Intersection V/C	0.587											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.782	2.708	2.517	2.471
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	500	560	580
d_b, Bicycle Delay [s]	19.25	28.16	25.95	25.24
l_b,int, Bicycle LOS Score for Intersection	2.516	2.228	1.857	1.898
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	32.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	259	338	74	93	299	113	110	385	151	66	662	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	338	74	93	299	113	110	385	151	66	662	91
Peak Hour Factor	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780	0.8780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	96	21	26	85	32	31	110	43	19	188	26
Total Analysis Volume [veh/h]	295	385	84	106	341	129	125	438	172	75	754	104
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	14	37	0	12	35	0	13	32	32	14	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	45	45	7	42	42	8	21	35	6	19	19
g / C, Green / Cycle	0.11	0.48	0.48	0.07	0.44	0.44	0.09	0.22	0.37	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.09	0.13	0.13	0.03	0.13	0.13	0.07	0.12	0.11	0.04	0.16	0.16
s, saturation flow rate [veh/h]	3459	1870	1756	3459	1870	1699	1781	3560	1589	1781	3560	1757
c, Capacity [veh/h]	365	892	837	243	826	750	157	784	585	115	701	346
d1, Uniform Delay [s]	41.62	14.95	14.96	42.44	17.07	17.11	42.57	32.99	21.33	43.46	36.58	36.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.28	0.75	0.80	1.24	0.91	1.03	8.95	0.63	0.28	6.09	2.41	4.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.27	0.27	0.44	0.30	0.30	0.80	0.56	0.29	0.65	0.82	0.82
d, Delay for Lane Group [s/veh]	45.90	15.70	15.76	43.67	17.99	18.14	51.51	33.62	21.60	49.55	38.99	41.58
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.56	3.21	3.03	1.23	3.54	3.29	3.24	4.49	2.71	1.90	6.50	6.71
50th-Percentile Queue Length [ft/ln]	89.08	80.23	75.85	30.68	88.47	82.30	81.04	112.33	67.82	47.61	162.39	167.82
95th-Percentile Queue Length [veh/ln]	6.41	5.78	5.46	2.21	6.37	5.93	5.84	7.97	4.88	3.43	10.68	10.96
95th-Percentile Queue Length [ft/ln]	160.34	144.42	136.54	55.23	159.24	148.14	145.88	199.23	122.08	85.69	266.88	274.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.90	15.72	15.76	43.67	18.03	18.14	51.51	33.62	21.60	49.55	39.61	41.58
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	27.38			22.77			33.85			40.63		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	32.19											
Intersection LOS	C											
Intersection V/C	0.542											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.675	2.649	2.863	2.709
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	694	652	589	610
d_b, Bicycle Delay [s]	20.27	21.59	23.66	22.96
l_b,int, Bicycle LOS Score for Intersection	2.190	2.035	2.166	2.073
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	38.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.049

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	132	310	40	61	307	132	81	170	106	60	373	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	310	40	61	307	132	81	170	106	60	373	58
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	85	11	17	85	36	22	47	29	17	103	16
Total Analysis Volume [veh/h]	145	341	44	67	338	145	89	187	117	66	411	64
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	425	451	383	402	420	366	384	412	426	475
Degree of Utilization, x	0.34	0.85	0.18	0.60	0.57	0.24	0.49	0.28	0.16	1.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.49	8.60	0.63	3.79	3.50	0.94	2.58	1.15	0.54	14.80
95th-Percentile Queue Length [ft]	37.24	214.91	15.66	94.77	87.60	23.44	64.41	28.81	13.62	369.93
Approach Delay [s/veh]	34.98		22.10			17.79			75.16	
Approach LOS	D		C			C			F	
Intersection Delay [s/veh]	38.90									
Intersection LOS	E									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	42	134	3	50	96	185	163	230	50	6	354	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	134	3	50	96	185	163	230	50	6	354	77
Peak Hour Factor	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880	0.8880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	38	1	14	27	52	46	65	14	2	100	22
Total Analysis Volume [veh/h]	47	151	3	56	108	208	184	259	56	7	399	87
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	430	422	448	492	418	451	416	441	455
Degree of Utilization, x	0.47	0.13	0.24	0.42	0.44	0.70	0.02	0.55	0.53

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.43	0.45	0.93	2.08	2.19	5.30	0.05	3.25	3.08
95th-Percentile Queue Length [ft]	60.77	11.37	23.29	51.99	54.87	132.44	1.28	81.27	76.93
Approach Delay [s/veh]	18.53	14.29			23.76		19.73		
Approach LOS	C	B			C		C		
Intersection Delay [s/veh]	19.57								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	34	166	118	50	435	118	65	61	58	225	108	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	166	118	50	435	118	65	61	58	225	108	57
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	45	32	14	118	32	18	17	16	61	29	15
Total Analysis Volume [veh/h]	37	180	128	54	471	128	70	66	63	244	117	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	27	0	11	27	0	0	52	0	0	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	49	49	58	50	50	24	24	24	24	24
g / C, Green / Cycle	0.64	0.54	0.54	0.64	0.55	0.55	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.04	0.09	0.09	0.05	0.17	0.17	0.06	0.04	0.04	0.19	0.10
s, saturation flow rate [veh/h]	923	1870	1622	1160	1870	1735	1205	1870	1589	1261	1762
c, Capacity [veh/h]	635	1007	873	811	1027	953	281	506	430	361	477
d1, Uniform Delay [s]	6.34	10.49	10.55	6.10	10.96	10.98	33.16	24.83	24.94	33.73	26.66
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.34	0.42	0.16	0.75	0.82	0.46	0.12	0.16	2.22	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.16	0.17	0.07	0.30	0.30	0.25	0.13	0.15	0.68	0.38
d, Delay for Lane Group [s/veh]	6.37	10.83	10.96	6.26	11.72	11.80	33.62	24.94	25.10	35.95	27.15
Lane Group LOS	A	B	B	A	B	B	C	C	C	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.24	1.61	1.50	0.37	3.32	3.12	1.37	1.07	1.03	5.24	3.13
50th-Percentile Queue Length [ft/ln]	5.91	40.28	37.53	9.35	82.96	78.09	34.27	26.70	25.68	130.92	78.21
95th-Percentile Queue Length [veh/ln]	0.43	2.90	2.70	0.67	5.97	5.62	2.47	1.92	1.85	8.99	5.63
95th-Percentile Queue Length [ft/ln]	10.64	72.50	67.55	16.84	149.33	140.56	61.69	48.07	46.23	224.75	140.78

Movement, Approach, & Intersection Results

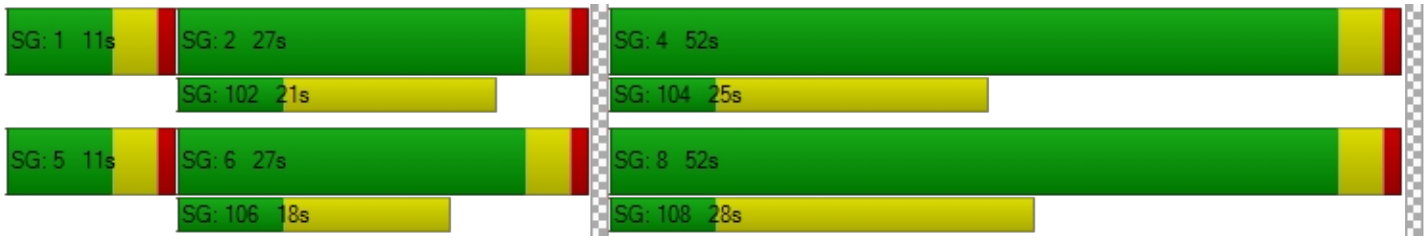
d_M, Delay for Movement [s/veh]	6.37	10.84	10.96	6.26	11.75	11.80	33.62	24.94	25.10	35.95	27.15	27.15
Movement LOS	A	B	B	A	B	B	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	10.41			11.30			28.04			32.23		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	18.63											
Intersection LOS	B											
Intersection V/C	0.426											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.865	2.587	2.278	2.201
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	511	1067	1067
d_b, Bicycle Delay [s]	24.94	24.94	9.80	9.80
l_b,int, Bicycle LOS Score for Intersection	1.844	2.098	1.888	2.258
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	109	265	76	23	653	60	24	2	170	59	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	265	76	23	653	60	24	2	170	59	12	17
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	72	21	6	178	16	7	1	46	16	3	5
Total Analysis Volume [veh/h]	119	290	83	25	714	66	26	2	186	64	13	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	29	29	11	25	0	0	13	0	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	55	66	3	51	51	13	13	7	7	7
g / C, Green / Cycle	0.08	0.58	0.70	0.04	0.53	0.53	0.14	0.14	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.07	0.08	0.05	0.01	0.20	0.04	0.01	0.12	0.02	0.02	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1592	1781	1810	1589
c, Capacity [veh/h]	151	2065	1104	66	1895	846	253	227	130	132	116
d1, Uniform Delay [s]	42.72	9.14	4.68	44.76	13.03	10.87	35.52	39.69	41.81	41.80	41.40
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.85	0.14	0.03	3.58	0.57	0.18	0.18	7.61	1.26	1.22	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.14	0.08	0.38	0.38	0.08	0.10	0.83	0.30	0.29	0.16
d, Delay for Lane Group [s/veh]	51.57	9.29	4.71	48.34	13.60	11.05	35.70	47.30	43.06	43.02	42.06
Lane Group LOS	D	A	A	D	B	B	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.09	1.33	0.46	0.64	4.36	0.69	0.53	4.70	0.89	0.90	0.44
50th-Percentile Queue Length [ft/ln]	77.19	33.28	11.50	15.94	109.12	17.30	13.36	117.40	22.33	22.44	10.92
95th-Percentile Queue Length [veh/ln]	5.56	2.40	0.83	1.15	7.79	1.25	0.96	8.25	1.61	1.62	0.79
95th-Percentile Queue Length [ft/ln]	138.94	59.90	20.70	28.70	194.78	31.14	24.04	206.25	40.20	40.39	19.66

Movement, Approach, & Intersection Results

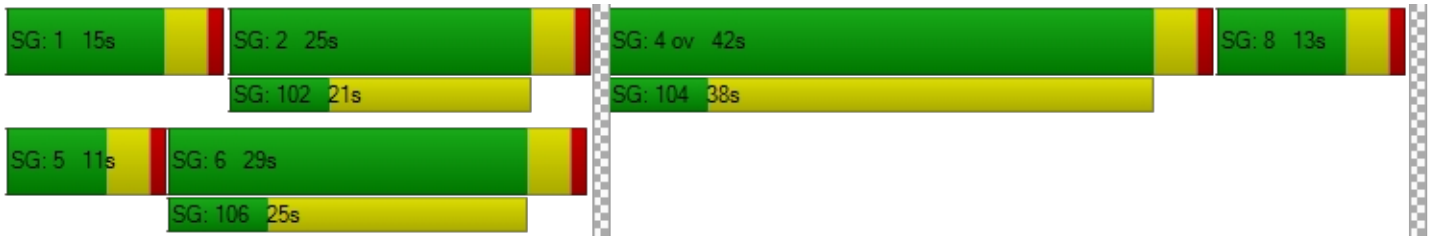
d_M, Delay for Movement [s/veh]	51.57	9.29	4.71	48.34	13.60	11.05	35.70	47.30	47.30	43.05	43.02	42.06
Movement LOS	D	A	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.74			14.47			45.89			42.85		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	21.66											
Intersection LOS	C											
Intersection V/C	0.489											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.640	2.076	2.184
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	442	189	799
d_b, Bicycle Delay [s]	25.83	28.86	38.97	17.13
l_b,int, Bicycle LOS Score for Intersection	1.966	2.224	1.913	1.718
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	327	395	0	0	459	426	0	0	0	137	3	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	395	0	0	459	426	0	0	0	137	3	94
Peak Hour Factor	0.9470	0.9470	1.0000	1.0000	0.9470	0.9470	1.0000	1.0000	1.0000	0.9470	0.9470	0.9470
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	104	0	0	121	112	0	0	0	36	1	25
Total Analysis Volume [veh/h]	345	417	0	0	485	450	0	0	0	145	3	99
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	54	69	0	0	15	0	0	0	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	20	72	49	49		10	10
g / C, Green / Cycle	0.22	0.80	0.54	0.54		0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.19	0.12	0.25	0.29		0.08	0.06
s, saturation flow rate [veh/h]	1781	3560	1870	1598		1783	1589
c, Capacity [veh/h]	391	2861	1009	863		192	171
d1, Uniform Delay [s]	34.02	1.97	12.71	13.48		39.11	38.25
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.66	0.11	1.53	2.44		6.47	3.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.15	0.46	0.54		0.77	0.58
d, Delay for Lane Group [s/veh]	40.68	2.07	14.24	15.91		45.58	41.33
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	7.84	0.52	5.80	6.27		3.48	2.20
50th-Percentile Queue Length [ft/ln]	196.06	12.98	144.92	156.87		87.06	54.98
95th-Percentile Queue Length [veh/ln]	12.44	0.93	9.75	10.38		6.27	3.96
95th-Percentile Queue Length [ft/ln]	310.88	23.36	243.63	259.57		156.72	98.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.68	2.07	0.00	0.00	14.30	15.91	0.00	0.00	0.00	45.58	45.58	41.33
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	19.55			15.08			0.00			43.88		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	20.49											
Intersection LOS	C											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.201	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1444	244	0	378
d_b, Bicycle Delay [s]	3.48	34.68	45.01	29.62
I_b,int, Bicycle LOS Score for Intersection	2.188	2.331	4.132	1.967
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	567	44	145	406	0	152	0	242	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	567	44	145	406	0	152	0	242	0	0	0
Peak Hour Factor	1.0000	0.8890	0.8890	0.8890	0.8890	1.0000	0.8890	0.8890	0.8890	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	159	12	41	114	0	43	0	68	0	0	0
Total Analysis Volume [veh/h]	0	638	49	163	457	0	171	0	272	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	26	37	0	0	53	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	10	64	18	18	
g / C, Green / Cycle	0.55	0.55	0.11	0.71	0.20	0.20	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.19	0.09	0.13	0.10	0.17	
s, saturation flow rate [veh/h]	1870	1824	1781	3560	1781	1589	
c, Capacity [veh/h]	1034	1009	202	2530	357	319	
d1, Uniform Delay [s]	11.02	11.09	38.98	4.33	31.83	34.71	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.86	0.92	7.51	0.16	0.99	6.45	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.33	0.34	0.81	0.18	0.48	0.85	
d, Delay for Lane Group [s/veh]	11.89	12.00	46.49	4.48	32.82	41.16	
Lane Group LOS	B	B	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.73	3.76	3.88	1.20	3.34	6.19	
50th-Percentile Queue Length [ft/ln]	93.34	94.07	97.08	29.89	83.38	154.65	
95th-Percentile Queue Length [veh/ln]	6.72	6.77	6.99	2.15	6.00	10.26	
95th-Percentile Queue Length [ft/ln]	168.01	169.33	174.75	53.80	150.09	256.62	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	11.94	12.00	46.49	4.48	0.00	32.82	32.82	41.16	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]		11.94			15.53			37.94			0.00	
Approach LOS		B			B			D			A	
d_I, Intersection Delay [s/veh]	19.79											
Intersection LOS	B											
Intersection V/C	0.520											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.084	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	733	1089	0
d_b, Bicycle Delay [s]	38.28	18.06	9.35	45.01
l_b,int, Bicycle LOS Score for Intersection	2.126	2.071	2.291	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	107	442	104	43	481	64	39	29	75	64	37	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	442	104	43	481	64	39	29	75	64	37	40
Peak Hour Factor	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	124	29	12	135	18	11	8	21	18	10	11
Total Analysis Volume [veh/h]	120	497	117	48	541	72	44	33	84	72	42	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	36	0	11	29	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	8	57	57	5	54	54	17	7	7	17	8	8
g / C, Green / Cycle	0.09	0.63	0.63	0.06	0.60	0.60	0.18	0.07	0.07	0.18	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.07	0.14	0.07	0.03	0.15	0.05	0.03	0.02	0.05	0.05	0.02	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1502	1870	1589	1516	1870	1589
c, Capacity [veh/h]	154	2229	995	99	2119	946	367	140	119	383	164	139
d1, Uniform Delay [s]	40.36	7.33	6.81	41.32	8.71	7.74	30.71	39.29	40.75	31.20	38.39	38.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.28	0.23	0.24	3.62	0.29	0.16	0.14	0.86	7.46	0.23	0.82	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.22	0.12	0.48	0.26	0.08	0.12	0.24	0.71	0.19	0.26	0.32
d, Delay for Lane Group [s/veh]	48.64	7.56	7.05	44.94	9.00	7.89	30.86	40.15	48.21	31.43	39.21	39.95
Lane Group LOS	D	A	A	D	A	A	C	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.93	1.93	0.88	1.12	2.38	0.58	0.81	0.71	2.05	1.34	0.89	0.98
50th-Percentile Queue Length [ft/ln]	73.16	48.26	21.98	28.10	59.58	14.61	20.14	17.87	51.13	33.51	22.37	24.39
95th-Percentile Queue Length [veh/ln]	5.27	3.47	1.58	2.02	4.29	1.05	1.45	1.29	3.68	2.41	1.61	1.76
95th-Percentile Queue Length [ft/ln]	131.70	86.87	39.57	50.58	107.25	26.30	36.25	32.16	92.03	60.32	40.26	43.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.64	7.56	7.05	44.94	9.00	7.89	30.86	40.15	48.21	31.43	39.21	39.95
Movement LOS	D	A	A	D	A	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	14.20			11.49			41.81			35.90		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.76											
Intersection LOS	B											
Intersection V/C	0.375											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.695	2.662	2.376	2.218
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	710	555	622	622
d_b, Bicycle Delay [s]	18.73	23.51	21.40	21.40
l_b,int, Bicycle LOS Score for Intersection	2.165	2.105	1.825	1.691
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	43.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.153

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	2	4	4	243	2	249	185	200	5	10	141	371
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	4	243	2	249	185	200	5	10	141	371
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	64	1	66	49	53	1	3	37	98
Total Analysis Volume [veh/h]	2	4	4	258	2	264	196	212	5	11	150	394
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	47	0	0	47	0	15	32	0	11	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43	11	33	33	2	24	24
g / C, Green / Cycle	0.48	0.48	0.48	0.12	0.37	0.37	0.02	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.03	0.64	0.17	0.11	0.06	0.06	0.01	0.08	0.25
s, saturation flow rate [veh/h]	324	405	1589	1781	1870	1855	1781	1870	1589
c, Capacity [veh/h]	202	273	757	218	696	690	33	502	427
d1, Uniform Delay [s]	19.20	29.09	14.82	38.96	18.84	18.85	43.60	26.18	32.02
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	43.82	0.28	12.61	0.48	0.48	5.65	1.52	28.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.95	0.35	0.90	0.16	0.16	0.33	0.30	0.92
d, Delay for Lane Group [s/veh]	19.30	72.91	15.09	51.57	19.32	19.33	49.25	27.70	60.04
Lane Group LOS	B	E	B	D	B	B	D	C	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.11	9.07	3.29	4.96	1.58	1.57	0.29	2.73	11.40
50th-Percentile Queue Length [ft/ln]	2.70	226.71	82.13	124.01	39.39	39.20	7.30	68.20	285.08
95th-Percentile Queue Length [veh/ln]	0.19	14.01	5.91	8.61	2.84	2.82	0.53	4.91	16.94
95th-Percentile Queue Length [ft/ln]	4.87	350.17	147.83	215.32	70.90	70.57	13.14	122.75	423.54

Movement, Approach, & Intersection Results

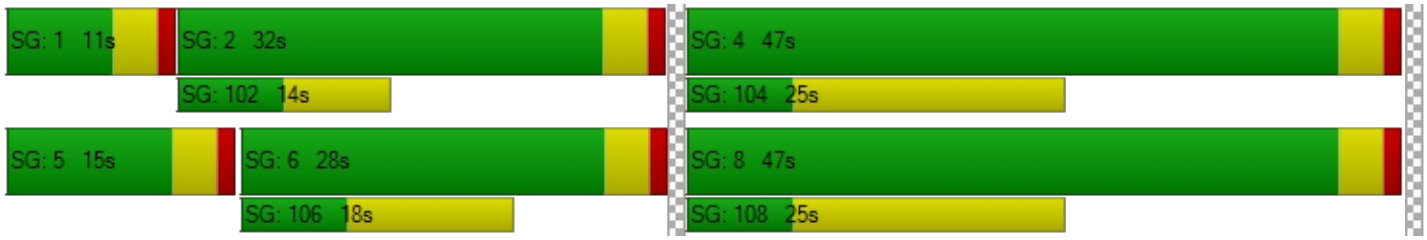
d_M, Delay for Movement [s/veh]	19.30	19.30	19.30	72.91	72.91	15.09	51.57	19.33	19.33	49.25	27.70	60.04
Movement LOS	B	B	B	E	E	B	D	B	B	D	C	E
d_A, Approach Delay [s/veh]	19.30			43.78			34.63			51.09		
Approach LOS	B			D			C			D		
d_I, Intersection Delay [s/veh]	43.80											
Intersection LOS	D											
Intersection V/C	1.153											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.728	2.303	2.464	2.867
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	956	622	533
d_b, Bicycle Delay [s]	12.27	12.27	21.36	24.20
l_b,int, Bicycle LOS Score for Intersection	1.576	2.424	1.900	2.017
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	210	305	46	59	150	70	63	415	92	25	587	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	305	46	59	150	70	63	415	92	25	587	70
Peak Hour Factor	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	85	13	17	42	20	18	116	26	7	165	20
Total Analysis Volume [veh/h]	235	342	52	66	168	78	71	465	103	28	658	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	50	0	0	50	0	11	29	0	11	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	28	28	6	46	46	4	44	44
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.52	0.52	0.04	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.21	0.11	0.11	0.07	0.07	0.07	0.04	0.11	0.11	0.02	0.14	0.14
s, saturation flow rate [veh/h]	1134	1870	1785	990	1870	1677	1781	3560	1705	1781	3560	1771
c, Capacity [veh/h]	353	585	559	288	585	525	115	1831	877	70	1741	866
d1, Uniform Delay [s]	32.73	23.79	23.81	30.08	22.78	22.86	41.00	11.89	11.93	42.20	13.63	13.66
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.17	0.35	0.37	0.40	0.18	0.22	5.25	0.26	0.56	3.65	0.40	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.34	0.35	0.23	0.22	0.23	0.62	0.21	0.21	0.40	0.28	0.28
d, Delay for Lane Group [s/veh]	34.90	24.14	24.18	30.48	22.96	23.08	46.25	12.15	12.49	45.85	14.04	14.48
Lane Group LOS	C	C	C	C	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.99	3.28	3.15	1.23	1.97	1.87	1.68	2.03	2.08	0.67	2.90	3.02
50th-Percentile Queue Length [ft/ln]	124.79	81.99	78.84	30.65	49.37	46.74	42.10	50.83	52.02	16.81	72.48	75.62
95th-Percentile Queue Length [veh/ln]	8.66	5.90	5.68	2.21	3.55	3.37	3.03	3.66	3.75	1.21	5.22	5.44
95th-Percentile Queue Length [ft/ln]	216.39	147.59	141.91	55.17	88.87	84.14	75.78	91.49	93.63	30.25	130.46	136.11

Movement, Approach, & Intersection Results

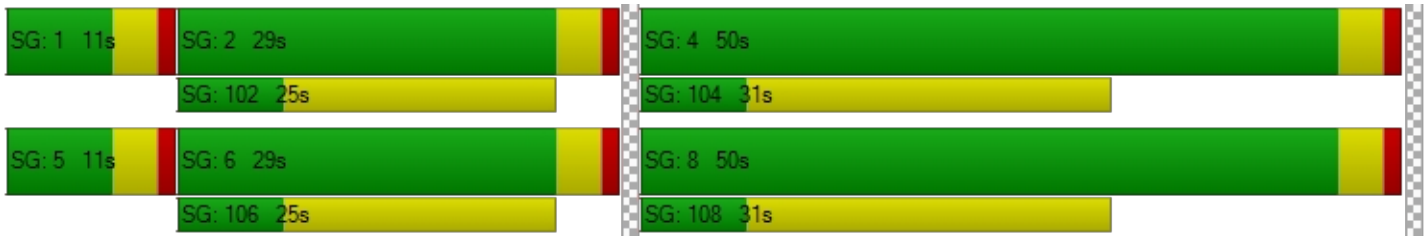
d_M, Delay for Movement [s/veh]	34.90	24.15	24.18	30.48	22.99	23.08	46.25	12.21	12.49	45.85	14.15	14.48
Movement LOS	C	C	C	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	28.17			24.60			16.03			15.35		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.21											
Intersection LOS	C											
Intersection V/C	0.446											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.480	2.456	3.152	2.875
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	1022	556	556
d_b, Bicycle Delay [s]	10.76	10.76	23.47	23.47
l_b,int, Bicycle LOS Score for Intersection	2.079	1.817	1.911	1.980
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	78	252	157	94	210	61	43	191	22	18	374	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	78	252	157	94	210	61	43	191	22	18	374	123
Peak Hour Factor	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040	0.8040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	78	49	29	65	19	13	59	7	6	116	38
Total Analysis Volume [veh/h]	97	313	195	117	261	76	53	238	27	22	465	153
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	32	0	11	32	0	11	36	0	11	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	43	7	44	44	5	21	21	3	18	18
g / C, Green / Cycle	0.07	0.48	0.08	0.49	0.49	0.06	0.23	0.23	0.03	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.05	0.29	0.07	0.09	0.09	0.03	0.13	0.02	0.01	0.17	0.17
s, saturation flow rate [veh/h]	1781	1751	1781	1870	1728	1781	1870	1589	1781	1870	1714
c, Capacity [veh/h]	128	840	140	910	841	104	430	365	61	385	353
d1, Uniform Delay [s]	41.06	17.18	40.97	13.11	13.14	41.20	30.65	27.21	42.57	34.34	34.41
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.70	3.22	12.13	0.47	0.52	3.81	1.12	0.08	3.53	4.79	5.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.60	0.84	0.19	0.19	0.51	0.55	0.07	0.36	0.83	0.84
d, Delay for Lane Group [s/veh]	49.77	20.40	53.10	13.57	13.65	45.01	31.77	27.30	46.10	39.13	39.89
Lane Group LOS	D	C	D	B	B	D	C	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.40	7.98	3.00	2.01	1.92	1.24	4.61	0.46	0.53	7.10	6.65
50th-Percentile Queue Length [ft/ln]	59.95	199.41	74.98	50.36	47.91	31.02	115.16	11.48	13.36	177.49	166.20
95th-Percentile Queue Length [veh/ln]	4.32	12.61	5.40	3.63	3.45	2.23	8.13	0.83	0.96	11.47	10.88
95th-Percentile Queue Length [ft/ln]	107.91	315.21	134.97	90.64	86.24	55.83	203.15	20.66	24.05	286.73	271.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.77	20.40	20.40	53.10	13.60	13.65	45.01	31.77	27.30	46.10	39.37	39.89
Movement LOS	D	C	C	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	25.11			23.79			33.60			39.72		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.79											
Intersection LOS	C											
Intersection V/C	0.680											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.368	2.486	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	710	710
d_b, Bicycle Delay [s]	21.40	21.40	18.73	18.73
l_b,int, Bicycle LOS Score for Intersection	2.558	1.934	2.084	2.088
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	10	219	49	70	134	19	15	169	8	12	352	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	219	49	70	134	19	15	169	8	12	352	64
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	58	13	18	35	5	4	45	2	3	93	17
Total Analysis Volume [veh/h]	11	232	52	74	142	20	16	179	8	13	372	68
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	547	526	529	585
Degree of Utilization, x	0.54	0.45	0.38	0.77

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.19	2.30	1.79	7.18
95th-Percentile Queue Length [ft]	79.79	57.39	44.80	179.38
Approach Delay [s/veh]	17.03	15.29	14.00	27.10
Approach LOS	C	C	B	D
Intersection Delay [s/veh]	20.01			
Intersection LOS	C			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	214	318	191	42	150	192	100	324	160	57	283	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	318	191	42	150	192	100	324	160	57	283	159
Peak Hour Factor	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790	0.8790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	90	54	12	43	55	28	92	46	16	80	45
Total Analysis Volume [veh/h]	243	362	217	48	171	218	114	369	182	65	322	181
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	30	29	0	30	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	32	32	32	8	45	45	6	43	43
g / C, Green / Cycle	0.34	0.34	0.34	0.34	0.34	0.34	0.08	0.48	0.48	0.06	0.45	0.45
(v / s)_i Volume / Saturation Flow Rate	0.24	0.16	0.17	0.06	0.09	0.14	0.06	0.20	0.11	0.04	0.09	0.11
s, saturation flow rate [veh/h]	995	1870	1638	835	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	322	629	551	229	629	535	148	888	755	111	1617	722
d1, Uniform Delay [s]	35.58	25.05	25.07	33.66	23.03	24.25	42.70	16.33	14.80	43.36	15.56	15.97
k, delay calibration	0.25	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.03	0.59	0.68	0.45	0.23	0.50	8.21	1.43	0.76	4.79	0.28	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.49	0.49	0.21	0.27	0.41	0.77	0.42	0.24	0.58	0.20	0.25
d, Delay for Lane Group [s/veh]	43.61	25.64	25.75	34.11	23.26	24.75	50.90	17.77	15.56	48.15	15.84	16.81
Lane Group LOS	D	C	C	C	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.17	5.50	4.85	0.98	2.79	3.77	2.94	5.39	2.41	1.62	2.10	2.52
50th-Percentile Queue Length [ft/ln]	154.37	137.51	121.23	24.50	69.82	94.23	73.40	134.78	60.27	40.62	52.48	62.94
95th-Percentile Queue Length [veh/ln]	10.25	9.35	8.46	1.76	5.03	6.78	5.28	9.20	4.34	2.92	3.78	4.53
95th-Percentile Queue Length [ft/ln]	256.25	233.66	211.52	44.09	125.68	169.62	132.12	229.98	108.49	73.12	94.47	113.30

Movement, Approach, & Intersection Results

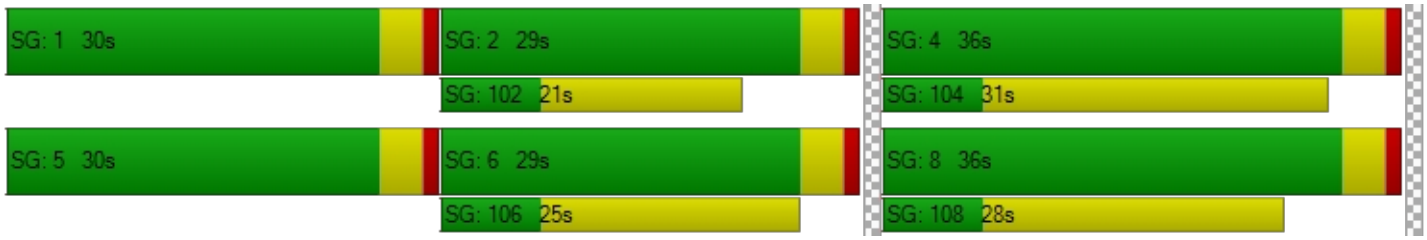
d_M, Delay for Movement [s/veh]	43.61	25.66	25.75	34.11	23.26	24.75	50.90	17.77	15.56	48.15	15.84	16.81
Movement LOS	D	C	C	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	30.99			25.19			22.84			19.84		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	25.26											
Intersection LOS	C											
Intersection V/C	0.547											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.15	37.15	37.15	37.15
l_p,int, Pedestrian LOS Score for Intersection	2.436	2.515	2.930	2.605
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	673	526	526
d_b, Bicycle Delay [s]	20.90	20.90	25.80	25.80
l_b,int, Bicycle LOS Score for Intersection	2.238	2.281	2.657	2.028
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	72	278	65	71	194	47	62	371	88	96	339	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	278	65	71	194	47	62	371	88	96	339	97
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	82	19	21	57	14	18	110	26	28	100	29
Total Analysis Volume [veh/h]	85	329	77	84	230	56	73	439	104	114	401	115
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	29	0	18	26	0	11	11	0	32	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	13	13	6	13	13	6	47	7	49	49
g / C, Green / Cycle	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.52	0.08	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.11	0.05	0.12	0.04	0.04	0.30	0.06	0.14	0.14
s, saturation flow rate [veh/h]	1781	1870	1750	1781	1870	1589	1781	1809	1781	1870	1729
c, Capacity [veh/h]	124	280	262	124	279	237	118	941	149	1004	929
d1, Uniform Delay [s]	40.98	36.69	36.76	40.98	37.20	33.81	40.98	14.85	40.46	11.27	11.29
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.53	3.90	4.42	6.39	6.02	0.50	5.14	2.58	7.96	0.65	0.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.74	0.76	0.68	0.82	0.24	0.62	0.58	0.77	0.27	0.27
d, Delay for Lane Group [s/veh]	47.51	40.59	41.18	47.37	43.22	34.32	46.11	17.43	48.42	11.92	12.00
Lane Group LOS	D	D	D	D	D	C	D	B	D	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.05	4.61	4.43	2.02	5.30	1.10	1.73	7.73	2.77	2.88	2.70
50th-Percentile Queue Length [ft/ln]	51.17	115.36	110.71	50.48	132.42	27.55	43.22	193.18	69.32	71.94	67.61
95th-Percentile Queue Length [veh/ln]	3.68	8.14	7.88	3.63	9.07	1.98	3.11	12.29	4.99	5.18	4.87
95th-Percentile Queue Length [ft/ln]	92.11	203.44	196.99	90.87	226.79	49.60	77.79	307.14	124.78	129.49	121.69

Movement, Approach, & Intersection Results

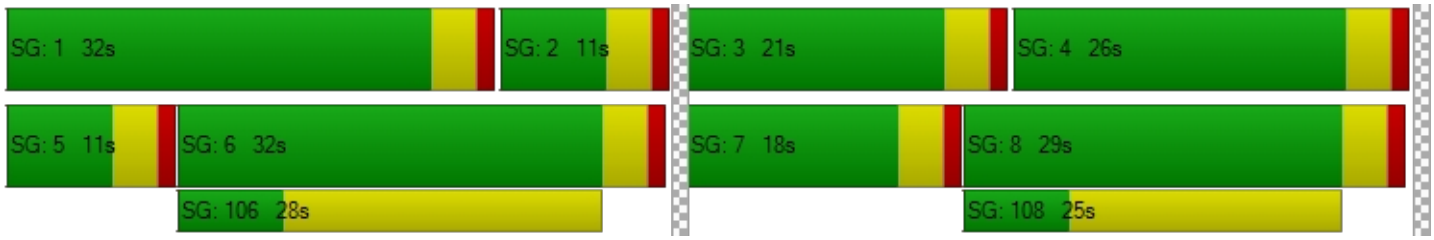
d_M, Delay for Movement [s/veh]	47.51	40.81	41.18	47.37	43.22	34.32	46.11	17.43	17.43	48.42	11.95	12.00
Movement LOS	D	D	D	D	D	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	42.02			42.82			20.83			18.55		
Approach LOS	D			D			C			B		
d_I, Intersection Delay [s/veh]	28.95											
Intersection LOS	C											
Intersection V/C	0.650											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.472	0.000	2.430
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	488	155	622
d_b, Bicycle Delay [s]	23.51	25.73	38.32	21.40
l_b,int, Bicycle LOS Score for Intersection	1.965	2.170	2.576	2.079
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.661

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	9	114	18	116	99	71	31	302	7	12	405	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	114	18	116	99	71	31	302	7	12	405	153
Peak Hour Factor	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610	0.8610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	33	5	34	29	21	9	88	2	3	118	44
Total Analysis Volume [veh/h]	10	132	21	135	115	82	36	351	8	14	470	178
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	11	0	13	13	0	11	55	0	11	55	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	26	8	33	4	37	2	35
g / C, Green / Cycle	0.02	0.29	0.09	0.37	0.05	0.41	0.02	0.39
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.08	0.11	0.02	0.19	0.01	0.36
s, saturation flow rate [veh/h]	1781	1826	1781	1742	1781	1863	1781	1784
c, Capacity [veh/h]	32	531	167	640	84	770	42	696
d1, Uniform Delay [s]	43.69	24.71	40.00	20.34	41.76	19.19	43.28	26.30
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.46	1.36	8.77	1.25	3.48	0.44	4.50	9.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.29	0.81	0.31	0.43	0.47	0.33	0.93
d, Delay for Lane Group [s/veh]	49.15	26.07	48.77	21.58	45.25	19.63	47.78	35.72
Lane Group LOS	D	C	D	C	D	B	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.27	2.68	3.30	3.09	0.85	5.34	0.36	14.41
50th-Percentile Queue Length [ft/ln]	6.66	66.93	82.45	77.29	21.28	133.44	8.92	360.36
95th-Percentile Queue Length [veh/ln]	0.48	4.82	5.94	5.56	1.53	9.13	0.64	20.64
95th-Percentile Queue Length [ft/ln]	11.99	120.47	148.41	139.12	38.30	228.17	16.06	516.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.15	26.07	26.07	48.77	21.58	21.58	45.25	19.63	19.63	47.78	35.72	35.72
Movement LOS	D	C	C	D	C	C	D	B	B	D	D	D
d_A, Approach Delay [s/veh]	27.49			32.64			21.97			35.98		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	30.81											
Intersection LOS	C											
Intersection V/C	0.661											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	155	200	1133	1133
d_b, Bicycle Delay [s]	38.29	36.47	8.47	8.47
l_b,int, Bicycle LOS Score for Intersection	1.829	2.107	2.211	2.652
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	202	10	96	3	16	15	23	152	378	129	191	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	10	96	3	16	15	23	152	378	129	191	0
Peak Hour Factor	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710	0.8710
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	3	28	1	5	4	7	44	108	37	55	0
Total Analysis Volume [veh/h]	232	11	110	3	18	17	26	175	434	148	219	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	16	16	16	11	11	0	11	32	32	31	52	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	15	29	1	4	4	3	48	64	10	55	55
g / C, Green / Cycle	0.13	0.17	0.32	0.01	0.05	0.05	0.04	0.54	0.71	0.11	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.07	0.01	0.07	0.00	0.01	0.01	0.01	0.09	0.27	0.08	0.06	0.06
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1870
c, Capacity [veh/h]	458	320	515	12	86	73	69	1003	1133	192	1132	1132
d1, Uniform Delay [s]	36.37	31.14	22.16	44.54	41.45	41.49	42.29	10.70	5.11	39.13	7.45	7.45
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.87	0.04	0.21	9.74	1.20	1.61	3.40	0.38	0.98	6.37	0.17	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.03	0.21	0.24	0.21	0.23	0.38	0.17	0.38	0.77	0.10	0.10
d, Delay for Lane Group [s/veh]	37.24	31.19	22.36	54.27	42.65	43.11	45.69	11.08	6.09	45.50	7.62	7.62
Lane Group LOS	D	C	C	D	D	D	D	B	A	D	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.40	0.20	1.69	0.10	0.41	0.39	0.62	1.78	2.86	3.48	0.86	0.86
50th-Percentile Queue Length [ft/ln]	59.97	5.04	42.29	2.49	10.26	9.84	15.60	44.55	71.58	87.01	21.53	21.53
95th-Percentile Queue Length [veh/ln]	4.32	0.36	3.04	0.18	0.74	0.71	1.12	3.21	5.15	6.26	1.55	1.55
95th-Percentile Queue Length [ft/ln]	107.94	9.07	76.12	4.48	18.46	17.71	28.08	80.18	128.84	156.62	38.76	38.76

Movement, Approach, & Intersection Results

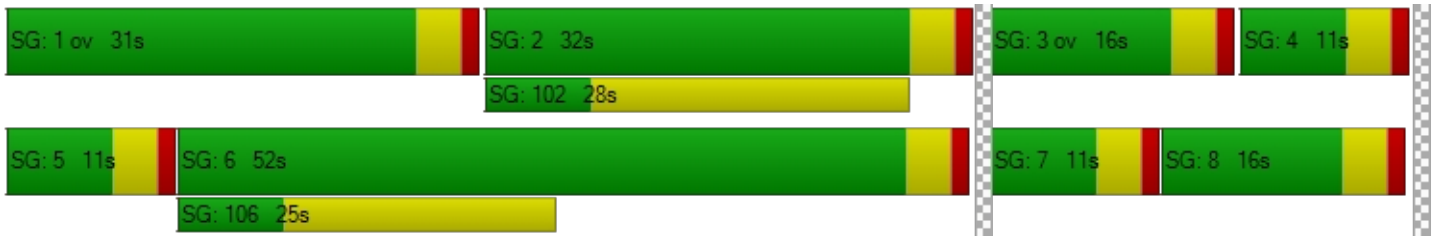
d_M, Delay for Movement [s/veh]	37.24	31.19	22.36	54.27	42.65	43.11	45.69	11.08	6.09	45.50	7.62	7.62
Movement LOS	D	C	C	D	D	D	D	B	A	D	A	A
d_A, Approach Delay [s/veh]	32.42			43.77			9.08			22.90		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	19.58											
Intersection LOS	B											
Intersection V/C	0.477											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.607	2.149	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	266	155	622	1066
d_b, Bicycle Delay [s]	33.84	38.32	21.40	9.83
l_b,int, Bicycle LOS Score for Intersection	2.142	1.622	2.607	1.862
Bicycle LOS	B	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	292	880	13	435	35	41	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	292	880	13	435	35	41	194
Peak Hour Factor	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	246	4	122	10	11	54
Total Analysis Volume [veh/h]	327	984	15	487	39	46	217
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	69	2	59	59	7	23
g / C, Green / Cycle	0.13	0.76	0.02	0.66	0.66	0.08	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.28	0.01	0.14	0.14	0.01	0.08
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1822	3459	2813
c, Capacity [veh/h]	451	2715	46	1230	1198	272	714
d1, Uniform Delay [s]	37.59	3.51	43.11	6.16	6.16	38.73	27.18
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.23	0.38	4.13	0.40	0.42	0.29	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.36	0.33	0.22	0.22	0.17	0.30
d, Delay for Lane Group [s/veh]	39.82	3.89	47.24	6.56	6.58	39.02	27.41
Lane Group LOS	D	A	D	A	A	D	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.55	2.20	0.38	1.89	1.86	0.48	1.88
50th-Percentile Queue Length [ft/ln]	88.65	55.06	9.44	47.30	46.45	12.03	47.02
95th-Percentile Queue Length [veh/ln]	6.38	3.96	0.68	3.41	3.34	0.87	3.39
95th-Percentile Queue Length [ft/ln]	159.57	99.10	16.99	85.14	83.61	21.65	84.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.82	3.89	47.24	6.57	6.58	39.02	27.41
Movement LOS	D	A	D	A	A	D	C
d_A, Approach Delay [s/veh]	12.85		7.70			29.44	
Approach LOS	B		A			C	
d_I, Intersection Delay [s/veh]	13.60						
Intersection LOS	B						
Intersection V/C	0.404						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.555
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	2.641	2.006	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	77	438	26	21	258	29	18	6	38	9	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	438	26	21	258	29	18	6	38	9	2	10
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	119	7	6	70	8	5	2	10	2	1	3
Total Analysis Volume [veh/h]	83	474	28	23	279	31	19	6	41	10	2	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	47	0	11	39	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	69	69	3	66	66	6	6	6	6
g / C, Green / Cycle	0.07	0.77	0.77	0.03	0.73	0.73	0.06	0.06	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.05	0.13	0.02	0.01	0.08	0.08	0.01	0.03	0.01	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1806	1401	1621	1358	1627
c, Capacity [veh/h]	123	2733	1220	63	1372	1325	133	104	104	104
d1, Uniform Delay [s]	40.92	2.81	2.48	42.45	3.48	3.49	42.25	40.63	43.75	39.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.28	0.14	0.03	3.54	0.17	0.18	0.49	3.08	0.40	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.17	0.02	0.37	0.11	0.12	0.14	0.45	0.10	0.12
d, Delay for Lane Group [s/veh]	47.21	2.95	2.51	45.99	3.65	3.67	42.74	43.70	44.14	40.30
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.99	0.85	0.09	0.56	0.70	0.69	0.43	1.08	0.23	0.28
50th-Percentile Queue Length [ft/ln]	49.79	21.14	2.36	13.92	17.62	17.35	10.65	27.07	5.75	7.11
95th-Percentile Queue Length [veh/ln]	3.58	1.52	0.17	1.00	1.27	1.25	0.77	1.95	0.41	0.51
95th-Percentile Queue Length [ft/ln]	89.61	38.05	4.25	25.06	31.72	31.24	19.17	48.72	10.35	12.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.21	2.95	2.51	45.99	3.66	3.67	42.74	43.70	43.70	44.14	40.30	40.30
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	9.20			6.58			43.42			41.97		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.33											
Intersection LOS	B											
Intersection V/C	0.202											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.615	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	778	622	622
d_b, Bicycle Delay [s]	12.28	16.82	21.37	21.37
l_b,int, Bicycle LOS Score for Intersection	2.042	1.834	1.669	1.598
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	95	905	766	63	136	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	905	766	63	136	105
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	256	217	18	39	30
Total Analysis Volume [veh/h]	108	1025	867	71	154	119
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	39	61	22	0	29	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	72	61	61	10	10
g / C, Green / Cycle	0.08	0.80	0.68	0.68	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.29	0.24	0.04	0.09	0.07
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	141	2841	2401	1072	201	180
d1, Uniform Delay [s]	40.63	2.58	6.31	5.00	38.77	38.28
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.31	0.36	0.42	0.12	5.94	4.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.36	0.36	0.07	0.76	0.66
d, Delay for Lane Group [s/veh]	48.95	2.94	6.73	5.12	44.71	42.41
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.64	1.69	3.14	0.42	3.59	2.69
50th-Percentile Queue Length [ft/ln]	66.07	42.35	78.61	10.62	89.66	67.22
95th-Percentile Queue Length [veh/ln]	4.76	3.05	5.66	0.76	6.46	4.84
95th-Percentile Queue Length [ft/ln]	118.93	76.24	141.50	19.12	161.38	121.00

Movement, Approach, & Intersection Results

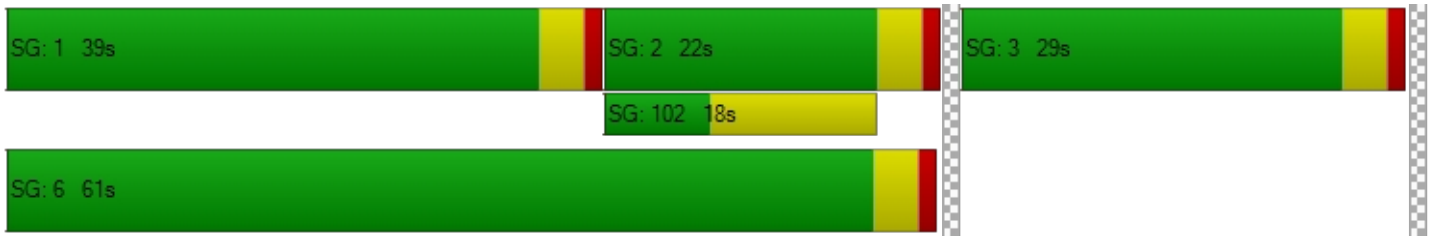
d_M, Delay for Movement [s/veh]	48.95	2.94	6.73	5.12	44.71	42.41
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	7.32		6.61		43.71	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.27					
Intersection LOS	B					
Intersection V/C	0.451					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.087
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	400	555
d_b, Bicycle Delay [s]	6.06	28.81	23.48
l_b,int, Bicycle LOS Score for Intersection	2.494	2.333	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	14.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.206

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	130	248	221	17	39	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	248	221	17	39	48
Peak Hour Factor	0.9040	0.9040	0.9040	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	69	61	5	11	13
Total Analysis Volume [veh/h]	144	274	244	19	43	53
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	57	79	22	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	77	63	63	5	19
g / C, Green / Cycle	0.10	0.85	0.71	0.71	0.06	0.21
(v / s)_i Volume / Saturation Flow Rate	0.08	0.08	0.07	0.01	0.02	0.03
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	185	3037	2508	1120	104	329
d1, Uniform Delay [s]	39.32	1.06	4.22	3.98	40.92	29.31
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.86	0.06	0.08	0.03	2.63	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.09	0.10	0.02	0.41	0.16
d, Delay for Lane Group [s/veh]	46.18	1.11	4.30	4.01	43.55	29.54
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.41	0.14	0.61	0.09	0.99	0.95
50th-Percentile Queue Length [ft/ln]	85.31	3.52	15.36	2.37	24.67	23.79
95th-Percentile Queue Length [veh/ln]	6.14	0.25	1.11	0.17	1.78	1.71
95th-Percentile Queue Length [ft/ln]	153.56	6.33	27.65	4.27	44.41	42.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.18	1.11	4.30	4.01	43.55	29.54
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	16.64		4.28		35.81	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	14.82					
Intersection LOS	B					
Intersection V/C	0.206					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.024
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	400	156
d_b, Bicycle Delay [s]	1.25	28.81	38.28
l_b,int, Bicycle LOS Score for Intersection	1.904	1.777	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	207	267	0	0	234	47	0	0	0	106	1	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	267	0	0	234	47	0	0	0	106	1	106
Peak Hour Factor	0.9410	0.9410	1.0000	1.0000	0.9410	0.9410	1.0000	1.0000	1.0000	0.9410	0.9410	0.9410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	71	0	0	62	12	0	0	0	28	0	28
Total Analysis Volume [veh/h]	220	284	0	0	249	50	0	0	0	113	1	113
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	31	42	0	0	11	0	0	0	0	0	48	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	13	68	50	50		14
g / C, Green / Cycle	0.15	0.75	0.56	0.56		0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.15	0.07	0.03		0.14
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1681
c, Capacity [veh/h]	262	1405	1994	890		268
d1, Uniform Delay [s]	37.38	3.28	9.37	9.00		36.76
k, delay calibration	0.11	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	7.12	0.32	0.13	0.12		7.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.84	0.20	0.12	0.06		0.85
d, Delay for Lane Group [s/veh]	44.50	3.60	9.50	9.12		43.97
Lane Group LOS	D	A	A	A		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	5.15	1.24	1.12	0.45		5.30
50th-Percentile Queue Length [ft/ln]	128.74	31.00	28.02	11.20		132.43
95th-Percentile Queue Length [veh/ln]	8.87	2.23	2.02	0.81		9.07
95th-Percentile Queue Length [ft/ln]	221.79	55.80	50.43	20.17		226.79

Movement, Approach, & Intersection Results

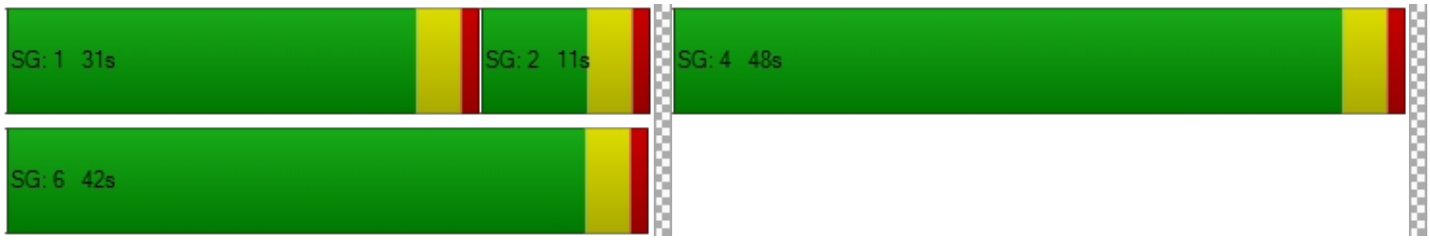
d_M, Delay for Movement [s/veh]	44.50	3.60	0.00	0.00	9.50	9.12	0.00	0.00	0.00	43.97	43.97	43.97
Movement LOS	D	A			A	A				D	D	D
d_A, Approach Delay [s/veh]	21.46			9.43			0.00			43.97		
Approach LOS	C			A			A			D		
d_I, Intersection Delay [s/veh]	22.93											
Intersection LOS	C											
Intersection V/C	0.379											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	156	0	978
d_b, Bicycle Delay [s]	15.03	38.28	45.01	11.76
l_b,int, Bicycle LOS Score for Intersection	2.391	1.806	4.132	1.934
Bicycle LOS	B	A	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.466

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	415	61	103	225	0	67	0	88	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	415	61	103	225	0	67	0	88	0	0	0
Peak Hour Factor	1.0000	0.9240	0.9240	0.9240	0.9240	1.0000	0.9240	0.9240	0.9240	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	112	17	28	61	0	18	0	24	0	0	0
Total Analysis Volume [veh/h]	0	449	66	111	244	0	73	0	95	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	68	79	0	0	11	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	64	7	75	7	7	
g / C, Green / Cycle	0.71	0.08	0.83	0.08	0.08	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.06	0.13	0.04	0.06	
s, saturation flow rate [veh/h]	1829	1781	1870	1781	1589	
c, Capacity [veh/h]	1292	145	1557	140	125	
d1, Uniform Delay [s]	5.40	40.51	1.45	39.85	40.64	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.92	8.08	0.21	2.97	9.04	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.40	0.76	0.16	0.52	0.76	
d, Delay for Lane Group [s/veh]	6.32	48.58	1.67	42.82	49.68	
Lane Group LOS	A	D	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.51	2.70	0.46	1.65	2.35	
50th-Percentile Queue Length [ft/ln]	87.74	67.61	11.41	41.27	58.80	
95th-Percentile Queue Length [veh/ln]	6.32	4.87	0.82	2.97	4.23	
95th-Percentile Queue Length [ft/ln]	157.93	121.70	20.53	74.28	105.83	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	6.32	6.32	48.58	1.67	0.00	42.82	42.82	49.68	0.00	0.00	0.00
Movement LOS		A	A	D	A		D	D	D			
d_A, Approach Delay [s/veh]	6.32			16.34			46.70			0.00		
Approach LOS	A			B			D			A		
d_I, Intersection Delay [s/veh]	16.28											
Intersection LOS	B											
Intersection V/C	0.466											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	1666	156	0
d_b, Bicycle Delay [s]	38.28	1.25	38.28	45.01
l_b,int, Bicycle LOS Score for Intersection	2.409	2.145	1.837	4.132
Bicycle LOS	B	B	A	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.572

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	29	666	4	410	500	8	17	11	28	7	7	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	666	4	410	500	8	17	11	28	7	7	339
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	186	1	115	140	2	5	3	8	2	2	95
Total Analysis Volume [veh/h]	32	746	4	459	560	9	19	12	31	8	8	380
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	18	0	40	47	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	47	47	25	69	69	6	6
g / C, Green / Cycle	0.04	0.52	0.52	0.28	0.76	0.76	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.02	0.20	0.20	0.26	0.15	0.15	0.04	0.01
s, saturation flow rate [veh/h]	1781	1870	1866	1781	1870	1860	1660	1804
c, Capacity [veh/h]	78	976	974	503	1422	1414	156	172
d1, Uniform Delay [s]	41.90	12.88	12.88	31.23	3.05	3.05	41.04	39.92
k, delay calibration	0.11	0.50	0.50	0.19	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.37	1.15	1.15	11.28	0.32	0.32	1.64	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.38	0.38	0.91	0.20	0.20	0.40	0.09
d, Delay for Lane Group [s/veh]	45.27	14.03	14.03	42.51	3.37	3.37	42.68	40.15
Lane Group LOS	D	B	B	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.76	4.56	4.56	10.89	1.16	1.16	1.39	0.34
50th-Percentile Queue Length [ft/ln]	18.97	114.09	113.90	272.28	29.07	28.93	34.84	8.58
95th-Percentile Queue Length [veh/ln]	1.37	8.07	8.06	16.30	2.09	2.08	2.51	0.62
95th-Percentile Queue Length [ft/ln]	34.15	201.68	201.41	407.59	52.33	52.07	62.70	15.44

Movement, Approach, & Intersection Results

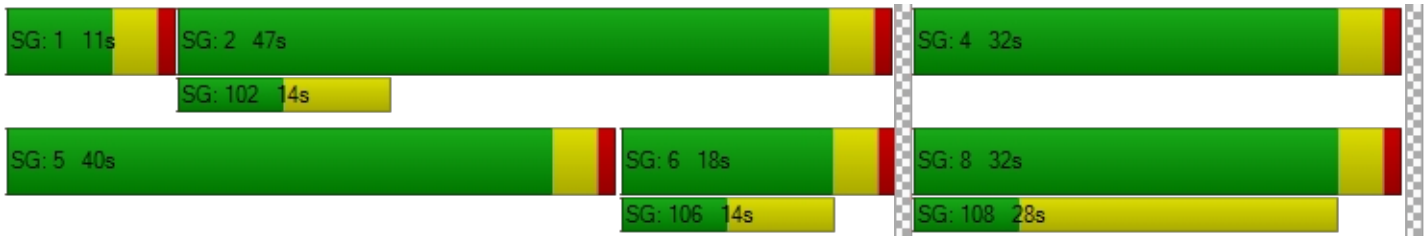
d_M, Delay for Movement [s/veh]	45.27	14.03	14.03	42.51	3.37	3.37	42.68	42.68	42.68	40.15	40.15	0.00
Movement LOS	D	B	B	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	15.31			20.85			42.68			40.15		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	19.43											
Intersection LOS	B											
Intersection V/C	0.572											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.580	0.000	1.768	2.099
Crosswalk LOS	B	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	955	622	622
d_b, Bicycle Delay [s]	32.10	12.28	21.37	21.37
l_b,int, Bicycle LOS Score for Intersection	2.205	2.408	1.662	1.586
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	134	517	152	88	419	39	73	192	112	111	137	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	517	152	88	419	39	73	192	112	111	137	123
Peak Hour Factor	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010	0.9010
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	143	42	24	116	11	20	53	31	31	38	34
Total Analysis Volume [veh/h]	149	574	169	98	465	43	81	213	124	123	152	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	32	0	11	26	0	12	36	0	11	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	41	41	6	39	39	6	20	7	20	20
g / C, Green / Cycle	0.10	0.46	0.46	0.07	0.43	0.43	0.07	0.22	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.03	0.14	0.14	0.05	0.19	0.04	0.08	0.09
s, saturation flow rate [veh/h]	1781	1870	1726	3459	1870	1815	1781	1756	3459	1870	1589
c, Capacity [veh/h]	185	856	790	250	797	774	122	381	260	418	356
d1, Uniform Delay [s]	39.51	16.70	16.70	39.95	17.22	17.23	40.97	34.19	39.99	29.57	29.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.93	1.72	1.86	1.00	1.07	1.11	6.00	7.15	1.33	0.53	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.45	0.45	0.39	0.32	0.32	0.66	0.88	0.47	0.36	0.39
d, Delay for Lane Group [s/veh]	47.44	18.41	18.56	40.95	18.29	18.34	46.97	41.34	41.32	30.10	30.42
Lane Group LOS	D	B	B	D	B	B	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.59	5.59	5.19	1.06	3.65	3.57	1.94	7.73	1.34	2.80	2.55
50th-Percentile Queue Length [ft/ln]	89.69	139.79	129.87	26.52	91.25	89.18	48.45	193.24	33.52	70.00	63.73
95th-Percentile Queue Length [veh/ln]	6.46	9.47	8.93	1.91	6.57	6.42	3.49	12.29	2.41	5.04	4.59
95th-Percentile Queue Length [ft/ln]	161.45	236.74	223.32	47.74	164.25	160.53	87.21	307.23	60.34	126.00	114.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.44	18.46	18.56	40.95	18.31	18.34	46.97	41.34	41.34	41.32	30.10	30.42
Movement LOS	D	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	23.32			21.98			42.43			33.56		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	28.21											
Intersection LOS	C											
Intersection V/C	0.562											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.612	2.680	2.187	2.597
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	488	710	688
d_b, Bicycle Delay [s]	21.40	25.73	18.73	19.38
l_b,int, Bicycle LOS Score for Intersection	2.296	2.060	2.249	2.239
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	39.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	114	243	125	142	197	74	91	412	77	112	354	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	243	125	142	197	74	91	412	77	112	354	68
Peak Hour Factor	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	64	33	37	52	19	24	108	20	29	93	18
Total Analysis Volume [veh/h]	120	256	131	149	207	78	96	433	81	118	372	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	14	25	0	14	25	0	0	30	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	33	33	10	35	35	21	21	20	20
g / C, Green / Cycle	0.08	0.33	0.33	0.10	0.35	0.35	0.21	0.21	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	0.11	0.11	0.08	0.08	0.08	0.17	0.19	0.15	0.17
s, saturation flow rate [veh/h]	1781	1870	1662	1781	1870	1700	1841	1625	1832	1627
c, Capacity [veh/h]	150	617	549	179	648	589	392	346	360	320
d1, Uniform Delay [s]	45.00	25.19	25.27	44.20	23.22	23.28	37.28	38.07	38.25	38.99
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.13	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.27	1.42	1.65	9.50	0.82	0.93	3.57	7.93	3.86	8.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.33	0.34	0.83	0.23	0.23	0.79	0.87	0.79	0.87
d, Delay for Lane Group [s/veh]	54.27	26.61	26.93	53.70	24.04	24.21	40.85	46.00	42.11	47.83
Lane Group LOS	D	C	C	D	C	C	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	3.29	3.81	3.51	4.07	2.59	2.44	7.45	7.78	6.92	7.32
50th-Percentile Queue Length [ft/ln]	82.31	95.20	87.85	101.77	64.63	60.96	186.20	194.53	173.04	182.90
95th-Percentile Queue Length [veh/ln]	5.93	6.85	6.33	7.33	4.65	4.39	11.92	12.36	11.24	11.75
95th-Percentile Queue Length [ft/ln]	148.16	171.36	158.13	183.18	116.33	109.72	298.09	308.90	280.90	293.80

Movement, Approach, & Intersection Results

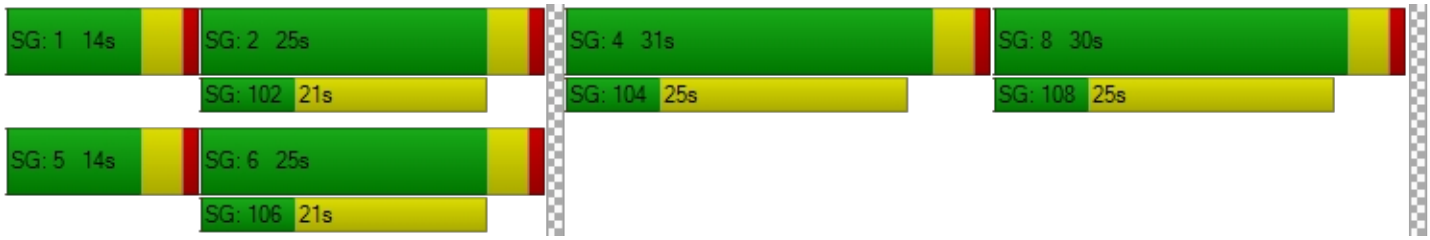
d_M, Delay for Movement [s/veh]	54.27	26.68	26.93	53.70	24.09	24.21	40.85	43.46	46.00	42.11	45.28	47.83
Movement LOS	D	C	C	D	C	C	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	33.27			34.28			43.39			44.94		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	39.50											
Intersection LOS	D											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.483	2.472	2.424	2.447
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	420	520	540
d_b, Bicycle Delay [s]	31.24	31.24	27.41	26.68
l_b,int, Bicycle LOS Score for Intersection	1.978	1.918	2.063	2.023
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	58	42	344	84	76	335
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	42	344	84	76	335
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	11	93	23	20	90
Total Analysis Volume [veh/h]	63	45	371	91	82	361
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	61	0	18	0	11	29
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	64	64	6	75
g / C, Green / Cycle	0.08	0.72	0.72	0.07	0.83
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.13	0.05	0.10
s, saturation flow rate [veh/h]	1696	1870	1748	1781	3560
c, Capacity [veh/h]	140	1338	1251	123	2951
d1, Uniform Delay [s]	40.48	4.16	4.20	40.92	1.47
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.70	0.28	0.33	6.15	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.17	0.18	0.67	0.12
d, Delay for Lane Group [s/veh]	49.18	4.44	4.53	47.08	1.56
Lane Group LOS	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.65	1.21	1.23	1.96	0.31
50th-Percentile Queue Length [ft/ln]	66.32	30.34	30.84	49.11	7.85
95th-Percentile Queue Length [veh/ln]	4.78	2.18	2.22	3.54	0.57
95th-Percentile Queue Length [ft/ln]	119.38	54.61	55.51	88.39	14.13

Movement, Approach, & Intersection Results

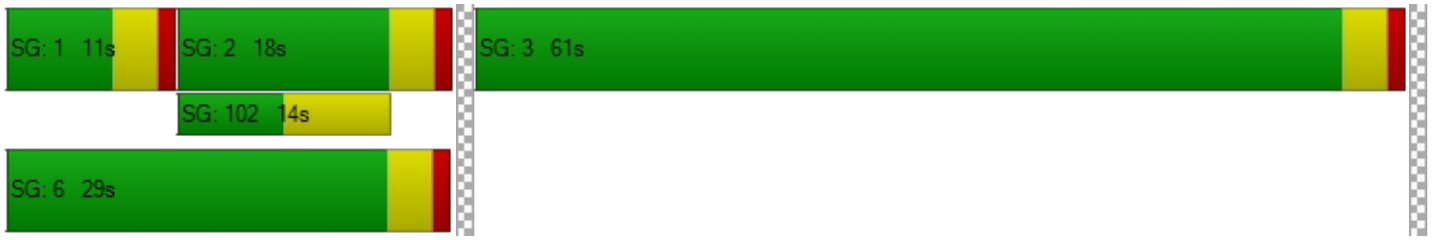
d_M, Delay for Movement [s/veh]	49.18	49.18	4.47	4.53	47.08	1.56
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	49.18		4.48		9.98	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.65					
Intersection LOS	B					
Intersection V/C	0.279					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.851	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	311	555
d_b, Bicycle Delay [s]	6.06	32.10	23.48
l_b,int, Bicycle LOS Score for Intersection	1.738	1.941	1.925
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	74	418	387	29	7	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	418	387	29	7	143
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	119	110	8	2	41
Total Analysis Volume [veh/h]	84	475	440	33	8	163
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.02	0.27
d_M, Delay for Movement [s/veh]	8.58	0.00	0.00	0.00	16.27	13.42
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	1.19	1.19
95th-Percentile Queue Length [ft/ln]	6.26	0.00	0.00	0.00	29.87	29.87
d_A, Approach Delay [s/veh]	1.29		0.00		13.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.53					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	11	45	21	62	81	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	45	21	62	81	7
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	6	17	22	2
Total Analysis Volume [veh/h]	12	49	23	67	87	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.45	8.92	7.44	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.16	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.11	4.00	1.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.03		1.90		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	68	323	36	9	271	16	9	5	204	31	2	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	323	36	9	271	16	9	5	204	31	2	4
Peak Hour Factor	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920	0.8920
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	91	10	3	76	4	3	1	57	9	1	1
Total Analysis Volume [veh/h]	76	362	40	10	304	18	10	6	229	35	2	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00	0.03	0.02	0.27	0.16	0.01	0.00
d_M, Delay for Movement [s/veh]	8.11	0.00	0.00	8.15	0.00	0.00	16.74	20.55	11.02	25.08	21.81	12.73
Movement LOS	A	A	A	A	A	A	C	C	B	D	C	B
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.03	0.00	0.00	0.10	1.21	1.21	0.62	0.62	0.62
95th-Percentile Queue Length [ft/ln]	4.91	0.00	0.00	0.66	0.00	0.00	2.44	30.21	30.21	15.61	15.61	15.61
d_A, Approach Delay [s/veh]	1.29			0.25			11.49			23.72		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	4.09											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	90	359	0	0	224	233	0	0	0	60	15	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	359	0	0	224	233	0	0	0	60	15	80
Peak Hour Factor	0.9040	0.9040	1.0000	1.0000	0.9040	0.9040	1.0000	1.0000	1.0000	0.9040	0.9040	0.9040
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	99	0	0	62	64	0	0	0	17	4	22
Total Analysis Volume [veh/h]	100	397	0	0	248	258	0	0	0	66	17	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.09	0.11
d_M, Delay for Movement [s/veh]	8.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.08	30.39	9.99
Movement LOS	A	A			A	A				C	D	A
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	1.34	0.36
95th-Percentile Queue Length [ft/ln]	7.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.43	33.43	9.11
d_A, Approach Delay [s/veh]	1.76			0.00			0.00			17.46		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	3.29											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	296	131	64	242	0	119	1	95	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	296	131	64	242	0	119	1	95	0	0	0
Peak Hour Factor	1.0000	0.9320	0.9320	0.9320	0.9320	1.0000	0.9320	0.9320	0.9320	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	79	35	17	65	0	32	0	25	0	0	0
Total Analysis Volume [veh/h]	0	318	141	69	260	0	128	1	102	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.00	0.33	0.00	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.50	0.00	0.00	18.91	22.71	9.54	0.00	0.00	0.00
Movement LOS		A	A	A	A		C	C	A			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.20	0.00	0.00	1.44	1.44	0.38	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.02	0.00	0.00	36.04	36.04	9.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.78			14.79			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	3.93											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	374	21	0	320	0	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	21	0	320	0	61
Peak Hour Factor	0.8950	0.8950	1.0000	0.8950	1.0000	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	6	0	89	0	17
Total Analysis Volume [veh/h]	418	23	0	358	0	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.80
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.40
d_A, Approach Delay [s/veh]	0.00		0.00		9.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.77					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	140	0	107	1	1	4	0	278	92	73	264	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	0	107	1	1	4	0	278	92	73	264	2
Peak Hour Factor	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240	0.9240
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	0	29	0	0	1	0	75	25	20	71	1
Total Analysis Volume [veh/h]	152	0	116	1	1	4	0	301	100	79	286	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	507	612	524	608	691	603
Degree of Utilization, x	0.30	0.19	0.01	0.49	0.14	0.61

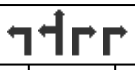
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.25	0.69	0.03	2.74	0.50	4.10
95th-Percentile Queue Length [ft]	31.23	17.35	0.87	68.56	12.61	102.60
Approach Delay [s/veh]	11.57		9.95	12.91		17.84
Approach LOS	B		A	B		C
Intersection Delay [s/veh]	14.29					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.263

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	27	2	121	4	0	5	3	409	53	81	323	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	2	121	4	0	5	3	409	53	81	323	17
Peak Hour Factor	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250	0.8250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	37	1	0	2	1	124	16	25	98	5
Total Analysis Volume [veh/h]	33	2	147	5	0	6	4	496	64	98	392	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	11	0	32	0	11	40	0	12	41	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	18	2	2	1	64	64	7	70	70
g / C, Green / Cycle	0.07	0.07	0.18	0.02	0.02	0.01	0.67	0.67	0.07	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.05	0.00	0.00	0.00	0.14	0.04	0.03	0.11	0.01
s, saturation flow rate [veh/h]	1781	1791	2813	1781	1589	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	132	132	521	35	32	15	2382	1063	239	2597	1159
d1, Uniform Delay [s]	41.22	41.22	33.34	45.84	45.88	46.87	6.06	5.43	42.43	3.91	3.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.45	0.45	0.29	1.80	2.86	8.62	0.20	0.11	1.12	0.12	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.13	0.28	0.14	0.19	0.26	0.21	0.06	0.41	0.15	0.02
d, Delay for Lane Group [s/veh]	41.67	41.66	33.64	47.63	48.74	55.49	6.26	5.54	43.55	4.04	3.56
Lane Group LOS	D	D	C	D	D	E	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.40	0.40	1.47	0.13	0.16	0.13	1.74	0.42	1.13	0.97	0.10
50th-Percentile Queue Length [ft/ln]	9.93	9.97	36.71	3.33	4.09	3.26	43.58	10.51	28.31	24.35	2.48
95th-Percentile Queue Length [veh/ln]	0.72	0.72	2.64	0.24	0.29	0.23	3.14	0.76	2.04	1.75	0.18
95th-Percentile Queue Length [ft/ln]	17.88	17.94	66.08	5.99	7.37	5.87	78.45	18.91	50.96	43.83	4.46

Movement, Approach, & Intersection Results

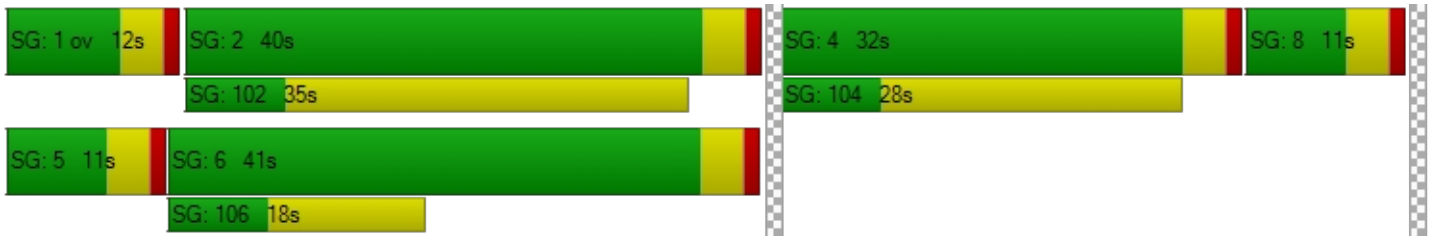
d_M, Delay for Movement [s/veh]	41.67	41.66	33.64	47.63	48.74	48.74	55.49	6.26	5.54	43.55	4.04	3.56
Movement LOS	D	D	C	D	D	D	E	A	A	D	A	A
d_A, Approach Delay [s/veh]	35.18			48.24			6.52			11.60		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	13.04											
Intersection LOS	B											
Intersection V/C	0.263											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.511	1.955	2.617	0.000
Crosswalk LOS	B	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	589	757	778
d_b, Bicycle Delay [s]	40.80	23.66	18.36	17.74
l_b,int, Bicycle LOS Score for Intersection	1.860	1.578	2.025	1.981
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.339

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	93	380	371	65	25	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	380	371	65	25	105
Peak Hour Factor	0.8820	0.8820	0.8820	0.8820	0.8820	0.8820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	108	105	18	7	30
Total Analysis Volume [veh/h]	105	431	421	74	28	119
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	13	79	66	66	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	7	75	65	75	7	17
g / C, Green / Cycle	0.07	0.84	0.72	0.84	0.07	0.19
(v / s)_i Volume / Saturation Flow Rate	0.03	0.12	0.23	0.05	0.01	0.04
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	253	2978	1344	1332	259	541
d1, Uniform Delay [s]	39.89	1.37	4.60	1.24	38.85	30.66
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.09	0.10	0.61	0.08	0.18	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.14	0.31	0.06	0.11	0.22
d, Delay for Lane Group [s/veh]	40.97	1.47	5.21	1.32	39.03	30.86
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	0.34	2.47	0.12	0.29	1.09
50th-Percentile Queue Length [ft/ln]	28.44	8.39	61.72	2.98	7.31	27.31
95th-Percentile Queue Length [veh/ln]	2.05	0.60	4.44	0.21	0.53	1.97
95th-Percentile Queue Length [ft/ln]	51.19	15.10	111.09	5.36	13.17	49.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.97	1.47	5.21	1.32	39.03	30.86
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	9.21		4.63		32.42	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.18					
Intersection LOS	B					
Intersection V/C	0.339					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.505
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	1377	156
d_b, Bicycle Delay [s]	1.25	4.36	38.28
l_b,int, Bicycle LOS Score for Intersection	2.002	2.376	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	107	110	7	148	104	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	110	7	148	104	4
Peak Hour Factor	0.8410	0.8410	0.8410	0.8410	0.8410	0.8410
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	33	2	44	31	1
Total Analysis Volume [veh/h]	127	131	8	176	124	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.19	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.76	0.00	11.62	10.15
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.70	0.70
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	17.48	17.48
d_A, Approach Delay [s/veh]	0.00		0.34		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	21	228	233	63	42	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	228	233	63	42	25
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	63	64	17	12	7
Total Analysis Volume [veh/h]	23	250	256	69	46	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.10	0.04
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	0.00	13.81	10.85
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	1.42	0.00	0.00	0.00	11.64	11.64
d_A, Approach Delay [s/veh]	0.67		0.00		12.71	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	0	0	0	24	41	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	24	41	0
Peak Hour Factor	0.7880	0.7880	0.7880	0.7880	0.7880	0.7880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	13	0
Total Analysis Volume [veh/h]	0	0	0	30	52	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	8.54	7.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.73		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	13	6	3	9	29	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	6	3	9	29	7
Peak Hour Factor	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	1	3	9	2
Total Analysis Volume [veh/h]	16	7	4	11	35	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	9.10	8.38	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.02	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	1.37	0.49	0.00	0.00	1.49	1.49
d_A, Approach Delay [s/veh]	8.88		0.00		5.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.67					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.771

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	355	9	26	3	14	16	3	910	243	70	1226	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	9	26	3	14	16	3	910	243	70	1226	0
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	3	7	1	4	4	1	253	68	19	341	0
Total Analysis Volume [veh/h]	395	10	29	3	16	18	3	1012	270	78	1364	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	40	0	0	11	0	11	33	0	11	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	4	4	1	43	43	6	48	48
g / C, Green / Cycle	0.27	0.05	0.05	0.01	0.45	0.45	0.06	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.25	0.01	0.01	0.00	0.28	0.17	0.04	0.38	0.00
s, saturation flow rate [veh/h]	1769	1855	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	477	88	75	12	1601	715	116	1809	808
d1, Uniform Delay [s]	33.63	43.64	43.69	47.01	20.14	17.37	43.47	18.67	0.00
k, delay calibration	0.17	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.28	1.23	1.63	10.02	1.91	1.52	6.50	2.97	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.22	0.24	0.25	0.63	0.38	0.67	0.75	0.00
d, Delay for Lane Group [s/veh]	43.91	44.87	45.32	57.03	22.05	18.89	49.97	21.64	0.00
Lane Group LOS	D	D	D	E	C	B	D	C	A
Critical Lane Group	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.80	0.46	0.44	0.10	8.64	4.08	1.99	11.88	0.00
50th-Percentile Queue Length [ft/ln]	270.04	11.45	11.00	2.61	215.96	102.02	49.74	297.00	0.00
95th-Percentile Queue Length [veh/ln]	16.19	0.82	0.79	0.19	13.46	7.35	3.58	17.53	0.00
95th-Percentile Queue Length [ft/ln]	404.79	20.60	19.79	4.69	336.46	183.64	89.53	438.31	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.91	43.91	43.91	44.87	44.87	45.32	57.03	22.05	18.89	49.97	21.64	0.00
Movement LOS	D	D	D	D	D	D	E	C	B	D	C	A
d_A, Approach Delay [s/veh]	43.91			45.08			21.47			23.17		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	25.55											
Intersection LOS	C											
Intersection V/C	0.771											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	757	147	610	610
d_b, Bicycle Delay [s]	18.36	40.80	22.96	22.96
l_b,int, Bicycle LOS Score for Intersection	2.276	1.621	2.620	2.749
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	12	2	3	107	22	116	93	384	33	5	298	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	2	3	107	22	116	93	384	33	5	298	93
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	1	32	7	34	28	114	10	1	88	28
Total Analysis Volume [veh/h]	14	2	4	127	26	138	110	456	39	6	354	110
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	32	0	36	23	0	35	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	13	7	64	64	1	58	58
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.08	0.71	0.71	0.01	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.09	0.10	0.06	0.13	0.13	0.00	0.13	0.13
s, saturation flow rate [veh/h]	1222	1673	1410	1628	1781	1870	1819	1781	1870	1721
c, Capacity [veh/h]	106	237	242	231	142	1334	1298	20	1206	1110
d1, Uniform Delay [s]	43.61	33.26	38.77	36.85	40.61	4.26	4.27	44.16	6.51	6.53
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.56	0.04	1.77	3.99	8.58	0.31	0.32	8.25	0.37	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.03	0.53	0.71	0.77	0.19	0.19	0.30	0.20	0.20
d, Delay for Lane Group [s/veh]	44.17	33.30	40.54	40.84	49.19	4.57	4.59	52.40	6.88	6.94
Lane Group LOS	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	0.11	2.80	3.64	2.70	1.36	1.33	0.18	1.77	1.68
50th-Percentile Queue Length [ft/ln]	8.04	2.86	70.05	90.95	67.46	33.95	33.25	4.43	44.34	42.09
95th-Percentile Queue Length [veh/ln]	0.58	0.21	5.04	6.55	4.86	2.44	2.39	0.32	3.19	3.03
95th-Percentile Queue Length [ft/ln]	14.48	5.15	126.10	163.71	121.43	61.12	59.86	7.97	79.80	75.76

Movement, Approach, & Intersection Results

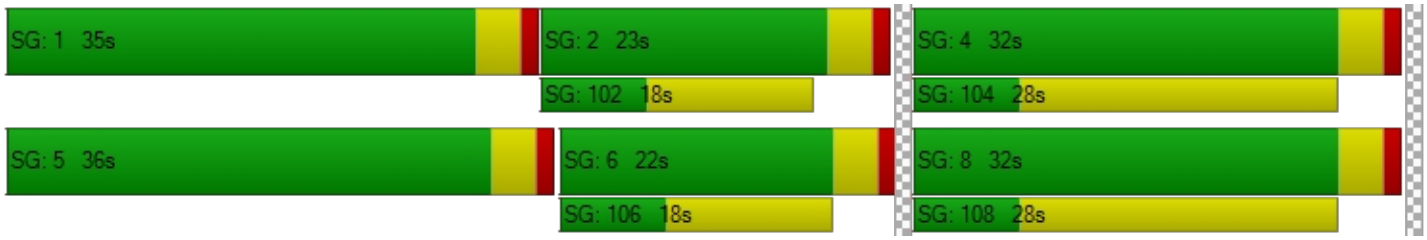
d_M, Delay for Movement [s/veh]	44.17	33.30	33.30	40.54	40.84	40.84	49.19	4.58	4.59	52.40	6.90	6.94
Movement LOS	D	C	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	40.91			40.71			12.69			7.49		
Approach LOS	D			D			B			A		
d_I, Intersection Delay [s/veh]	17.22											
Intersection LOS	B											
Intersection V/C	0.338											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	1.969	2.106	2.536	2.686
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	422	400
d_b, Bicycle Delay [s]	21.36	21.36	28.01	28.80
l_b,int, Bicycle LOS Score for Intersection	1.593	2.040	2.059	1.947
Bicycle LOS	A	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	17	2	5	0	5	4	0	8	5	4	11	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	2	5	0	5	4	0	8	5	4	11	0
Peak Hour Factor	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	0	1	1	0	2	1	1	3	0
Total Analysis Volume [veh/h]	19	2	6	0	6	5	0	9	6	5	13	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.90	9.32	8.48	8.82	9.27	8.42	7.24	0.00	0.00	7.25	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.16	2.16	2.16	0.89	0.89	0.89	0.00	0.00	0.00	0.21	0.21	0.21
d_A, Approach Delay [s/veh]	8.84			8.88			0.00			2.01		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.25											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	4	19	19	29	49	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	19	19	29	49	4
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	5	8	13	1
Total Analysis Volume [veh/h]	4	20	20	31	52	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.29	8.64	7.35	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.87	1.87	0.84	0.84	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		2.88		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	93	999	9	5	811	141	269	22	36	3	33	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	999	9	5	811	141	269	22	36	3	33	34
Peak Hour Factor	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	271	2	1	220	38	73	6	10	1	9	9
Total Analysis Volume [veh/h]	101	1085	10	5	881	153	292	24	39	3	36	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	32	0	11	32	0	0	36	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	1	41	41	20	6
g / C, Green / Cycle	0.07	0.52	0.52	0.01	0.46	0.46	0.23	0.07
(v / s)_i Volume / Saturation Flow Rate	0.06	0.30	0.01	0.00	0.25	0.10	0.20	0.04
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1763	1719
c, Capacity [veh/h]	130	1844	823	19	1621	724	400	116
d1, Uniform Delay [s]	41.06	15.07	10.54	44.27	17.77	14.80	33.76	41.04
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.43	1.38	0.03	7.42	1.31	0.67	7.73	6.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.59	0.01	0.27	0.54	0.21	0.89	0.66
d, Delay for Lane Group [s/veh]	50.50	16.45	10.57	51.69	19.08	15.46	41.49	47.21
Lane Group LOS	D	B	B	D	B	B	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	2.52	7.49	0.10	0.15	6.56	1.95	8.18	1.83
50th-Percentile Queue Length [ft/ln]	62.94	187.13	2.45	3.71	164.06	48.66	204.58	45.66
95th-Percentile Queue Length [veh/ln]	4.53	11.97	0.18	0.27	10.76	3.50	12.87	3.29
95th-Percentile Queue Length [ft/ln]	113.30	299.31	4.42	6.67	269.10	87.59	321.86	82.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.50	16.45	10.57	51.69	19.08	15.46	41.49	41.49	41.49	47.21	47.21	47.21
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.28			18.71			41.49			47.21		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.81											
Intersection LOS	C											
Intersection V/C	0.673											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	622	710	155
d_b, Bicycle Delay [s]	21.40	21.40	18.73	38.32
l_b,int, Bicycle LOS Score for Intersection	2.546	2.417	2.145	1.685
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	11	1	0	0	1	1	2	0	9	0	1	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	0	0	1	1	2	0	9	0	1	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	0	0	0	0	1	0	3	0	0	0
Total Analysis Volume [veh/h]	15	1	0	0	1	1	3	0	12	0	1	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.67	9.15	8.40	8.61	9.13	8.33	7.22	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.05	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.23	1.23	1.23	0.16	0.16	0.16	0.15	0.15	0.15	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.70			8.73			1.44			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.24											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	36	4	2	1	3	13	6	3	10	4	2	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	4	2	1	3	13	6	3	10	4	2	6
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	1	1	0	1	3	2	1	3	1	1	2
Total Analysis Volume [veh/h]	39	4	2	1	3	14	6	3	11	4	2	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.23	0.00	0.00	9.30	9.73	8.44	9.31	9.74	8.39
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.00	0.00	0.00	0.06	0.06	0.06	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.77	1.77	1.77	0.05	0.05	0.05	1.62	1.62	1.62	0.98	0.98	0.98
d_A, Approach Delay [s/veh]	6.33			0.40			8.89			8.92		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.07											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	228	738	0	0	433	193	0	0	0	98	0	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	228	738	0	0	433	193	0	0	0	98	0	84
Peak Hour Factor	0.9540	0.9540	1.0000	1.0000	0.9540	0.9540	1.0000	1.0000	1.0000	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	193	0	0	113	51	0	0	0	26	0	22
Total Analysis Volume [veh/h]	239	774	0	0	454	202	0	0	0	103	0	88
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	0	15	0	0	0	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	75	75	64	64		7
g / C, Green / Cycle	0.84	0.84	0.71	0.71		0.08
(v / s)_i Volume / Saturation Flow Rate	0.27	0.41	0.24	0.13		0.06
s, saturation flow rate [veh/h]	898	1870	1870	1589		1781
c, Capacity [veh/h]	789	1561	1331	1132		136
d1, Uniform Delay [s]	2.11	2.09	4.93	4.28		40.78
k, delay calibration	0.30	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.60	1.13	0.70	0.35		8.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.30	0.50	0.34	0.18		0.76
d, Delay for Lane Group [s/veh]	2.70	3.22	5.63	4.62		49.18
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.47	2.12	2.83	1.10		2.53
50th-Percentile Queue Length [ft/ln]	11.78	52.90	70.83	27.56		63.19
95th-Percentile Queue Length [veh/ln]	0.85	3.81	5.10	1.98		4.55
95th-Percentile Queue Length [ft/ln]	21.21	95.22	127.50	49.61		113.75

Movement, Approach, & Intersection Results

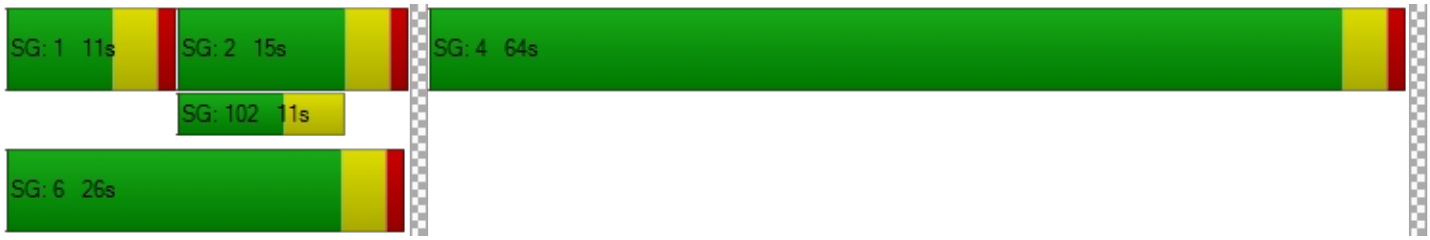
d_M, Delay for Movement [s/veh]	2.70	3.22	0.00	0.00	5.63	4.62	0.00	0.00	0.00	49.18	49.18	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	3.10			5.32			0.00			49.18		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	6.60											
Intersection LOS	A											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.103	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	244	0	1333
d_b, Bicycle Delay [s]	25.70	34.68	45.01	5.01
I_b,int, Bicycle LOS Score for Intersection	3.231	2.642	4.132	1.730
Bicycle LOS	C	B	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	692	128	76	460	0	292	2	338	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	692	128	76	460	0	292	2	338	0	0	0
Peak Hour Factor	1.0000	0.9350	0.9350	0.9350	0.9350	1.0000	0.9350	0.9350	0.9350	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	185	34	20	123	0	78	1	90	0	0	0
Total Analysis Volume [veh/h]	0	740	137	81	492	0	312	2	361	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	14	25	0	0	70	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	52	62	62	25	25	
g / C, Green / Cycle	0.55	0.66	0.66	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.48	0.10	0.26	0.18	0.23	
s, saturation flow rate [veh/h]	1820	784	1870	1781	1589	
c, Capacity [veh/h]	999	360	1229	461	411	
d1, Uniform Delay [s]	18.64	15.73	7.58	31.70	33.79	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.80	1.45	0.97	1.78	6.14	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.88	0.23	0.40	0.68	0.88	
d, Delay for Lane Group [s/veh]	29.44	17.18	8.55	33.49	39.93	
Lane Group LOS	C	B	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	18.24	0.67	4.45	6.59	8.49	
50th-Percentile Queue Length [ft/ln]	455.89	16.69	111.17	164.71	212.34	
95th-Percentile Queue Length [veh/ln]	25.24	1.20	7.91	10.80	13.27	
95th-Percentile Queue Length [ft/ln]	630.98	30.05	197.63	269.95	331.83	

Movement, Approach, & Intersection Results

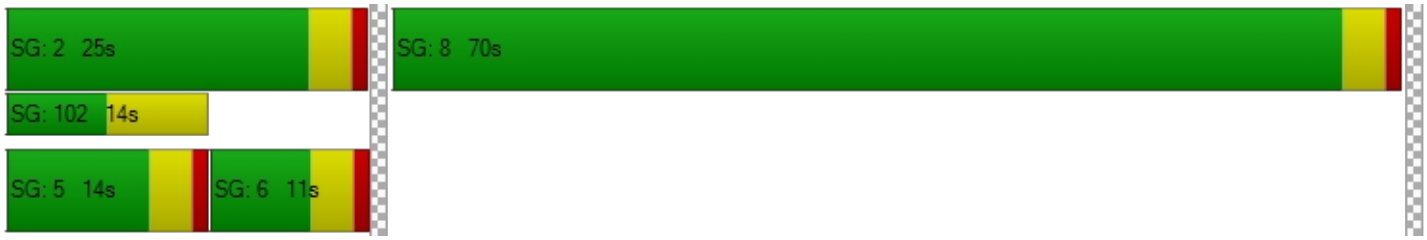
d_M, Delay for Movement [s/veh]	0.00	29.44	29.44	17.18	8.55	0.00	33.49	33.49	39.93	0.00	0.00	0.00
Movement LOS		C	C	B	A		C	C	D			
d_A, Approach Delay [s/veh]	29.44			9.77			36.93			0.00		
Approach LOS	C			A			D			A		
d_I, Intersection Delay [s/veh]	26.52											
Intersection LOS	C											
Intersection V/C	0.834											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.162	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	442	1389	0
d_b, Bicycle Delay [s]	40.76	28.83	4.43	47.51
l_b,int, Bicycle LOS Score for Intersection	3.007	2.505	2.673	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	94	414	60	139	397	141	183	468	32	88	350	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	414	60	139	397	141	183	468	32	88	350	83
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	112	16	38	108	38	50	127	9	24	95	23
Total Analysis Volume [veh/h]	102	449	65	151	431	153	198	508	35	95	380	90
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	42	0	11	42	0	15	35	0	12	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	58	58	7	58	58	8	13	13	7	12	23
g / C, Green / Cycle	0.07	0.57	0.57	0.07	0.58	0.58	0.08	0.13	0.13	0.07	0.12	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.04	0.16	0.16	0.06	0.10	0.10	0.03	0.07	0.06
s, saturation flow rate [veh/h]	3459	1870	1789	3459	1870	1705	3459	3560	1809	3459	5094	1589
c, Capacity [veh/h]	231	1073	1026	241	1079	983	271	465	236	228	603	363
d1, Uniform Delay [s]	44.93	10.58	10.59	45.30	10.71	10.73	45.12	42.08	42.12	44.92	42.06	31.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.32	0.54	0.57	2.65	0.66	0.72	3.79	2.75	5.46	1.21	1.09	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.24	0.25	0.63	0.28	0.28	0.73	0.77	0.78	0.42	0.63	0.25
d, Delay for Lane Group [s/veh]	46.25	11.12	11.16	47.95	11.37	11.45	48.90	44.83	47.58	46.13	43.15	31.98
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.25	2.88	2.78	1.90	3.42	3.15	2.53	4.43	4.72	1.17	3.02	1.81
50th-Percentile Queue Length [ft/ln]	31.37	72.05	69.57	47.59	85.43	78.83	63.28	110.73	117.93	29.16	75.56	45.24
95th-Percentile Queue Length [veh/ln]	2.26	5.19	5.01	3.43	6.15	5.68	4.56	7.88	8.28	2.10	5.44	3.26
95th-Percentile Queue Length [ft/ln]	56.46	129.70	125.23	85.65	153.77	141.90	113.91	197.01	206.98	52.48	136.00	81.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.25	11.13	11.16	47.95	11.39	11.45	48.90	45.64	47.58	46.13	43.15	31.98
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	16.95			18.92			46.60			41.87		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	31.06											
Intersection LOS	C											
Intersection V/C	0.387											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.649	2.697	2.898	2.994
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	759	620	560
d_b, Bicycle Delay [s]	19.25	19.25	23.84	25.95
l_b,int, Bicycle LOS Score for Intersection	2.068	2.166	1.967	1.870
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	32.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	75	266	60	176	342	100	60	513	85	70	432	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	266	60	176	342	100	60	513	85	70	432	129
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	73	16	48	94	27	16	141	23	19	118	35
Total Analysis Volume [veh/h]	82	292	66	193	375	110	66	563	93	77	474	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	29	0	16	33	0	11	34	0	11	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	37	37	12	43	43	6	19	19	6	19	19
g / C, Green / Cycle	0.07	0.42	0.42	0.13	0.48	0.48	0.06	0.21	0.21	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.10	0.11	0.11	0.07	0.04	0.18	0.18	0.04	0.17	0.17
s, saturation flow rate [veh/h]	1781	1870	1753	1781	3560	1589	1781	1870	1779	1781	1870	1725
c, Capacity [veh/h]	123	775	726	229	1688	754	114	396	377	120	403	372
d1, Uniform Delay [s]	40.97	17.15	17.18	38.39	13.94	13.40	41.02	34.13	34.15	40.97	33.46	33.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.12	0.72	0.78	8.13	0.30	0.41	4.56	5.06	5.40	5.54	3.53	3.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.24	0.24	0.84	0.22	0.15	0.58	0.85	0.85	0.64	0.79	0.80
d, Delay for Lane Group [s/veh]	47.10	17.86	17.96	46.52	14.24	13.81	45.58	39.18	39.55	46.50	36.99	37.43
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.96	2.54	2.44	4.62	2.22	1.30	1.55	7.45	7.15	1.83	6.84	6.40
50th-Percentile Queue Length [ft/ln]	49.12	63.41	60.98	115.40	55.45	32.40	38.83	186.22	178.69	45.80	170.95	159.90
95th-Percentile Queue Length [veh/ln]	3.54	4.57	4.39	8.14	3.99	2.33	2.80	11.92	11.53	3.30	11.13	10.54
95th-Percentile Queue Length [ft/ln]	88.42	114.14	109.76	203.49	99.81	58.31	69.90	298.11	288.30	82.44	278.16	263.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.10	17.90	17.96	46.52	14.24	13.81	45.58	39.33	39.55	46.50	37.13	37.43
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	23.35			23.36			39.93			38.24		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.15											
Intersection LOS	C											
Intersection V/C	0.525											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.491	2.644	2.570	2.595
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	644	666	666
d_b, Bicycle Delay [s]	23.51	20.71	20.04	20.04
l_b,int, Bicycle LOS Score for Intersection	1.923	2.119	2.155	2.131
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	150	733	0	0	638	224	0	0	0	33	2	238
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	733	0	0	638	224	0	0	0	33	2	238
Peak Hour Factor	0.9270	0.9270	1.0000	1.0000	0.9270	0.9270	1.0000	1.0000	1.0000	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	198	0	0	172	60	0	0	0	9	1	64
Total Analysis Volume [veh/h]	162	791	0	0	688	242	0	0	0	36	2	257
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	94	0	0	83	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	105	105	105	105		105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	92	92	81	81		5
g / C, Green / Cycle	0.88	0.88	0.77	0.77		0.04
(v / s)_i Volume / Saturation Flow Rate	0.23	0.42	0.37	0.15		0.02
s, saturation flow rate [veh/h]	716	1870	1870	1589		1785
c, Capacity [veh/h]	649	1643	1448	1230		81
d1, Uniform Delay [s]	2.23	1.34	4.24	3.16		48.91
k, delay calibration	0.30	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.55	1.01	1.12	0.36		4.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.25	0.48	0.48	0.20		0.47
d, Delay for Lane Group [s/veh]	2.78	2.35	5.36	3.52		53.14
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.21	1.35	4.47	1.18		1.06
50th-Percentile Queue Length [ft/ln]	5.36	33.74	111.73	29.40		26.61
95th-Percentile Queue Length [veh/ln]	0.39	2.43	7.94	2.12		1.92
95th-Percentile Queue Length [ft/ln]	9.64	60.73	198.41	52.93		47.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	2.78	2.35	0.00	0.00	5.36	3.52	0.00	0.00	0.00	53.14	53.14	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	2.42			4.88			0.00			53.14		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	4.62											
Intersection LOS	A											
Intersection V/C	0.502											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.009	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1714	1505	0	133
d_b, Bicycle Delay [s]	1.07	3.22	52.50	45.73
l_b,int, Bicycle LOS Score for Intersection	3.132	3.094	4.132	1.622
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	530	26	215	450	0	343	4	178	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	530	26	215	450	0	343	4	178	0	0	0
Peak Hour Factor	1.0000	0.9370	0.9370	0.9370	0.9370	1.0000	0.9370	0.9370	0.9370	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	141	7	57	120	0	92	1	47	0	0	0
Total Analysis Volume [veh/h]	0	566	28	229	480	0	366	4	190	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	11	22	0	0	68	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	61	61	21	21	
g / C, Green / Cycle	0.55	0.67	0.67	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.32	0.24	0.26	0.21	0.12	
s, saturation flow rate [veh/h]	1855	967	1870	1782	1589	
c, Capacity [veh/h]	1020	590	1258	425	379	
d1, Uniform Delay [s]	13.42	8.51	6.49	32.96	29.66	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.43	1.92	0.88	5.63	1.03	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.58	0.39	0.38	0.87	0.50	
d, Delay for Lane Group [s/veh]	15.85	10.43	7.37	38.59	30.69	
Lane Group LOS	B	B	A	D	C	
Critical Lane Group	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.99	1.71	3.73	8.21	3.60	
50th-Percentile Queue Length [ft/ln]	199.82	42.67	93.18	205.33	89.91	
95th-Percentile Queue Length [veh/ln]	12.63	3.07	6.71	12.91	6.47	
95th-Percentile Queue Length [ft/ln]	315.73	76.80	167.73	322.83	161.84	

Movement, Approach, & Intersection Results

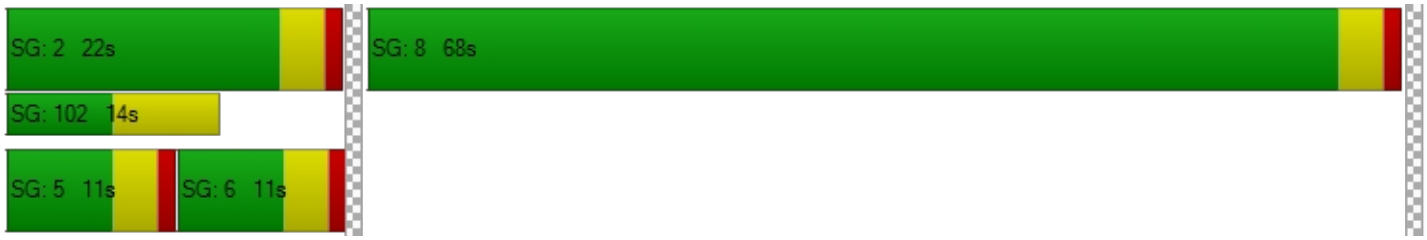
d_M, Delay for Movement [s/veh]	0.00	15.85	15.85	10.43	7.37	0.00	38.59	38.59	30.69	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	C			
d_A, Approach Delay [s/veh]	15.85			8.36			35.91			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	19.03											
Intersection LOS	B											
Intersection V/C	0.673											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.122	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	400	1422	0
d_b, Bicycle Delay [s]	38.28	28.81	3.76	45.01
l_b,int, Bicycle LOS Score for Intersection	2.540	2.729	2.484	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	130	435	153	58	493	152	137	248	73	137	228	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	435	153	58	493	152	137	248	73	137	228	27
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	116	41	16	132	41	37	66	20	37	61	7
Total Analysis Volume [veh/h]	139	465	164	62	527	163	147	265	78	147	244	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	30	0	12	29	0	16	32	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	48	48	6	45	45	9	11	11	9	11	11
g / C, Green / Cycle	0.10	0.53	0.53	0.06	0.50	0.50	0.10	0.12	0.12	0.10	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.10	0.03	0.15	0.10	0.08	0.09	0.10	0.08	0.07	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1727	1781	1870	1802
c, Capacity [veh/h]	173	1896	846	111	1773	792	183	234	216	183	234	225
d1, Uniform Delay [s]	39.88	11.33	10.99	41.06	13.33	12.66	39.58	38.13	38.21	39.58	37.29	37.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.46	0.31	0.51	4.29	0.43	0.59	8.04	4.95	5.75	8.04	2.38	2.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.25	0.19	0.56	0.30	0.21	0.80	0.76	0.77	0.80	0.59	0.60
d, Delay for Lane Group [s/veh]	48.34	11.64	11.50	45.35	13.76	13.24	47.62	43.08	43.96	47.62	39.67	39.87
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.38	2.43	1.72	1.46	3.09	1.88	3.55	4.03	3.85	3.55	2.99	2.93
50th-Percentile Queue Length [ft/ln]	84.51	60.69	43.11	36.39	77.15	46.99	88.67	100.84	96.16	88.67	74.87	73.27
95th-Percentile Queue Length [veh/ln]	6.08	4.37	3.10	2.62	5.55	3.38	6.38	7.26	6.92	6.38	5.39	5.28
95th-Percentile Queue Length [ft/ln]	152.11	109.24	77.60	65.49	138.87	84.59	159.60	181.52	173.08	159.60	134.77	131.88

Movement, Approach, & Intersection Results

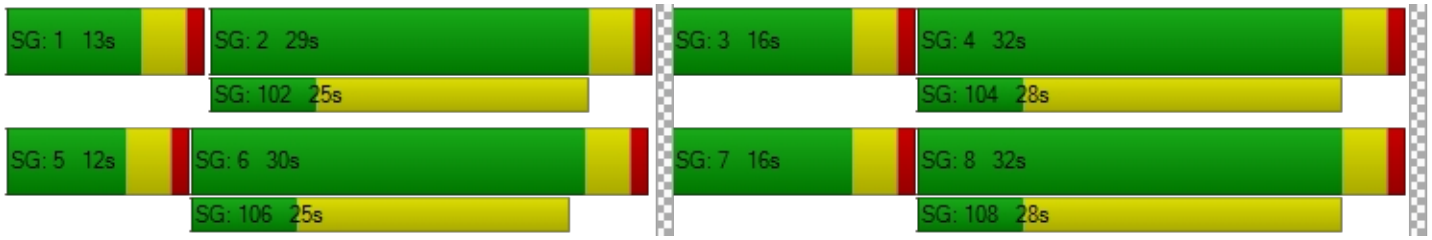
d_M, Delay for Movement [s/veh]	48.34	11.64	11.50	45.35	13.76	13.24	47.62	43.37	43.96	47.62	39.75	39.87
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.25			16.25			44.74			42.52		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.17											
Intersection LOS	C											
Intersection V/C	0.492											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.699	2.679	2.501	2.477
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	577	555	622	622
d_b, Bicycle Delay [s]	22.80	23.51	21.40	21.40
l_b,int, Bicycle LOS Score for Intersection	2.193	2.180	1.964	1.906
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	29.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	203	326	58	127	346	94	92	619	228	54	392	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	326	58	127	346	94	92	619	228	54	392	61
Peak Hour Factor	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340	0.9340
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	87	16	34	93	25	25	166	61	14	105	16
Total Analysis Volume [veh/h]	217	349	62	136	370	101	99	663	244	58	420	65
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	11	35	0	11	35	0	12	33	33	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	42	42	7	41	41	6	20	31	5	19	19
g / C, Green / Cycle	0.08	0.46	0.46	0.08	0.46	0.46	0.07	0.22	0.35	0.06	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.06	0.11	0.11	0.04	0.13	0.13	0.06	0.19	0.15	0.03	0.09	0.09
s, saturation flow rate [veh/h]	3459	1870	1773	3459	1870	1734	1781	3560	1589	1781	3560	1747
c, Capacity [veh/h]	272	864	819	263	859	797	129	797	551	108	756	371
d1, Uniform Delay [s]	40.84	14.72	14.73	40.06	15.15	15.17	41.08	33.38	22.73	41.11	30.77	30.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.34	0.67	0.71	1.57	0.83	0.90	9.15	2.35	0.56	4.06	0.38	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.24	0.25	0.52	0.28	0.29	0.77	0.83	0.44	0.54	0.43	0.44
d, Delay for Lane Group [s/veh]	46.18	15.39	15.44	41.62	15.98	16.08	50.23	35.73	23.29	45.17	31.16	31.67
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.54	2.66	2.55	1.49	3.16	2.98	2.46	7.00	3.97	1.36	3.03	3.10
50th-Percentile Queue Length [ft/ln]	63.45	66.53	63.77	37.26	79.11	74.62	61.51	175.01	99.28	33.98	75.66	77.50
95th-Percentile Queue Length [veh/ln]	4.57	4.79	4.59	2.68	5.70	5.37	4.43	11.34	7.15	2.45	5.45	5.58
95th-Percentile Queue Length [ft/ln]	114.22	119.75	114.78	67.07	142.39	134.31	110.72	283.49	178.70	61.16	136.19	139.51

Movement, Approach, & Intersection Results

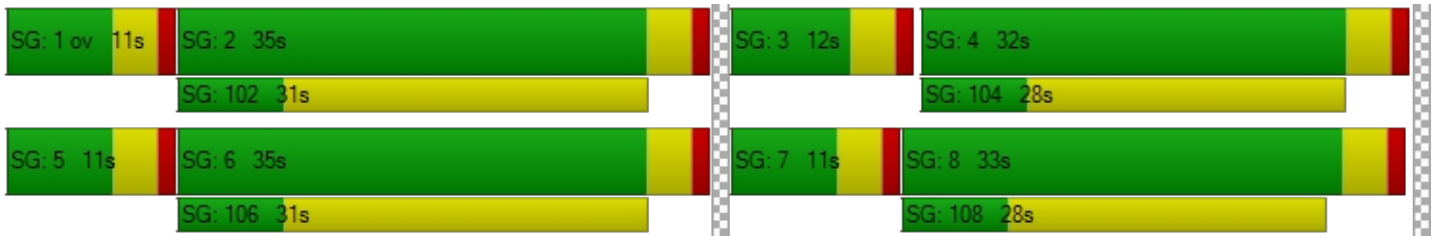
d_M, Delay for Movement [s/veh]	46.18	15.41	15.44	41.62	16.01	16.08	50.23	35.73	23.29	45.17	31.27	31.67
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	26.04			21.76			34.14			32.81		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.35											
Intersection LOS	C											
Intersection V/C	0.502											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.664	2.634	2.836	2.681
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	688	688	644	622
d_b, Bicycle Delay [s]	19.38	19.38	20.71	21.40
l_b,int, Bicycle LOS Score for Intersection	2.078	2.060	2.390	1.858
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	79	268	22	73	326	79	68	271	114	34	194	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	268	22	73	326	79	68	271	114	34	194	85
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	70	6	19	85	21	18	71	30	9	51	22
Total Analysis Volume [veh/h]	83	281	23	76	341	83	71	284	119	36	203	89
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	427	455	410	434	449	411	435	474	436	473
Degree of Utilization, x	0.19	0.67	0.19	0.49	0.47	0.17	0.65	0.25	0.08	0.62

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.71	4.82	0.67	2.62	2.48	0.62	4.55	0.98	0.27	4.10
95th-Percentile Queue Length [ft]	17.81	120.50	16.79	65.40	61.99	15.45	113.77	24.62	6.71	102.46
Approach Delay [s/veh]	22.60		17.46			20.35			20.71	
Approach LOS	C		C			C			C	
Intersection Delay [s/veh]	20.08									
Intersection LOS	C									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	27	122	2	85	112	113	111	297	27	0	194	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	122	2	85	112	113	111	297	27	0	194	55
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	36	1	25	33	33	32	87	8	0	57	16
Total Analysis Volume [veh/h]	31	142	2	99	131	132	129	346	31	0	226	64
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	455	453	484	535	464	500	461	461	479
Degree of Utilization, x	0.38	0.22	0.27	0.25	0.28	0.75	0.00	0.32	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.78	0.82	1.09	0.96	1.13	6.48	0.00	1.33	1.26
95th-Percentile Queue Length [ft]	44.52	20.59	27.17	24.12	28.15	162.09	0.00	33.37	31.58
Approach Delay [s/veh]	15.75	12.41			24.90		13.76		
Approach LOS	C	B			C		B		
Intersection Delay [s/veh]	17.88								
Intersection LOS	C								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	55	350	166	96	313	55	64	61	64	142	40	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	350	166	96	313	55	64	61	64	142	40	48
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	93	44	26	83	15	17	16	17	38	11	13
Total Analysis Volume [veh/h]	59	373	177	102	334	59	68	65	68	151	43	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	25	0	11	25	0	0	54	0	0	54	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	53	53	64	55	55	18	18	18	18	18
g / C, Green / Cycle	0.71	0.59	0.59	0.71	0.61	0.61	0.20	0.20	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.16	0.10	0.11	0.11	0.05	0.03	0.04	0.12	0.06
s, saturation flow rate [veh/h]	1083	1870	1670	980	1870	1774	1302	1870	1589	1256	1707
c, Capacity [veh/h]	843	1109	991	753	1131	1073	247	376	320	264	343
d1, Uniform Delay [s]	4.02	8.81	8.83	4.29	7.87	7.88	36.08	29.75	30.00	37.29	30.39
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.57	0.65	0.37	0.34	0.37	0.60	0.22	0.33	1.95	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.26	0.26	0.14	0.18	0.18	0.28	0.17	0.21	0.57	0.27
d, Delay for Lane Group [s/veh]	4.05	9.37	9.48	4.66	8.21	8.25	36.68	29.97	30.33	39.24	30.82
Lane Group LOS	A	A	A	A	A	A	D	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.27	2.65	2.43	0.55	1.67	1.62	1.40	1.17	1.24	3.31	1.74
50th-Percentile Queue Length [ft/ln]	6.85	66.36	60.83	13.75	41.85	40.41	34.96	29.35	31.09	82.84	43.54
95th-Percentile Queue Length [veh/ln]	0.49	4.78	4.38	0.99	3.01	2.91	2.52	2.11	2.24	5.96	3.13
95th-Percentile Queue Length [ft/ln]	12.34	119.45	109.50	24.74	75.33	72.73	62.93	52.83	55.97	149.11	78.37

Movement, Approach, & Intersection Results

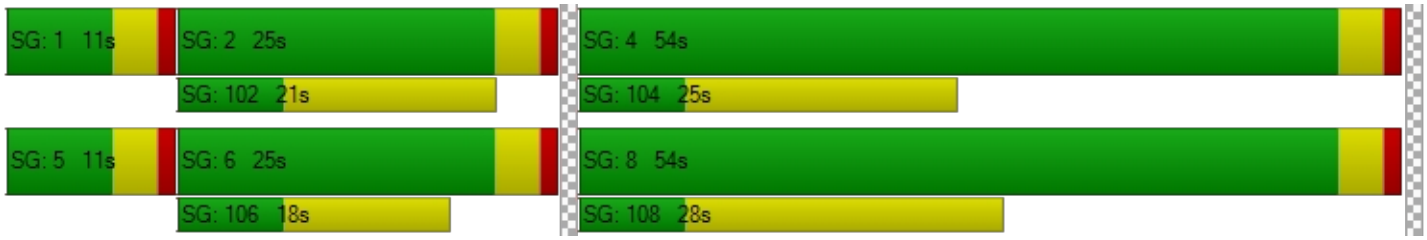
d_M, Delay for Movement [s/veh]	4.05	9.40	9.48	4.66	8.23	8.25	36.68	29.97	30.33	39.24	30.82	30.82
Movement LOS	A	A	A	A	A	A	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	8.90			7.49			32.36			36.01		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	15.78											
Intersection LOS	B											
Intersection V/C	0.345											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.741	2.589	2.272	2.221
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1111	1111
d_b, Bicycle Delay [s]	26.46	26.46	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.062	1.968	1.891	1.964
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	65	491	184	47	423	52	23	5	111	181	16	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	491	184	47	423	52	23	5	111	181	16	51
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	129	48	12	111	14	6	1	29	48	4	13
Total Analysis Volume [veh/h]	68	516	193	49	444	55	24	5	117	190	17	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	14	29	29	11	26	0	0	12	0	0	43	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	56	69	5	55	55	9	9	9	9	9
g / C, Green / Cycle	0.06	0.59	0.72	0.05	0.58	0.58	0.10	0.10	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.04	0.14	0.12	0.03	0.12	0.03	0.01	0.08	0.06	0.06	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1599	1781	1795	1589
c, Capacity [veh/h]	111	2096	1146	97	2068	923	175	157	161	162	143
d1, Uniform Delay [s]	43.47	9.41	4.22	43.72	9.55	8.66	39.21	41.88	41.81	41.81	40.78
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.30	0.28	0.07	3.97	0.24	0.12	0.35	7.94	4.25	4.20	1.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.25	0.17	0.50	0.21	0.06	0.14	0.78	0.64	0.64	0.38
d, Delay for Lane Group [s/veh]	48.78	9.69	4.29	47.69	9.79	8.78	39.57	49.82	46.06	46.01	42.41
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.71	2.48	1.00	1.22	2.13	0.50	0.53	3.11	2.51	2.52	1.25
50th-Percentile Queue Length [ft/ln]	42.79	61.92	25.04	30.52	53.37	12.40	13.17	77.83	62.67	63.01	31.19
95th-Percentile Queue Length [veh/ln]	3.08	4.46	1.80	2.20	3.84	0.89	0.95	5.60	4.51	4.54	2.25
95th-Percentile Queue Length [ft/ln]	77.03	111.46	45.08	54.94	96.07	22.31	23.70	140.09	112.81	113.41	56.15

Movement, Approach, & Intersection Results

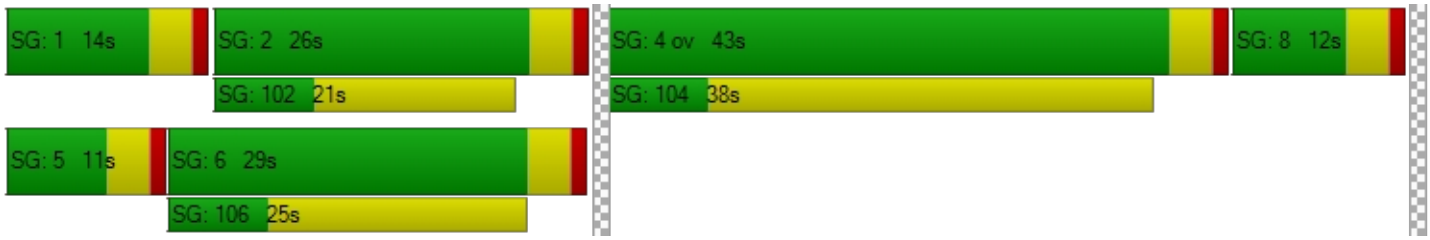
d_M, Delay for Movement [s/veh]	48.78	9.69	4.29	47.69	9.79	8.78	39.57	49.82	49.82	46.04	46.01	42.41
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	11.77			13.08			48.14			45.28		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.30											
Intersection LOS	C											
Intersection V/C	0.369											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.641	2.035	2.257
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	463	168	820
d_b, Bicycle Delay [s]	25.83	28.09	39.88	16.54
l_b,int, Bicycle LOS Score for Intersection	2.201	2.012	1.801	1.990
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	236	655	0	0	457	240	0	0	0	47	0	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	236	655	0	0	457	240	0	0	0	47	0	92
Peak Hour Factor	0.9430	0.9430	1.0000	1.0000	0.9430	0.9430	1.0000	1.0000	1.0000	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	174	0	0	121	64	0	0	0	12	0	24
Total Analysis Volume [veh/h]	250	695	0	0	485	255	0	0	0	50	0	98
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	64	79	0	0	15	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	15	75	56	56		7	7
g / C, Green / Cycle	0.17	0.83	0.62	0.62		0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.14	0.20	0.20	0.22		0.03	0.06
s, saturation flow rate [veh/h]	1781	3560	1870	1667		1781	1589
c, Capacity [veh/h]	294	2964	1165	1038		140	125
d1, Uniform Delay [s]	36.50	1.57	7.99	8.23		39.32	40.72
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	6.78	0.19	0.72	0.96		1.53	10.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.23	0.32	0.36		0.36	0.78
d, Delay for Lane Group [s/veh]	43.28	1.76	8.71	9.19		40.85	50.89
Lane Group LOS	D	A	A	A		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.79	0.64	3.25	3.38		1.10	2.46
50th-Percentile Queue Length [ft/ln]	144.69	15.89	81.15	84.57		27.42	61.48
95th-Percentile Queue Length [veh/ln]	9.73	1.14	5.84	6.09		1.97	4.43
95th-Percentile Queue Length [ft/ln]	243.33	28.60	146.07	152.22		49.36	110.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.28	1.76	0.00	0.00	8.82	9.19	0.00	0.00	0.00	40.85	40.85	50.89
Movement LOS	D	A			A	A				D	D	D
d_A, Approach Delay [s/veh]	12.74			8.95			0.00			47.49		
Approach LOS	B			A			A			D		
d_I, Intersection Delay [s/veh]	14.02											
Intersection LOS	B											
Intersection V/C	0.489											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.915	0.000
Crosswalk LOS	F	F	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	244	0	156
d_b, Bicycle Delay [s]	1.25	34.68	45.01	38.28
l_b,int, Bicycle LOS Score for Intersection	2.339	2.170	4.132	1.804
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	618	66	123	392	0	269	1	263	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	618	66	123	392	0	269	1	263	0	0	0
Peak Hour Factor	1.0000	0.9190	0.9190	0.9190	0.9190	1.0000	0.9190	0.9190	0.9190	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	168	18	33	107	0	73	0	72	0	0	0
Total Analysis Volume [veh/h]	0	672	72	134	427	0	293	1	286	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	25	36	0	0	54	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	9	63	19	19	
g / C, Green / Cycle	0.56	0.56	0.10	0.70	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.21	0.08	0.12	0.17	0.18	
s, saturation flow rate [veh/h]	1870	1808	1781	3560	1781	1589	
c, Capacity [veh/h]	1045	1011	170	2488	378	338	
d1, Uniform Delay [s]	10.94	11.03	39.84	4.65	33.44	34.05	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.95	1.03	7.90	0.15	3.46	5.87	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.36	0.37	0.79	0.17	0.78	0.85	
d, Delay for Lane Group [s/veh]	11.89	12.06	47.74	4.80	36.90	39.92	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.05	4.10	3.23	1.18	6.28	6.41	
50th-Percentile Queue Length [ft/ln]	101.32	102.50	80.85	29.48	157.09	160.35	
95th-Percentile Queue Length [veh/ln]	7.30	7.38	5.82	2.12	10.39	10.57	
95th-Percentile Queue Length [ft/ln]	182.38	184.50	145.53	53.06	259.87	264.18	

Movement, Approach, & Intersection Results

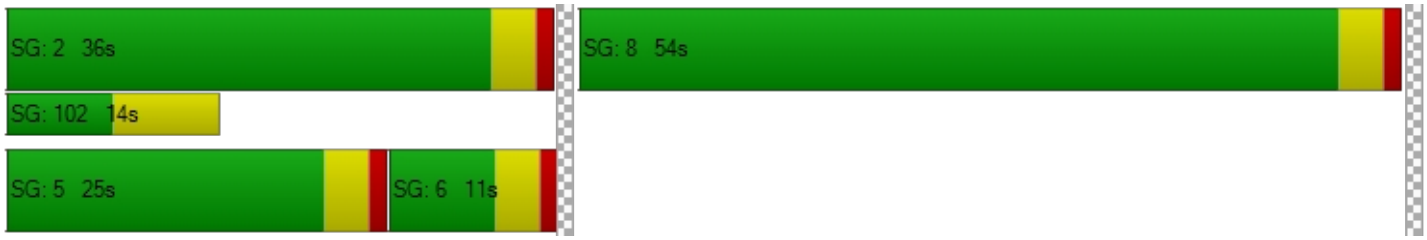
d_M, Delay for Movement [s/veh]	0.00	11.97	12.06	47.74	4.80	0.00	36.90	36.90	39.92	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	11.98			15.05			38.39			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.02											
Intersection LOS	C											
Intersection V/C	0.532											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.128	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	711	1111	0
d_b, Bicycle Delay [s]	38.28	18.70	8.90	45.01
l_b,int, Bicycle LOS Score for Intersection	2.173	2.022	2.517	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	63	506	70	53	457	36	50	55	103	94	39	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	506	70	53	457	36	50	55	103	94	39	76
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	138	19	14	125	10	14	15	28	26	11	21
Total Analysis Volume [veh/h]	69	553	77	58	499	39	55	60	113	103	43	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	0	18	33	0	17	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	53	53	5	53	53	19	9	9	19	10	10
g / C, Green / Cycle	0.06	0.59	0.59	0.06	0.59	0.59	0.21	0.10	0.10	0.21	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.05	0.03	0.14	0.02	0.04	0.03	0.07	0.07	0.02	0.05
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1461	1870	1589	1464	1870	1589
c, Capacity [veh/h]	116	2107	940	108	2091	934	375	182	154	401	207	176
d1, Uniform Delay [s]	40.99	8.90	7.90	41.11	8.93	7.87	28.81	37.97	39.57	29.57	36.50	37.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.79	0.30	0.17	4.06	0.27	0.08	0.18	1.05	6.51	0.33	0.49	1.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.26	0.08	0.54	0.24	0.04	0.15	0.33	0.73	0.26	0.21	0.47
d, Delay for Lane Group [s/veh]	45.78	9.21	8.07	45.17	9.20	7.96	28.99	39.02	46.08	29.90	36.99	39.59
Lane Group LOS	D	A	A	D	A	A	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.63	2.48	0.64	1.36	2.23	0.32	0.97	1.28	2.68	1.87	0.88	1.79
50th-Percentile Queue Length [ft/ln]	40.69	61.93	15.88	33.98	55.68	7.95	24.30	31.89	66.97	46.85	22.03	44.83
95th-Percentile Queue Length [veh/ln]	2.93	4.46	1.14	2.45	4.01	0.57	1.75	2.30	4.82	3.37	1.59	3.23
95th-Percentile Queue Length [ft/ln]	73.25	111.48	28.58	61.16	100.22	14.30	43.74	57.41	120.54	84.33	39.66	80.69

Movement, Approach, & Intersection Results

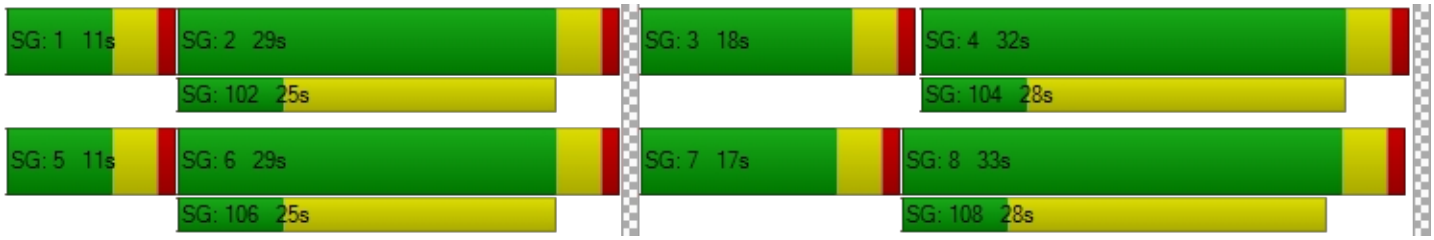
d_M, Delay for Movement [s/veh]	45.78	9.21	8.07	45.17	9.20	7.96	28.99	39.02	46.08	29.90	36.99	39.59
Movement LOS	D	A	A	D	A	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	12.69			12.62			40.10			34.74		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	19.12											
Intersection LOS	B											
Intersection V/C	0.377											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.700	2.672	2.373	2.234
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	644	622
d_b, Bicycle Delay [s]	23.51	23.51	20.71	21.40
l_b,int, Bicycle LOS Score for Intersection	2.136	2.051	1.936	1.749
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	181.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.126

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	4	9	16	387	7	228	254	201	5	9	148	285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	9	16	387	7	228	254	201	5	9	148	285
Peak Hour Factor	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260	0.9260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	4	104	2	62	69	54	1	2	40	77
Total Analysis Volume [veh/h]	4	10	17	418	8	246	274	217	5	10	160	308
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	12	23	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	8	25	25	2	18	18
g / C, Green / Cycle	0.58	0.58	0.58	0.09	0.27	0.27	0.02	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	1.49	0.15	0.15	0.06	0.06	0.01	0.09	0.19
s, saturation flow rate [veh/h]	432	285	1589	1781	1870	1855	1781	1870	1589
c, Capacity [veh/h]	294	244	916	158	511	507	31	377	320
d1, Uniform Delay [s]	16.57	27.57	9.56	41.00	25.28	25.29	43.71	31.38	35.60
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	353.62	0.16	334.53	0.98	0.99	6.02	3.48	41.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	1.75	0.27	1.73	0.22	0.22	0.33	0.42	0.96
d, Delay for Lane Group [s/veh]	16.72	381.19	9.71	375.53	26.26	26.28	49.73	34.87	77.13
Lane Group LOS	B	F	A	F	C	C	D	C	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.35	29.31	2.28	18.17	1.95	1.94	0.27	3.36	10.23
50th-Percentile Queue Length [ft/ln]	8.67	732.69	56.94	454.21	48.77	48.52	6.73	83.90	255.64
95th-Percentile Queue Length [veh/ln]	0.62	51.01	4.10	29.40	3.51	3.49	0.48	6.04	15.47
95th-Percentile Queue Length [ft/ln]	15.61	1275.28	102.49	735.03	87.79	87.33	12.12	151.02	386.75

Movement, Approach, & Intersection Results

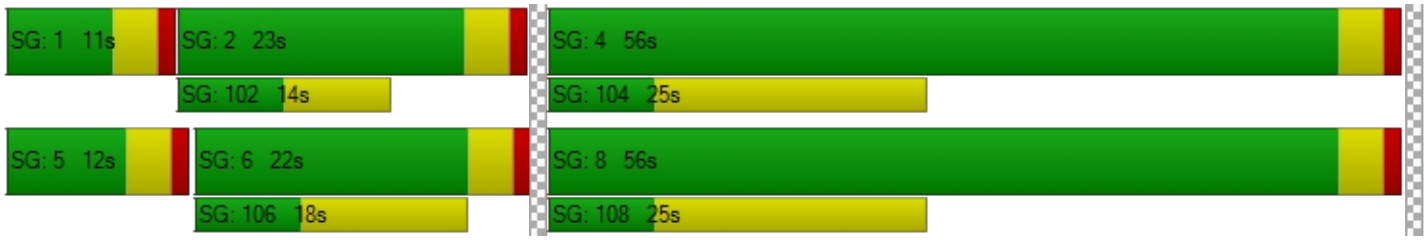
d_M, Delay for Movement [s/veh]	16.72	16.72	16.72	381.19	381.19	9.71	375.53	26.27	26.28	49.73	34.87	77.13
Movement LOS	B	B	B	F	F	A	F	C	C	D	C	E
d_A, Approach Delay [s/veh]	16.72			245.20			219.21			62.41		
Approach LOS	B			F			F			E		
d_I, Intersection Delay [s/veh]	181.19											
Intersection LOS	F											
Intersection V/C	2.126											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.741	2.351	2.482	3.114
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1156	1156	422	400
d_b, Bicycle Delay [s]	8.02	8.02	28.01	28.80
l_b,int, Bicycle LOS Score for Intersection	1.611	2.668	1.969	1.954
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	112	186	31	65	272	58	74	492	189	30	393	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	186	31	65	272	58	74	492	189	30	393	51
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	51	8	18	74	16	20	134	51	8	107	14
Total Analysis Volume [veh/h]	122	202	34	71	296	63	81	535	206	33	428	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	15	42	0	13	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	6	51	51	4	49	49
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.26	0.26	0.07	0.57	0.57	0.04	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.12	0.06	0.07	0.06	0.10	0.10	0.05	0.14	0.15	0.02	0.09	0.09
s, saturation flow rate [veh/h]	1022	1870	1778	1144	1870	1759	1781	3560	1620	1781	3560	1765
c, Capacity [veh/h]	228	477	454	281	477	449	122	2017	918	80	1933	958
d1, Uniform Delay [s]	37.37	26.68	26.72	32.58	27.68	27.74	40.92	9.86	9.90	41.85	10.34	10.36
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.94	0.27	0.29	0.47	0.51	0.56	6.03	0.30	0.68	3.37	0.18	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.25	0.26	0.25	0.38	0.39	0.66	0.25	0.26	0.41	0.17	0.17
d, Delay for Lane Group [s/veh]	39.30	26.95	27.01	33.05	28.19	28.30	46.95	10.16	10.58	45.22	10.52	10.75
Lane Group LOS	D	C	C	C	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.68	2.05	1.99	1.38	3.26	3.14	1.94	2.42	2.37	0.78	1.55	1.63
50th-Percentile Queue Length [ft/ln]	67.10	51.25	49.82	34.43	81.62	78.49	48.43	60.57	59.17	19.54	38.83	40.81
95th-Percentile Queue Length [veh/ln]	4.83	3.69	3.59	2.48	5.88	5.65	3.49	4.36	4.26	1.41	2.80	2.94
95th-Percentile Queue Length [ft/ln]	120.78	92.24	89.68	61.97	146.91	141.28	87.18	109.02	106.50	35.17	69.90	73.45

Movement, Approach, & Intersection Results

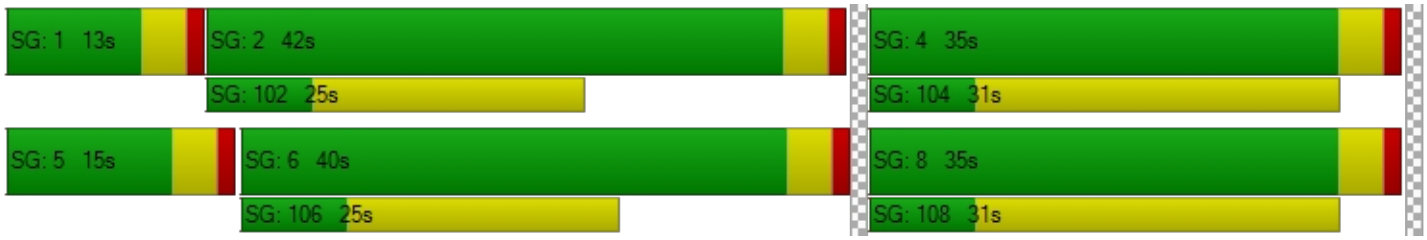
d_M, Delay for Movement [s/veh]	39.30	26.98	27.01	33.05	28.23	28.30	46.95	10.18	10.58	45.22	10.58	10.75
Movement LOS	D	C	C	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	31.18			29.04			13.90			12.81		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	B											
Intersection V/C	0.327											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.474	2.449	2.967	2.855
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	844	800
d_b, Bicycle Delay [s]	19.35	19.35	15.03	16.21
l_b,int, Bicycle LOS Score for Intersection	1.855	1.914	2.012	1.843
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	39	140	45	106	215	40	32	295	33	11	258	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	140	45	106	215	40	32	295	33	11	258	96
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	37	12	28	56	10	8	77	9	3	68	25
Total Analysis Volume [veh/h]	41	147	47	111	226	42	34	310	35	12	271	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	18	32	0	21	36	0	11	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	48	7	50	50	4	17	17	2	15	15
g / C, Green / Cycle	0.05	0.53	0.08	0.56	0.56	0.04	0.19	0.19	0.02	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.06	0.07	0.07	0.02	0.17	0.02	0.01	0.10	0.11
s, saturation flow rate [veh/h]	1781	1793	1781	1870	1770	1781	1870	1589	1781	1870	1702
c, Capacity [veh/h]	90	950	142	1045	990	81	359	305	37	313	285
d1, Uniform Delay [s]	41.56	11.17	40.66	9.45	9.46	41.86	35.26	30.08	43.48	34.79	34.92
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.55	0.49	8.87	0.26	0.28	3.47	6.25	0.17	4.90	1.94	2.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.20	0.78	0.13	0.13	0.42	0.86	0.11	0.32	0.61	0.63
d, Delay for Lane Group [s/veh]	45.11	11.66	49.53	9.70	9.74	45.33	41.52	30.25	48.38	36.72	37.24
Lane Group LOS	D	B	D	A	A	D	D	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.96	2.05	2.73	1.27	1.23	0.81	7.07	0.63	0.31	4.00	3.80
50th-Percentile Queue Length [ft/ln]	24.12	51.37	68.36	31.73	30.80	20.14	176.64	15.86	7.79	100.02	95.10
95th-Percentile Queue Length [veh/ln]	1.74	3.70	4.92	2.28	2.22	1.45	11.42	1.14	0.56	7.20	6.85
95th-Percentile Queue Length [ft/ln]	43.42	92.46	123.05	57.11	55.44	36.26	285.62	28.55	14.03	180.03	171.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.11	11.66	11.66	49.53	9.72	9.74	45.33	41.52	30.25	48.38	36.88	37.24
Movement LOS	D	B	B	D	A	A	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	17.49			21.38			40.82			37.33		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.52											
Intersection LOS	C											
Intersection V/C	0.417											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.69	34.69	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.292	2.442	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	622	711	489
d_b, Bicycle Delay [s]	26.47	21.38	18.71	25.71
l_b,int, Bicycle LOS Score for Intersection	1.947	1.872	2.185	1.876
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.632

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	3	63	8	74	77	19	16	366	5	9	222	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	63	8	74	77	19	16	366	5	9	222	44
Peak Hour Factor	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990	0.8990
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	18	2	21	21	5	4	102	1	3	62	12
Total Analysis Volume [veh/h]	3	70	9	82	86	21	18	407	6	10	247	49
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	574	592	682	670
Degree of Utilization, x	0.14	0.32	0.63	0.46

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.50	1.37	4.50	2.40
95th-Percentile Queue Length [ft]	12.42	34.27	112.61	59.93
Approach Delay [s/veh]	10.33	11.91	16.89	12.82
Approach LOS	B	B	C	B
Intersection Delay [s/veh]	14.19			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	141	195	98	34	260	33	32	320	258	126	303	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	195	98	34	260	33	32	320	258	126	303	256
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	52	26	9	69	9	8	85	68	33	80	68
Total Analysis Volume [veh/h]	149	207	104	36	275	35	34	339	273	133	321	271
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	11	25	0	30	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	28	28	28	28	28	4	42	42	9	46	46
g / C, Green / Cycle	0.31	0.31	0.31	0.31	0.31	0.31	0.04	0.47	0.47	0.09	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.14	0.09	0.09	0.03	0.15	0.02	0.02	0.18	0.17	0.07	0.09	0.17
s, saturation flow rate [veh/h]	1069	1870	1665	1068	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	257	574	511	312	574	488	80	870	739	169	1833	818
d1, Uniform Delay [s]	36.44	23.68	23.75	28.57	25.36	22.12	41.84	15.73	15.55	39.86	11.65	12.78
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.07	0.27	0.31	0.16	0.62	0.06	3.50	1.32	1.42	7.92	0.21	1.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.28	0.29	0.12	0.48	0.07	0.42	0.39	0.37	0.79	0.18	0.33
d, Delay for Lane Group [s/veh]	38.52	23.95	24.07	28.74	25.98	22.18	45.34	17.04	16.96	47.78	11.86	13.86
Lane Group LOS	D	C	C	C	C	C	D	B	B	D	B	B
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.27	2.61	2.41	0.64	4.76	0.53	0.81	4.65	3.74	3.21	1.68	3.26
50th-Percentile Queue Length [ft/ln]	81.63	65.27	60.24	15.92	119.09	13.15	20.15	116.28	93.52	80.26	42.00	81.49
95th-Percentile Queue Length [veh/ln]	5.88	4.70	4.34	1.15	8.34	0.95	1.45	8.19	6.73	5.78	3.02	5.87
95th-Percentile Queue Length [ft/ln]	146.94	117.48	108.44	28.66	208.57	23.67	36.27	204.71	168.34	144.47	75.60	146.69

Movement, Approach, & Intersection Results

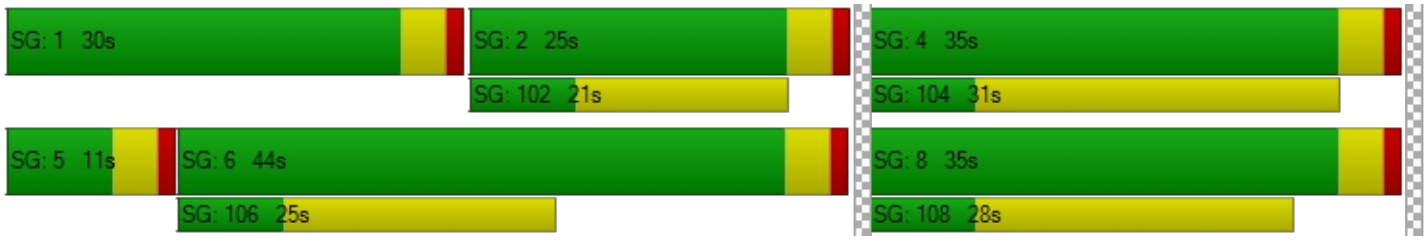
d_M, Delay for Movement [s/veh]	38.52	23.97	24.07	28.74	25.98	22.18	45.34	17.04	16.96	47.78	11.86	13.86
Movement LOS	D	C	C	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	28.71			25.88			18.50			19.20		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.06											
Intersection LOS	C											
Intersection V/C	0.465											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.409	2.467	2.736	2.585
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	467	889
d_b, Bicycle Delay [s]	19.34	19.34	26.46	13.89
l_b,int, Bicycle LOS Score for Intersection	1.939	2.131	2.626	2.158
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.520

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	37	213	41	125	250	47	33	362	59	40	292	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	213	41	125	250	47	33	362	59	40	292	80
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	56	11	33	66	12	9	95	15	10	77	21
Total Analysis Volume [veh/h]	39	224	43	131	262	49	35	380	62	42	306	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	26	29	0	18	21	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	11	11	8	15	15	4	50	5	51	51
g / C, Green / Cycle	0.05	0.12	0.12	0.09	0.17	0.17	0.05	0.56	0.05	0.56	0.56
(v / s)_i Volume / Saturation Flow Rate	0.02	0.07	0.07	0.07	0.14	0.03	0.02	0.24	0.02	0.11	0.11
s, saturation flow rate [veh/h]	1781	1870	1768	1781	1870	1589	1781	1825	1781	1870	1735
c, Capacity [veh/h]	88	229	217	165	311	264	82	1014	91	1049	973
d1, Uniform Delay [s]	41.64	37.38	37.46	40.03	36.42	32.32	41.81	11.73	41.52	9.72	9.75
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.52	2.42	2.72	8.34	6.20	0.34	3.47	1.36	3.57	0.40	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.59	0.61	0.79	0.84	0.19	0.43	0.44	0.46	0.19	0.20
d, Delay for Lane Group [s/veh]	45.15	39.80	40.18	48.37	42.62	32.65	45.28	13.09	45.10	10.13	10.20
Lane Group LOS	D	D	D	D	D	C	D	B	D	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.92	2.94	2.87	3.18	6.01	0.93	0.83	5.17	0.99	1.93	1.84
50th-Percentile Queue Length [ft/ln]	22.98	73.49	71.81	79.62	150.33	23.34	20.71	129.22	24.69	48.17	46.06
95th-Percentile Queue Length [veh/ln]	1.65	5.29	5.17	5.73	10.03	1.68	1.49	8.90	1.78	3.47	3.32
95th-Percentile Queue Length [ft/ln]	41.36	132.29	129.26	143.31	250.87	42.01	37.28	222.44	44.45	86.71	82.91

Movement, Approach, & Intersection Results

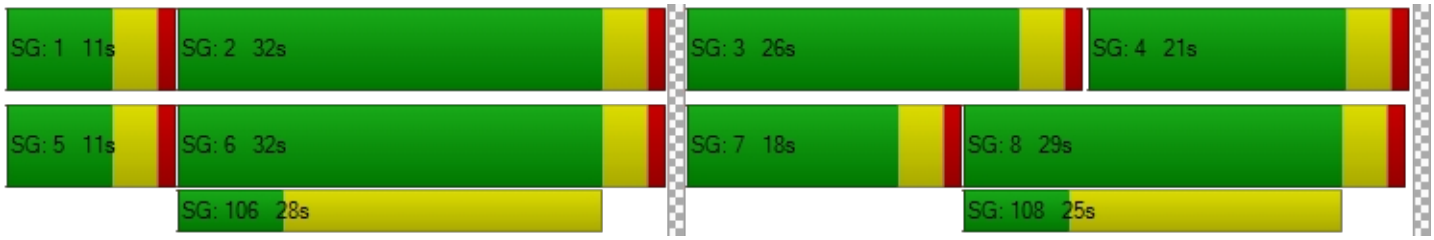
d_M, Delay for Movement [s/veh]	45.15	39.95	40.18	48.37	42.62	32.65	45.28	13.09	13.09	45.10	10.15	10.20
Movement LOS	D	D	D	D	D	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	40.64			43.22			15.45			13.56		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	27.02											
Intersection LOS	C											
Intersection V/C	0.520											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.69	0.00	34.69
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.452	0.000	2.371
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	378	622	622
d_b, Bicycle Delay [s]	23.49	29.63	21.38	21.38
I_b,int, Bicycle LOS Score for Intersection	1.812	2.289	2.347	1.916
Bicycle LOS	A	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	5	96	20	87	104	11	11	430	7	21	251	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	96	20	87	104	11	11	430	7	21	251	68
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	5	24	28	3	3	116	2	6	68	18
Total Analysis Volume [veh/h]	5	104	22	94	113	12	12	466	8	23	272	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	11	0	11	11	0	46	57	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	39	6	45	2	25	3	27
g / C, Green / Cycle	0.01	0.44	0.07	0.50	0.02	0.28	0.03	0.29
(v / s)_i Volume / Saturation Flow Rate	0.00	0.07	0.05	0.07	0.01	0.25	0.01	0.19
s, saturation flow rate [veh/h]	1781	1814	1781	1839	1781	1864	1781	1802
c, Capacity [veh/h]	18	791	126	914	37	524	62	531
d1, Uniform Delay [s]	44.29	15.41	41.05	12.23	43.48	31.23	42.52	27.73
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.65	0.43	8.34	0.31	4.90	6.18	3.67	1.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.16	0.74	0.14	0.32	0.91	0.37	0.65
d, Delay for Lane Group [s/veh]	52.94	15.84	49.39	12.54	48.38	37.42	46.18	29.08
Lane Group LOS	D	B	D	B	D	D	D	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.15	1.61	2.31	1.38	0.31	10.50	0.56	6.52
50th-Percentile Queue Length [ft/ln]	3.80	40.30	57.83	34.42	7.79	262.59	13.97	163.05
95th-Percentile Queue Length [veh/ln]	0.27	2.90	4.16	2.48	0.56	15.82	1.01	10.71
95th-Percentile Queue Length [ft/ln]	6.83	72.54	104.10	61.96	14.03	395.46	25.14	267.76

Movement, Approach, & Intersection Results

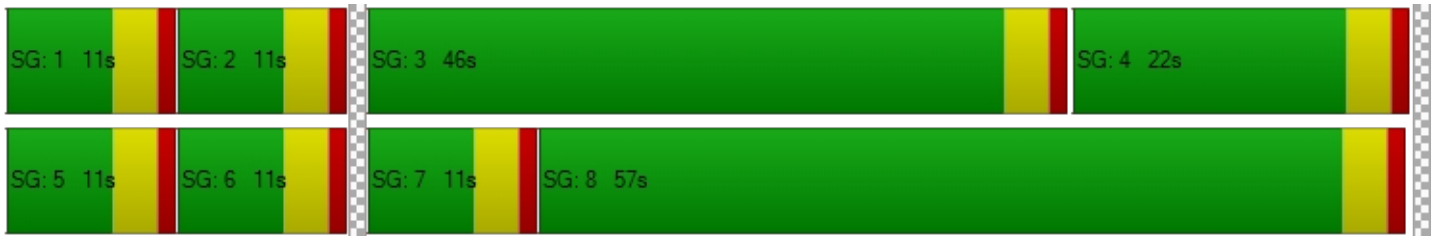
d_M, Delay for Movement [s/veh]	52.94	15.84	15.84	49.39	12.54	12.54	48.38	37.42	37.42	46.18	29.08	29.08
Movement LOS	D	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	17.26			28.36			37.69			30.15		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	31.46											
Intersection LOS	C											
Intersection V/C	0.474											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	155	155	1177	400
d_b, Bicycle Delay [s]	38.29	38.29	7.62	28.82
l_b,int, Bicycle LOS Score for Intersection	1.776	1.921	2.362	2.168
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	310	10	179	3	8	23	17	204	246	91	136	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	10	179	3	8	23	17	204	246	91	136	2
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	3	49	1	2	6	5	56	67	25	37	1
Total Analysis Volume [veh/h]	339	11	196	3	9	25	19	223	269	99	149	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	30	29	29	12	11	0	11	32	32	17	38	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	16	30	1	4	4	3	48	64	10	55	55
g / C, Green / Cycle	0.13	0.17	0.33	0.01	0.05	0.05	0.03	0.53	0.71	0.11	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.10	0.01	0.12	0.00	0.00	0.02	0.01	0.12	0.17	0.06	0.04	0.04
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1861
c, Capacity [veh/h]	468	326	522	12	86	73	55	993	1130	196	1142	1136
d1, Uniform Delay [s]	37.37	30.92	23.18	44.54	41.24	41.70	42.81	11.25	4.53	37.81	7.13	7.13
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.14	0.04	0.45	9.74	0.53	2.75	3.70	0.52	0.50	2.01	0.11	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.03	0.38	0.24	0.10	0.34	0.35	0.22	0.24	0.51	0.07	0.07
d, Delay for Lane Group [s/veh]	39.52	30.97	23.62	54.27	41.77	44.45	46.50	11.77	5.03	39.82	7.24	7.24
Lane Group LOS	D	C	C	D	D	D	D	B	A	D	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.67	0.20	3.18	0.10	0.20	0.59	0.47	2.37	1.56	2.14	0.57	0.57
50th-Percentile Queue Length [ft/ln]	91.66	5.02	79.53	2.49	5.07	14.73	11.68	59.37	38.90	53.57	14.32	14.29
95th-Percentile Queue Length [veh/ln]	6.60	0.36	5.73	0.18	0.36	1.06	0.84	4.27	2.80	3.86	1.03	1.03
95th-Percentile Queue Length [ft/ln]	164.98	9.03	143.15	4.48	9.12	26.52	21.02	106.86	70.02	96.43	25.77	25.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.52	30.97	23.62	54.27	41.77	44.45	46.50	11.77	5.03	39.82	7.24	7.24
Movement LOS	D	C	C	D	D	D	D	B	A	D	A	A
d_A, Approach Delay [s/veh]	33.64			44.60			9.51			20.14		
Approach LOS	C			D			A			C		
d_I, Intersection Delay [s/veh]	22.26											
Intersection LOS	C											
Intersection V/C	0.379											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.602	2.147	0.000	0.000
Crosswalk LOS	B	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	155	622	755
d_b, Bicycle Delay [s]	23.51	38.32	21.40	17.46
l_b,int, Bicycle LOS Score for Intersection	2.461	1.621	2.403	1.766
Bicycle LOS	B	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.471

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	249	609	15	793	39	38	343
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	609	15	793	39	38	343
Peak Hour Factor	0.9750	0.9750	0.9750	0.9750	0.9750	0.9750	0.9750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	156	4	203	10	10	88
Total Analysis Volume [veh/h]	255	625	15	813	40	39	352
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	13	69	2	58	58	7	24
g / C, Green / Cycle	0.14	0.76	0.02	0.65	0.65	0.08	0.26
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.01	0.23	0.23	0.01	0.13
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1839	3459	2813
c, Capacity [veh/h]	495	2718	44	1207	1187	271	748
d1, Uniform Delay [s]	35.69	3.05	43.16	7.35	7.35	38.68	27.74
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.83	0.20	4.39	0.82	0.84	0.24	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.23	0.34	0.36	0.36	0.14	0.47
d, Delay for Lane Group [s/veh]	36.52	3.25	47.55	8.17	8.19	38.92	28.20
Lane Group LOS	D	A	D	A	A	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.61	1.22	0.38	3.60	3.55	0.41	3.17
50th-Percentile Queue Length [ft/ln]	65.30	30.44	9.49	90.06	88.72	10.17	79.15
95th-Percentile Queue Length [veh/ln]	4.70	2.19	0.68	6.48	6.39	0.73	5.70
95th-Percentile Queue Length [ft/ln]	117.55	54.80	17.08	162.11	159.70	18.31	142.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.52	3.25	47.55	8.18	8.19	38.92	28.20
Movement LOS	D	A	D	A	A	D	C
d_A, Approach Delay [s/veh]	12.89		8.86			29.27	
Approach LOS	B		A			C	
d_I, Intersection Delay [s/veh]	14.25						
Intersection LOS	B						
Intersection V/C	0.471						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.564
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.36	38.28
l_b,int, Bicycle LOS Score for Intersection	2.286	2.276	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.223

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	34	290	17	12	398	19	21	3	86	34	7	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	290	17	12	398	19	21	3	86	34	7	22
Peak Hour Factor	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	78	5	3	107	5	6	1	23	9	2	6
Total Analysis Volume [veh/h]	36	311	18	13	427	20	23	3	92	36	8	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	73	0	11	69	0	0	36	0	0	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	93	93	2	90	90	13	13	13	13
g / C, Green / Cycle	0.04	0.77	0.77	0.02	0.75	0.75	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.01	0.01	0.12	0.12	0.02	0.06	0.03	0.02
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1841	1377	1597	1301	1651
c, Capacity [veh/h]	73	2748	1227	37	1406	1384	158	172	102	178
d1, Uniform Delay [s]	56.35	3.42	3.16	57.98	4.20	4.21	52.62	50.81	57.78	48.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.15	0.08	0.02	5.76	0.24	0.25	0.42	2.77	2.06	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.11	0.01	0.36	0.16	0.16	0.15	0.55	0.35	0.18
d, Delay for Lane Group [s/veh]	61.49	3.50	3.18	63.74	4.45	4.46	53.04	53.58	59.84	49.21
Lane Group LOS	E	A	A	E	A	A	D	D	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.17	0.84	0.09	0.45	1.47	1.46	0.67	2.85	1.15	0.90
50th-Percentile Queue Length [ft/ln]	29.32	20.91	2.34	11.21	36.85	36.49	16.87	71.13	28.64	22.51
95th-Percentile Queue Length [veh/ln]	2.11	1.51	0.17	0.81	2.65	2.63	1.21	5.12	2.06	1.62
95th-Percentile Queue Length [ft/ln]	52.77	37.64	4.20	20.17	66.33	65.68	30.37	128.03	51.56	40.51

Movement, Approach, & Intersection Results

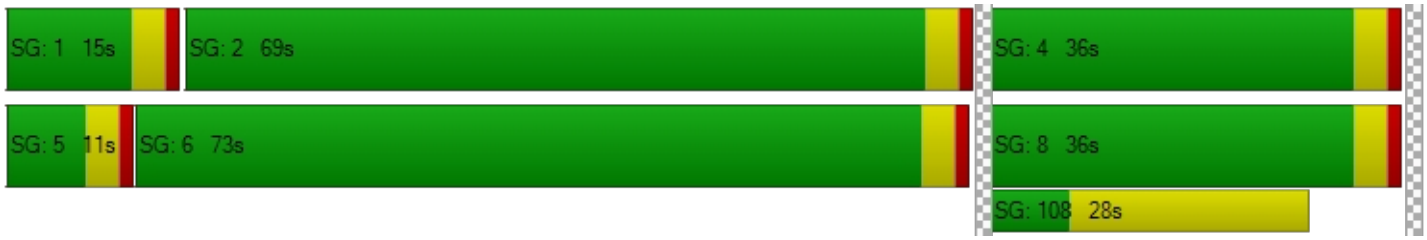
d_M, Delay for Movement [s/veh]	61.49	3.50	3.18	63.74	4.45	4.46	53.04	53.58	53.58	59.84	49.21	49.21
Movement LOS	E	A	A	E	A	A	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	9.21			6.13			53.47			54.84		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.04											
Intersection LOS	B											
Intersection V/C	0.223											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.667	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1150	1083	533	533
d_b, Bicycle Delay [s]	10.84	12.60	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	1.861	1.939	1.754	1.672
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	93	793	983	193	93	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	793	983	193	93	124
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	203	251	49	24	32
Total Analysis Volume [veh/h]	95	811	1005	197	95	127
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	33	22	0	57	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	72	62	62	10	10
g / C, Green / Cycle	0.07	0.81	0.69	0.69	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.28	0.12	0.05	0.08
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	128	2866	2453	1095	189	169
d1, Uniform Delay [s]	40.99	2.22	6.07	4.97	37.99	39.09
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.31	0.25	0.51	0.36	2.05	6.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.28	0.41	0.18	0.50	0.75
d, Delay for Lane Group [s/veh]	49.31	2.47	6.58	5.33	40.04	45.68
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.34	1.14	3.59	1.21	2.06	3.00
50th-Percentile Queue Length [ft/ln]	58.40	28.55	89.67	30.15	51.55	74.93
95th-Percentile Queue Length [veh/ln]	4.20	2.06	6.46	2.17	3.71	5.39
95th-Percentile Queue Length [ft/ln]	105.12	51.40	161.41	54.27	92.79	134.87

Movement, Approach, & Intersection Results

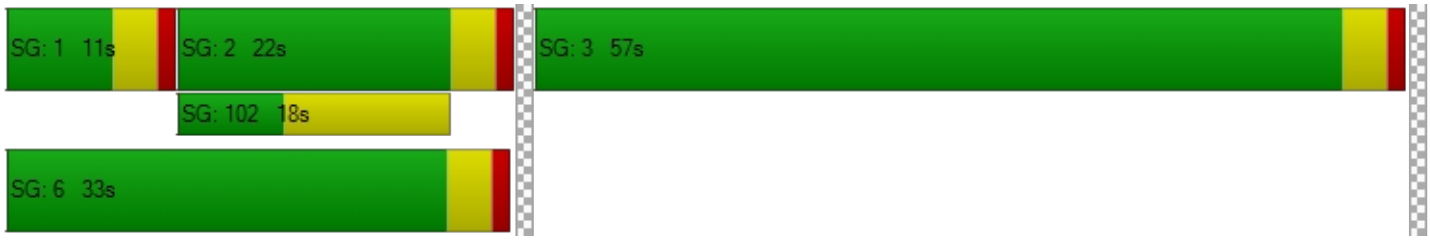
d_M, Delay for Movement [s/veh]	49.31	2.47	6.58	5.33	40.04	45.68
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	7.38		6.38		43.27	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.28					
Intersection LOS	B					
Intersection V/C	0.479					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.107
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	400	1177
d_b, Bicycle Delay [s]	20.68	28.81	7.61
I_b,int, Bicycle LOS Score for Intersection	2.307	2.551	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	115	163	244	39	31	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	163	244	39	31	134
Peak Hour Factor	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	51	77	12	10	42
Total Analysis Volume [veh/h]	144	205	306	49	39	168
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	57	79	22	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11	75	60	60	7	22
g / C, Green / Cycle	0.12	0.83	0.67	0.67	0.08	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.06	0.09	0.03	0.02	0.11
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	209	2964	2387	1066	140	383
d1, Uniform Delay [s]	38.14	1.34	5.35	5.05	39.07	29.03
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.98	0.05	0.11	0.08	1.07	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.07	0.13	0.05	0.28	0.44
d, Delay for Lane Group [s/veh]	42.13	1.39	5.46	5.13	40.13	29.82
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.24	0.16	0.93	0.29	0.85	3.11
50th-Percentile Queue Length [ft/ln]	80.92	3.99	23.29	7.36	21.14	77.79
95th-Percentile Queue Length [veh/ln]	5.83	0.29	1.68	0.53	1.52	5.60
95th-Percentile Queue Length [ft/ln]	145.66	7.17	41.91	13.24	38.05	140.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.13	1.39	5.46	5.13	40.13	29.82
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	18.20		5.41		31.76	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	16.30					
Intersection LOS	B					
Intersection V/C	0.297					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.070
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	400	156
d_b, Bicycle Delay [s]	1.25	28.81	38.28
l_b,int, Bicycle LOS Score for Intersection	1.848	1.852	1.560
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.344

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	119	166	0	0	307	95	0	0	0	72	4	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	166	0	0	307	95	0	0	0	72	4	114
Peak Hour Factor	0.8950	0.8950	1.0000	1.0000	0.8950	0.8950	1.0000	1.0000	1.0000	0.8950	0.8950	0.8950
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	46	0	0	86	27	0	0	0	20	1	32
Total Analysis Volume [veh/h]	133	185	0	0	343	106	0	0	0	80	4	127
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	15	26	0	0	11	0	0	0	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	8	68	56	56		14
g / C, Green / Cycle	0.09	0.76	0.62	0.62		0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.10	0.10	0.07		0.13
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1662
c, Capacity [veh/h]	166	1421	2215	989		252
d1, Uniform Delay [s]	40.00	2.88	7.12	6.89		37.14
k, delay calibration	0.11	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	8.54	0.19	0.15	0.22		7.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.80	0.13	0.15	0.11		0.84
d, Delay for Lane Group [s/veh]	48.53	3.07	7.27	7.11		44.44
Lane Group LOS	D	A	A	A		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	3.24	0.72	1.29	0.80		4.94
50th-Percentile Queue Length [ft/ln]	81.00	17.88	32.25	20.11		123.58
95th-Percentile Queue Length [veh/ln]	5.83	1.29	2.32	1.45		8.59
95th-Percentile Queue Length [ft/ln]	145.80	32.18	58.04	36.20		214.73

Movement, Approach, & Intersection Results

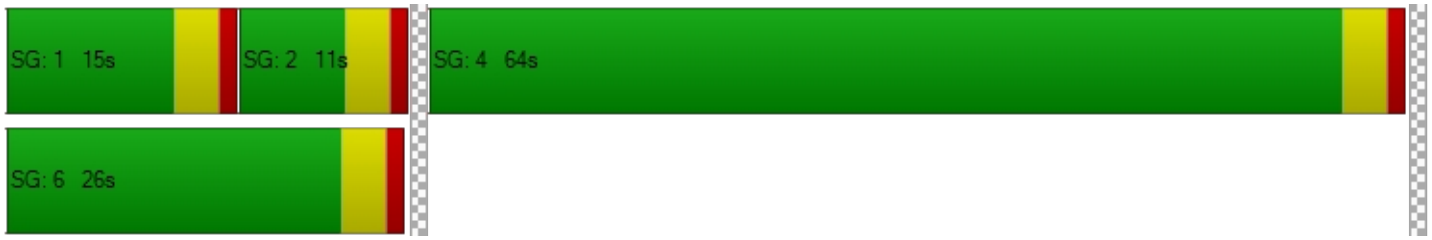
d_M, Delay for Movement [s/veh]	48.53	3.07	0.00	0.00	7.27	7.11	0.00	0.00	0.00	44.44	44.44	44.44
Movement LOS	D	A			A	A				D	D	D
d_A, Approach Delay [s/veh]	22.09			7.23			0.00			44.44		
Approach LOS	C			A			A			D		
d_I, Intersection Delay [s/veh]	20.09											
Intersection LOS	C											
Intersection V/C	0.344											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	156	0	1333
d_b, Bicycle Delay [s]	25.70	38.28	45.01	5.01
l_b,int, Bicycle LOS Score for Intersection	2.084	1.930	4.132	1.908
Bicycle LOS	B	A	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	224	106	118	259	0	60	0	174	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	224	106	118	259	0	60	0	174	0	0	0
Peak Hour Factor	1.0000	0.9150	0.9150	0.9150	0.9150	1.0000	0.9150	0.9150	0.9150	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	61	29	32	71	0	16	0	48	0	0	0
Total Analysis Volume [veh/h]	0	245	116	129	283	0	66	0	190	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	24	35	0	0	55	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	57	8	69	13	13	
g / C, Green / Cycle	0.63	0.09	0.77	0.15	0.15	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.07	0.15	0.04	0.12	
s, saturation flow rate [veh/h]	1770	1781	1870	1781	1589	
c, Capacity [veh/h]	1113	164	1431	260	232	
d1, Uniform Delay [s]	7.80	40.01	2.92	34.11	37.31	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.78	8.03	0.31	0.51	7.01	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.32	0.79	0.20	0.25	0.82	
d, Delay for Lane Group [s/veh]	8.57	48.04	3.23	34.62	44.32	
Lane Group LOS	A	D	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.14	3.12	1.12	1.30	4.44	
50th-Percentile Queue Length [ft/ln]	78.39	78.09	27.92	32.59	110.99	
95th-Percentile Queue Length [veh/ln]	5.64	5.62	2.01	2.35	7.90	
95th-Percentile Queue Length [ft/ln]	141.11	140.56	50.25	58.65	197.38	

Movement, Approach, & Intersection Results

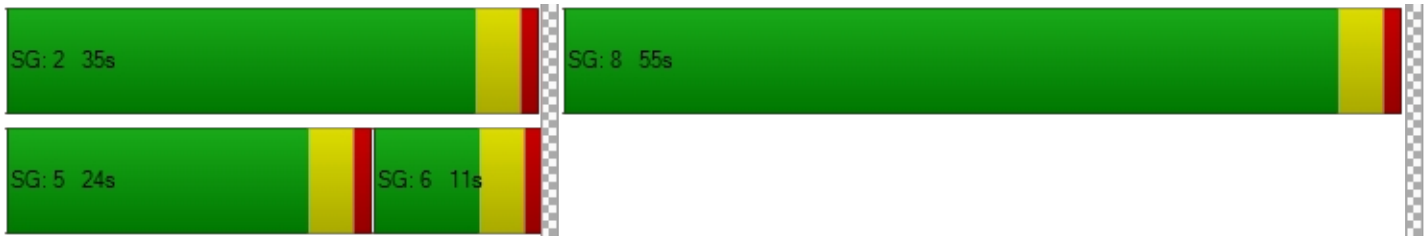
d_M, Delay for Movement [s/veh]	0.00	8.57	8.57	48.04	3.23	0.00	34.62	34.62	44.32	0.00	0.00	0.00
Movement LOS		A	A	D	A		C	C	D			
d_A, Approach Delay [s/veh]	8.57			17.26			41.82			0.00		
Approach LOS	A			B			D			A		
d_I, Intersection Delay [s/veh]	20.32											
Intersection LOS	C											
Intersection V/C	0.457											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	689	1133	0
d_b, Bicycle Delay [s]	38.28	19.35	8.46	45.01
l_b,int, Bicycle LOS Score for Intersection	2.155	2.239	1.982	4.132
Bicycle LOS	B	B	A	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	70	625	4	471	833	22	18	13	47	6	11	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	625	4	471	833	22	18	13	47	6	11	320
Peak Hour Factor	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210	0.9210
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	170	1	128	226	6	5	4	13	2	3	87
Total Analysis Volume [veh/h]	76	679	4	511	904	24	20	14	51	7	12	347
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	34	18	0	40	24	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	44	44	28	66	66	6	6
g / C, Green / Cycle	0.07	0.49	0.49	0.31	0.73	0.73	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.18	0.29	0.25	0.25	0.05	0.01
s, saturation flow rate [veh/h]	1781	1870	1866	1781	1870	1853	1650	1840
c, Capacity [veh/h]	120	909	907	554	1365	1353	164	183
d1, Uniform Delay [s]	40.92	14.54	14.54	29.98	4.37	4.38	41.02	39.38
k, delay calibration	0.11	0.50	0.50	0.25	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.46	1.19	1.19	13.83	0.68	0.69	2.52	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.38	0.38	0.92	0.34	0.34	0.52	0.10
d, Delay for Lane Group [s/veh]	46.38	15.73	15.74	43.80	5.05	5.06	43.53	39.62
Lane Group LOS	D	B	B	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.81	4.46	4.45	12.41	2.64	2.63	1.94	0.40
50th-Percentile Queue Length [ft/ln]	45.14	111.53	111.33	310.26	66.03	65.67	48.50	10.10
95th-Percentile Queue Length [veh/ln]	3.25	7.92	7.91	18.19	4.75	4.73	3.49	0.73
95th-Percentile Queue Length [ft/ln]	81.25	198.12	197.84	454.70	118.85	118.21	87.30	18.18

Movement, Approach, & Intersection Results

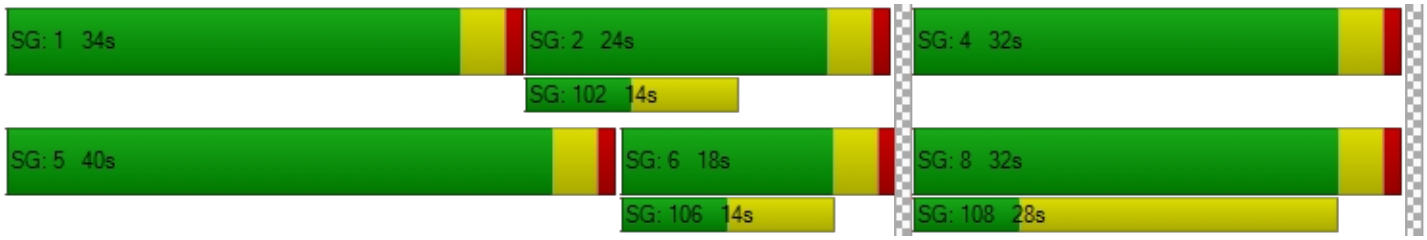
d_M, Delay for Movement [s/veh]	46.38	15.73	15.74	43.80	5.06	5.06	43.53	43.53	43.53	39.62	39.62	0.00
Movement LOS	D	B	B	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	18.80			18.82			43.53			39.62		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.90											
Intersection LOS	B											
Intersection V/C	0.601											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.645	0.000	1.810	2.118
Crosswalk LOS	B	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	444	622	622
d_b, Bicycle Delay [s]	32.10	27.23	21.37	21.37
l_b,int, Bicycle LOS Score for Intersection	2.186	2.747	1.700	1.591
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	134	505	130	124	620	79	113	190	122	173	169	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	505	130	124	620	79	113	190	122	173	169	106
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	131	34	32	161	20	29	49	32	45	44	27
Total Analysis Volume [veh/h]	139	523	135	128	642	82	117	197	126	179	175	110
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	32	0	11	25	0	15	36	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	41	41	7	39	39	8	19	7	18	18
g / C, Green / Cycle	0.10	0.46	0.46	0.08	0.44	0.44	0.08	0.21	0.08	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.08	0.18	0.18	0.04	0.20	0.20	0.07	0.18	0.05	0.09	0.07
s, saturation flow rate [veh/h]	1781	1870	1739	3459	1870	1797	1781	1750	3459	1870	1589
c, Capacity [veh/h]	175	859	799	261	817	785	150	367	269	381	324
d1, Uniform Delay [s]	39.78	16.12	16.13	40.01	17.83	17.83	40.49	34.52	40.44	31.54	30.72
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.95	1.37	1.48	1.42	1.81	1.88	8.56	6.86	2.82	0.86	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.40	0.40	0.49	0.45	0.45	0.78	0.88	0.67	0.46	0.34
d, Delay for Lane Group [s/veh]	47.72	17.49	17.61	41.43	19.63	19.71	49.06	41.38	43.26	32.41	31.33
Lane Group LOS	D	B	B	D	B	B	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.36	4.75	4.45	1.40	5.55	5.35	2.87	7.39	2.01	3.38	2.07
50th-Percentile Queue Length [ft/ln]	83.90	118.67	111.27	34.95	138.75	133.82	71.68	184.86	50.31	84.59	51.76
95th-Percentile Queue Length [veh/ln]	6.04	8.32	7.91	2.52	9.41	9.15	5.16	11.85	3.62	6.09	3.73
95th-Percentile Queue Length [ft/ln]	151.02	208.00	197.77	62.91	235.34	228.67	129.03	296.35	90.56	152.26	93.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.72	17.53	17.61	41.43	19.66	19.71	49.06	41.38	41.38	43.26	32.41	31.33
Movement LOS	D	B	B	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	22.81			22.94			43.42			36.34		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	28.86											
Intersection LOS	C											
Intersection V/C	0.622											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.639	2.713	2.211	2.603
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	466	710	622
d_b, Bicycle Delay [s]	21.40	26.49	18.73	21.40
l_b,int, Bicycle LOS Score for Intersection	2.217	2.263	2.286	2.325
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	47.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.718

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	133	193	103	108	203	96	79	384	68	144	524	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	193	103	108	203	96	79	384	68	144	524	85
Peak Hour Factor	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890	0.8890
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	54	29	30	57	27	22	108	19	40	147	24
Total Analysis Volume [veh/h]	150	217	116	121	228	108	89	432	76	162	589	96
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	25	0	15	25	0	0	29	0	0	46	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	34	34	10	32	32	23	23	32	32
g / C, Green / Cycle	0.10	0.29	0.29	0.08	0.28	0.28	0.20	0.20	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.08	0.09	0.10	0.07	0.09	0.10	0.16	0.18	0.23	0.26
s, saturation flow rate [veh/h]	1781	1870	1657	1781	1870	1672	1843	1628	1835	1636
c, Capacity [veh/h]	171	545	483	149	521	466	377	333	516	460
d1, Uniform Delay [s]	51.32	31.83	31.93	51.87	33.01	33.11	43.56	44.47	38.75	39.95
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.16	0.19	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.94	1.54	1.81	10.25	1.73	2.02	4.46	11.19	6.06	14.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.32	0.33	0.81	0.34	0.35	0.80	0.89	0.83	0.91
d, Delay for Lane Group [s/veh]	64.26	33.37	33.74	62.12	34.74	35.14	48.03	55.66	44.81	54.18
Lane Group LOS	E	C	C	E	C	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	4.88	4.02	3.71	3.85	4.14	3.85	8.62	9.15	12.08	13.14
50th-Percentile Queue Length [ft/ln]	121.89	100.54	92.74	96.31	103.38	96.34	215.50	228.68	301.89	328.49
95th-Percentile Queue Length [veh/ln]	8.50	7.24	6.68	6.93	7.44	6.94	13.44	14.11	17.77	19.08
95th-Percentile Queue Length [ft/ln]	212.42	180.96	166.94	173.36	186.09	173.42	335.88	352.68	444.36	477.11

Movement, Approach, & Intersection Results

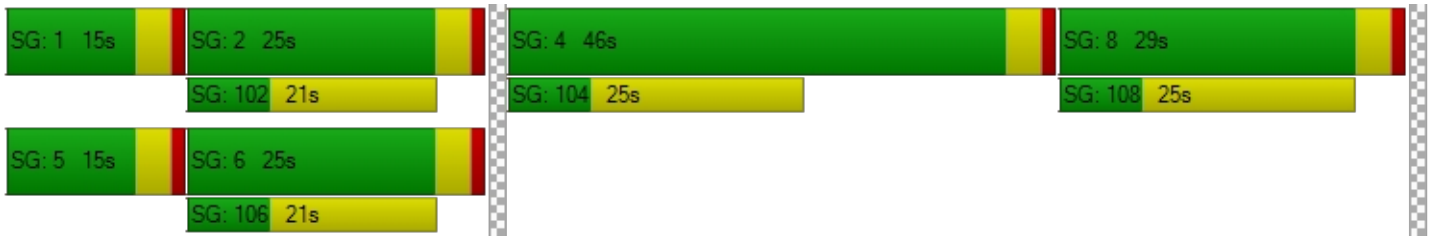
d_M, Delay for Movement [s/veh]	64.26	33.44	33.74	62.12	34.83	35.14	48.03	51.89	55.66	44.81	49.95	54.18
Movement LOS	E	C	C	E	C	D	D	D	E	D	D	D
d_A, Approach Delay [s/veh]	43.09			42.13			51.79			49.45		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	47.34											
Intersection LOS	D											
Intersection V/C	0.718											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.497	2.479	2.495	2.512
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	365	365	435	730
d_b, Bicycle Delay [s]	38.44	38.44	35.24	23.19
l_b,int, Bicycle LOS Score for Intersection	1.958	1.937	2.052	2.258
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	64	56	350	98	62	408
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	56	350	98	62	408
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	14	90	25	16	105
Total Analysis Volume [veh/h]	66	58	361	101	64	421
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	61	0	18	0	11	29
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	64	64	6	74
g / C, Green / Cycle	0.09	0.71	0.71	0.06	0.82
(v / s)_i Volume / Saturation Flow Rate	0.07	0.12	0.13	0.04	0.12
s, saturation flow rate [veh/h]	1686	1870	1736	1781	3560
c, Capacity [veh/h]	158	1327	1232	113	2910
d1, Uniform Delay [s]	39.90	4.33	4.38	40.99	1.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.20	0.29	0.34	4.45	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.17	0.19	0.57	0.14
d, Delay for Lane Group [s/veh]	48.10	4.62	4.71	45.44	1.81
Lane Group LOS	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.01	1.25	1.28	1.50	0.44
50th-Percentile Queue Length [ft/ln]	75.21	31.32	31.89	37.60	11.06
95th-Percentile Queue Length [veh/ln]	5.42	2.26	2.30	2.71	0.80
95th-Percentile Queue Length [ft/ln]	135.38	56.38	57.39	67.67	19.91

Movement, Approach, & Intersection Results

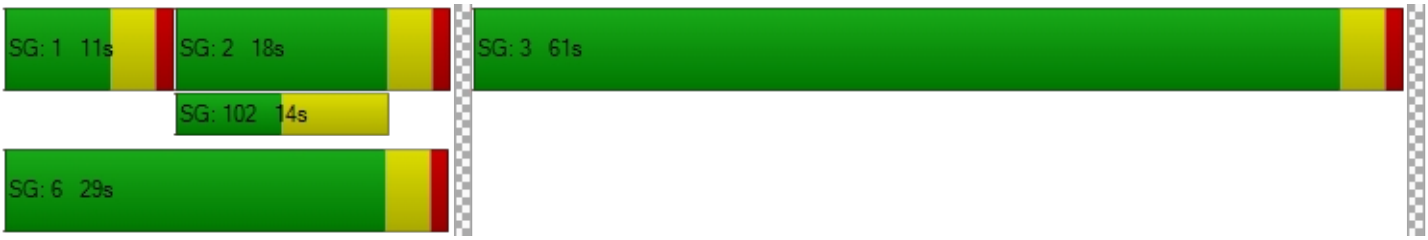
d_M, Delay for Movement [s/veh]	48.10	48.10	4.65	4.71	45.44	1.81
Movement LOS	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	48.10		4.67		7.57	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.01					
Intersection LOS	B					
Intersection V/C	0.280					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.855	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	311	555
d_b, Bicycle Delay [s]	6.06	32.10	23.48
l_b,int, Bicycle LOS Score for Intersection	1.764	1.941	1.960
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	65	363	538	48	1	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	363	538	48	1	146
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	102	151	13	0	41
Total Analysis Volume [veh/h]	73	406	602	54	1	163
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.01	0.00	0.00	0.34
d_M, Delay for Movement [s/veh]	9.19	0.00	0.00	0.00	17.87	16.28
Movement LOS	A	A	A	A	C	C
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	1.49	1.49
95th-Percentile Queue Length [ft/ln]	6.36	0.00	0.00	0.00	37.32	37.32
d_A, Approach Delay [s/veh]	1.40		0.00		16.29	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.57					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	5	28	42	69	58	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	28	42	69	58	6
Peak Hour Factor	0.8270	0.8270	0.8270	0.8270	0.8270	0.8270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	13	21	18	2
Total Analysis Volume [veh/h]	6	34	51	83	70	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane						
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	Yes					
Number of Storage Spaces in Median	2		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.76	8.77	7.45	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.11	0.10	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.59	2.67	2.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		2.83		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.144

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	94	261	33	7	166	15	12	3	226	26	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	261	33	7	166	15	12	3	226	26	1	1
Peak Hour Factor	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330	0.8330
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	78	10	2	50	5	4	1	68	8	0	0
Total Analysis Volume [veh/h]	113	313	40	8	199	18	14	4	271	31	1	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.01	0.00	0.00	0.04	0.01	0.29	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	7.91	0.00	0.00	8.01	0.00	0.00	15.89	19.31	10.67	24.53	20.17	12.11
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.02	0.00	0.00	0.13	1.31	1.31	0.51	0.51	0.51
95th-Percentile Queue Length [ft/ln]	6.84	0.00	0.00	0.50	0.00	0.00	3.17	32.69	32.69	12.81	12.81	12.81
d_A, Approach Delay [s/veh]	1.92			0.28			11.04			24.02		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	4.88											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	75	250	0	0	261	142	0	0	0	105	11	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	250	0	0	261	142	0	0	0	105	11	140
Peak Hour Factor	0.8150	0.8150	1.0000	1.0000	0.8150	0.8150	1.0000	1.0000	1.0000	0.8150	0.8150	0.8150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	77	0	0	80	44	0	0	0	32	3	43
Total Analysis Volume [veh/h]	92	307	0	0	320	174	0	0	0	129	13	172
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.06	0.20
d_M, Delay for Movement [s/veh]	8.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.53	30.36	10.19
Movement LOS	A	A			A	A				D	D	B
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.28	2.28	0.74
95th-Percentile Queue Length [ft/ln]	7.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.96	56.96	18.46
d_A, Approach Delay [s/veh]	2.01			0.00			0.00			17.33		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	5.17											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	20.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	237	171	82	299	0	85	0	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	237	171	82	299	0	85	0	181	0	0	0
Peak Hour Factor	1.0000	0.8990	0.8990	0.8990	0.8990	1.0000	0.8990	0.8990	0.8990	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	66	48	23	83	0	24	0	50	0	0	0
Total Analysis Volume [veh/h]	0	264	190	91	333	0	95	0	201	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.08	0.00	0.00	0.29	0.00	0.24	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	8.56	0.00	0.00	20.48	25.02	10.55	0.00	0.00	0.00
Movement LOS		A	A	A	A		C	D	B			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.27	0.00	0.00	1.18	1.18	0.92	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	6.73	0.00	0.00	29.56	29.56	23.02	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.84			13.74			0.00		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	4.13											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	390	8	0	489	0	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	390	8	0	489	0	22
Peak Hour Factor	0.8730	0.8730	1.0000	0.8730	1.0000	0.8730
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	2	0	140	0	6
Total Analysis Volume [veh/h]	447	9	0	560	0	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	9.72
Movement LOS	A	A		A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	1.23
d_A, Approach Delay [s/veh]	0.00		0.00		9.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.944

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	124	0	68	1	0	2	0	203	134	166	333	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	0	68	1	0	2	0	203	134	166	333	0
Peak Hour Factor	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660	0.8660
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	0	20	0	0	1	0	59	39	48	96	0
Total Analysis Volume [veh/h]	143	0	79	1	0	2	0	234	155	192	385	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	475	567	483	590	667	611
Degree of Utilization, x	0.30	0.14	0.01	0.40	0.23	0.94

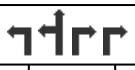
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.25	0.48	0.02	1.89	0.90	12.72
95th-Percentile Queue Length [ft]	31.37	12.07	0.47	47.37	22.39	318.12
Approach Delay [s/veh]	12.30		10.50	11.56		47.87
Approach LOS	B		B	B		E
Intersection Delay [s/veh]	29.28					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	62	3	107	8	0	6	3	257	50	93	352	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	3	107	8	0	6	3	257	50	93	352	20
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	29	2	0	2	1	70	14	25	96	5
Total Analysis Volume [veh/h]	67	3	116	9	0	7	3	280	54	101	383	22
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	11	0	32	0	14	39	0	13	38	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	18	2	2	1	63	63	7	69	69
g / C, Green / Cycle	0.07	0.07	0.18	0.03	0.03	0.01	0.66	0.66	0.07	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.04	0.01	0.00	0.00	0.08	0.03	0.03	0.11	0.01
s, saturation flow rate [veh/h]	1781	1788	2813	1781	1589	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	132	132	522	48	42	12	2356	1052	241	2579	1151
d1, Uniform Delay [s]	41.62	41.62	32.92	45.30	45.27	47.01	5.91	5.64	42.43	4.05	3.67
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.06	1.06	0.21	1.90	1.80	10.02	0.10	0.09	1.16	0.12	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.27	0.22	0.19	0.16	0.25	0.12	0.05	0.42	0.15	0.02
d, Delay for Lane Group [s/veh]	42.69	42.68	33.14	47.20	47.07	57.03	6.01	5.73	43.60	4.17	3.70
Lane Group LOS	D	D	C	D	D	E	A	A	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.81	0.81	1.14	0.23	0.18	0.10	0.95	0.36	1.17	0.98	0.11
50th-Percentile Queue Length [ft/ln]	20.21	20.26	28.59	5.79	4.55	2.61	23.69	9.08	29.20	24.45	2.67
95th-Percentile Queue Length [veh/ln]	1.46	1.46	2.06	0.42	0.33	0.19	1.71	0.65	2.10	1.76	0.19
95th-Percentile Queue Length [ft/ln]	36.38	36.47	51.46	10.43	8.18	4.69	42.64	16.35	52.55	44.02	4.81

Movement, Approach, & Intersection Results

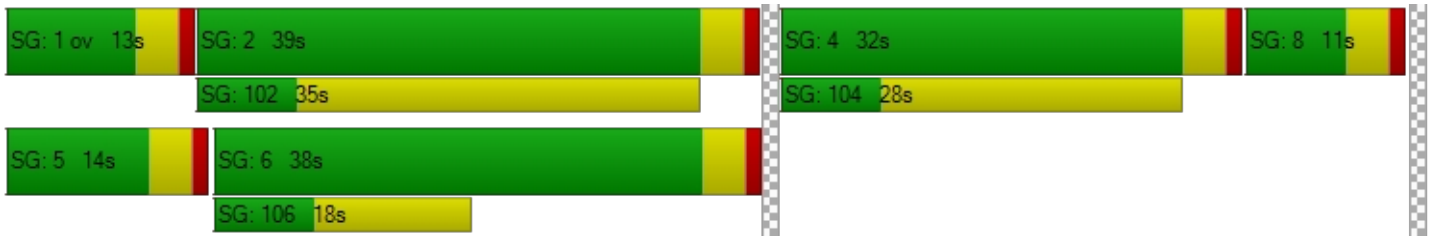
d_M, Delay for Movement [s/veh]	42.68	42.68	33.14	47.20	47.07	47.07	57.03	6.01	5.73	43.60	4.17	3.70
Movement LOS	D	D	C	D	D	D	E	A	A	D	A	A
d_A, Approach Delay [s/veh]	36.73			47.14			6.42			12.02		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	15.15											
Intersection LOS	B											
Intersection V/C	0.183											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.511	1.957	2.584	0.000
Crosswalk LOS	B	A	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	589	736	715
d_b, Bicycle Delay [s]	40.80	23.66	18.98	19.62
l_b,int, Bicycle LOS Score for Intersection	1.867	1.586	1.838	1.977
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	71	316	457	91	35	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	316	457	91	35	132
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	87	126	25	10	36
Total Analysis Volume [veh/h]	78	347	502	100	38	145
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	67	99	32	32	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	7	95	84	95	7	18
g / C, Green / Cycle	0.06	0.86	0.77	0.86	0.06	0.16
(v / s)_i Volume / Saturation Flow Rate	0.02	0.10	0.27	0.06	0.01	0.05
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	217	3076	1430	1374	219	457
d1, Uniform Delay [s]	49.42	1.13	4.16	1.08	48.79	40.68
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.00	0.07	0.68	0.10	0.37	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.11	0.35	0.07	0.17	0.32
d, Delay for Lane Group [s/veh]	50.42	1.20	4.84	1.18	49.16	41.07
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.06	0.28	3.22	0.17	0.51	1.76
50th-Percentile Queue Length [ft/ln]	26.44	6.88	80.39	4.32	12.65	44.03
95th-Percentile Queue Length [veh/ln]	1.90	0.50	5.79	0.31	0.91	3.17
95th-Percentile Queue Length [ft/ln]	47.60	12.39	144.70	7.78	22.76	79.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.42	1.20	4.84	1.18	49.16	41.07
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	10.24		4.23		42.75	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	12.16					
Intersection LOS	B					
Intersection V/C	0.380					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.55
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.521
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1727	509	127
d_b, Bicycle Delay [s]	1.02	30.56	48.22
l_b,int, Bicycle LOS Score for Intersection	1.910	2.553	1.560
Bicycle LOS	A	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	105	6	0	98	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	6	0	98	18	2
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	2	0	33	6	1
Total Analysis Volume [veh/h]	140	8	0	131	24	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	10.20	9.15
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.85	2.85
d_A, Approach Delay [s/veh]	0.00		0.00		10.08	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.093

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	27	108	130	32	43	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	108	130	32	43	33
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	35	42	10	14	11
Total Analysis Volume [veh/h]	35	138	167	41	55	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.09	0.05
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	11.93	10.08
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.49	0.49
95th-Percentile Queue Length [ft/ln]	1.98	0.00	0.00	0.00	12.31	12.31
d_A, Approach Delay [s/veh]	1.56		0.00		11.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.82					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	0	0	0	46	21	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	46	21	0
Peak Hour Factor	0.7610	0.7610	0.7610	0.7610	0.7610	0.7610
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	15	7	0
Total Analysis Volume [veh/h]	0	0	0	60	28	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop		Free		Free	
Flared Lane	No					
Storage Area [veh]	0		0		0	
Two-Stage Gap Acceptance	No					
Number of Storage Spaces in Median	0		0		0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.94	8.44	7.27	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.69		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	13	24	5	12	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	24	5	12	18	5
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	7	2	4	5	2
Total Analysis Volume [veh/h]	16	29	6	14	22	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.94	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.08	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	1.31	2.09	0.00	0.00	0.93	0.93
d_A, Approach Delay [s/veh]	8.63		0.00		5.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.90					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	192	21	55	1	13	7	8	972	396	62	936	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	21	55	1	13	7	8	972	396	62	936	0
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	6	14	0	3	2	2	255	104	16	245	0
Total Analysis Volume [veh/h]	201	22	58	1	14	7	8	1019	415	65	981	0
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	32	0	0	11	0	11	36	0	11	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	3	3	1	49	49	6	53	53
g / C, Green / Cycle	0.19	0.03	0.03	0.01	0.54	0.54	0.06	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.00	0.00	0.29	0.26	0.04	0.28	0.00
s, saturation flow rate [veh/h]	1744	1864	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	325	64	55	28	1916	856	113	2088	932
d1, Uniform Delay [s]	35.59	42.39	42.23	43.90	13.47	13.01	41.02	10.64	0.00
k, delay calibration	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.89	1.85	1.04	5.66	1.06	1.97	4.49	0.76	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.23	0.13	0.29	0.53	0.49	0.57	0.47	0.00
d, Delay for Lane Group [s/veh]	42.48	44.24	43.28	49.56	14.53	14.98	45.51	11.40	0.00
Lane Group LOS	D	D	D	D	B	B	D	B	A
Critical Lane Group	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.48	0.35	0.17	0.22	6.44	5.31	1.53	5.25	0.00
50th-Percentile Queue Length [ft/ln]	162.03	8.87	4.14	5.46	161.07	132.86	38.22	131.14	0.00
95th-Percentile Queue Length [veh/ln]	10.66	0.64	0.30	0.39	10.61	9.10	2.75	9.00	0.00
95th-Percentile Queue Length [ft/ln]	266.41	15.97	7.45	9.82	265.14	227.38	68.79	225.05	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.48	42.48	42.48	44.24	44.24	43.28	49.56	14.53	14.98	45.51	11.40	0.00
Movement LOS	D	D	D	D	D	D	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	42.48			43.93			14.85			13.52		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	17.37											
Intersection LOS	B											
Intersection V/C	0.598											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	155	710	710
d_b, Bicycle Delay [s]	21.40	38.32	18.73	18.73
l_b,int, Bicycle LOS Score for Intersection	2.023	1.596	2.749	2.423
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.307

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	43	23	5	31	10	162	110	241	21	3	264	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	23	5	31	10	162	110	241	21	3	264	40
Peak Hour Factor	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320	0.9320
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	6	1	8	3	43	30	65	6	1	71	11
Total Analysis Volume [veh/h]	46	25	5	33	11	174	118	259	23	3	283	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	34	0	0	34	0	49	35	0	36	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	16	9	77	77	1	69	69
g / C, Green / Cycle	0.15	0.15	0.15	0.15	0.08	0.73	0.73	0.01	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.02	0.12	0.07	0.08	0.08	0.00	0.09	0.09
s, saturation flow rate [veh/h]	1198	1817	1379	1604	1781	1870	1817	1781	1870	1786
c, Capacity [veh/h]	88	267	225	236	149	1370	1331	11	1224	1169
d1, Uniform Delay [s]	52.13	38.83	42.30	43.17	47.18	4.06	4.07	51.94	6.86	6.88
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.71	0.18	0.30	5.67	8.93	0.15	0.16	12.98	0.23	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.11	0.15	0.78	0.79	0.10	0.10	0.27	0.13	0.14
d, Delay for Lane Group [s/veh]	56.84	39.02	42.59	48.84	56.12	4.22	4.23	64.92	7.09	7.12
Lane Group LOS	E	D	D	D	E	A	A	E	A	A
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.32	0.68	0.79	4.97	3.38	0.82	0.81	0.12	1.38	1.35
50th-Percentile Queue Length [ft/ln]	33.11	17.09	19.87	124.13	84.58	20.46	20.13	2.95	34.59	33.85
95th-Percentile Queue Length [veh/ln]	2.38	1.23	1.43	8.62	6.09	1.47	1.45	0.21	2.49	2.44
95th-Percentile Queue Length [ft/ln]	59.59	30.77	35.76	215.49	152.24	36.82	36.24	5.30	62.26	60.94

Movement, Approach, & Intersection Results

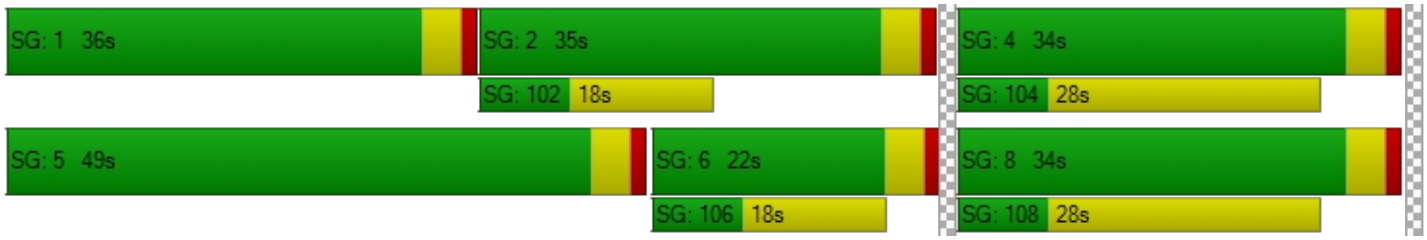
d_M, Delay for Movement [s/veh]	56.84	39.02	39.02	42.59	48.84	48.84	56.12	4.22	4.23	64.92	7.10	7.12
Movement LOS	E	D	D	D	D	D	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	49.81			47.90			19.53			7.63		
Approach LOS	D			D			B			A		
d_I, Intersection Delay [s/veh]	24.00											
Intersection LOS	C											
Intersection V/C	0.307											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	42.07	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	1.984	2.079	2.549	2.476
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	571	571	590	343
d_b, Bicycle Delay [s]	26.78	26.78	26.07	36.04
l_b,int, Bicycle LOS Score for Intersection	1.685	1.919	1.890	1.831
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	5	4	0	1	1	4	4	7	19	0	11	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	0	1	1	4	4	7	19	0	11	1
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	0	0	1	1	2	5	0	3	0
Total Analysis Volume [veh/h]	5	4	0	1	1	4	4	8	21	0	12	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.81	9.27	8.44	8.79	9.31	8.39	7.25	0.00	0.00	7.27	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.75	0.75	0.75	0.45	0.45	0.45	0.19	0.19	0.19	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.02			8.61			0.88			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	3	12	10	2	30	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	12	10	2	30	0
Peak Hour Factor	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	3	3	1	8	0
Total Analysis Volume [veh/h]	3	13	11	2	34	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.88	8.52	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.20	1.20	0.46	0.46	0.00	0.00
d_A, Approach Delay [s/veh]	8.59		6.17		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.576

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	46	855	3	16	847	191	174	34	77	3	22	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	855	3	16	847	191	174	34	77	3	22	16
Peak Hour Factor	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540	0.9540
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	224	1	4	222	50	46	9	20	1	6	4
Total Analysis Volume [veh/h]	48	896	3	17	888	200	182	36	81	3	23	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	36	0	11	36	0	0	32	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	49	49	2	47	47	18	5
g / C, Green / Cycle	0.06	0.55	0.55	0.03	0.52	0.52	0.20	0.05
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.00	0.01	0.25	0.13	0.17	0.02
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1734	1742
c, Capacity [veh/h]	99	1938	865	51	1841	822	342	92
d1, Uniform Delay [s]	41.32	12.51	9.38	42.98	14.02	12.04	35.10	41.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.62	0.80	0.01	3.85	0.91	0.70	7.00	3.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.46	0.00	0.34	0.48	0.24	0.87	0.47
d, Delay for Lane Group [s/veh]	44.94	13.31	9.39	46.83	14.93	12.74	42.11	45.19
Lane Group LOS	D	B	A	D	B	B	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	1.12	5.29	0.03	0.42	5.65	2.26	6.88	1.01
50th-Percentile Queue Length [ft/ln]	28.10	132.26	0.68	10.56	141.33	56.43	172.12	25.32
95th-Percentile Queue Length [veh/ln]	2.02	9.06	0.05	0.76	9.55	4.06	11.19	1.82
95th-Percentile Queue Length [ft/ln]	50.58	226.57	1.23	19.00	238.82	101.58	279.70	45.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.94	13.31	9.39	46.83	14.93	12.74	42.11	42.11	42.11	45.19	45.19	45.19
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	14.90			15.02			42.11			45.19		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.90											
Intersection LOS	B											
Intersection V/C	0.576											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	710	710	622	155
d_b, Bicycle Delay [s]	18.73	18.73	21.40	38.32
l_b,int, Bicycle LOS Score for Intersection	2.341	2.471	2.053	1.631
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	7	1	2	0	0	0	0	0	7	1	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	1	2	0	0	0	0	0	7	1	0	0
Peak Hour Factor	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080	0.7080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	0	0	0	0	0	2	0	0	0
Total Analysis Volume [veh/h]	10	1	3	0	0	0	0	0	10	1	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.61	9.11	8.39	8.58	9.08	8.32	7.22	0.00	0.00	7.24	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.05	1.05	1.05	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	8.60			8.66			0.00			7.24		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.10											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	16	6	1	0	7	10	12	1	25	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	6	1	0	7	10	12	1	25	0	0	2
Peak Hour Factor	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	0	0	2	3	3	0	7	0	0	1
Total Analysis Volume [veh/h]	18	7	1	0	8	11	13	1	28	0	0	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	7.23	0.00	0.00	9.04	9.52	8.53	9.08	9.40	8.36
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.00	0.00	0.00	0.13	0.13	0.13	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.78	0.78	0.78	0.00	0.00	0.00	3.24	3.24	3.24	0.14	0.14	0.14
d_A, Approach Delay [s/veh]	5.04			0.00			8.71			8.36		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.77											
Intersection LOS	A											

APPENDIX D

EXTERNAL NETWORK MODEL POST-PROCESSING WORKSHEETS

APPENDIX D-I

YEAR 2045 WITHOUT PROJECT MODEL POST-PROCESSING WORKSHEETS

1. Monroe Street at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	398	NORTHBOUND	
	THRU	638	IN ...	1187
	RIGHT	0	OUT ...	1204
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	510	IN ...	1029
	RIGHT	381	OUT ...	1044
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	771
WEST BOUND	LEFT	103	WESTBOUND	
	THRU	0	IN ...	805
	RIGHT	109	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	398	454
	THRU	638	732
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	510	712
	RIGHT	381	381
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	103	492
	THRU	0	0
	RIGHT	109	312

2. Monroe Street at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	852	IN ...	1318
	RIGHT	83	OUT ...	1349
SOUTH BOUND	LEFT	58	SOUTHBOUND	
	THRU	556	IN ...	1205
	RIGHT	0	OUT ...	1184
EAST BOUND	LEFT	181	EASTBOUND	
	THRU	3	IN ...	495
	RIGHT	315	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	486

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	852	1,039
	RIGHT	83	273
SOUTH BOUND	LEFT	58	206
	THRU	556	1,004
	RIGHT	0	0
EAST BOUND	LEFT	181	181
	THRU	3	6
	RIGHT	315	345
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

3. Monroe Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	138	NORTHBOUND	
	THRU	489	IN ...	916
	RIGHT	42	OUT ...	669
SOUTH BOUND	LEFT	149	SOUTHBOUND	
	THRU	552	IN ...	900
	RIGHT	164	OUT ...	824
EAST BOUND	LEFT	118	EASTBOUND	
	THRU	282	IN ...	363
	RIGHT	23	OUT ...	576
WEST BOUND	LEFT	56	WESTBOUND	
	THRU	337	IN ...	235
	RIGHT	50	OUT ...	347

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	138	208
	THRU	489	670
	RIGHT	42	42
SOUTH BOUND	LEFT	149	149
	THRU	552	612
	RIGHT	164	186
EAST BOUND	LEFT	118	130
	THRU	282	282
	RIGHT	23	27
WEST BOUND	LEFT	56	56
	THRU	337	337
	RIGHT	50	50

4. Monroe Street at Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	108	NORTHBOUND	
	THRU	424	IN ...	950
	RIGHT	103	OUT ...	595
SOUTH BOUND	LEFT	131	SOUTHBOUND	
	THRU	316	IN ...	727
	RIGHT	109	OUT ...	976
EAST BOUND	LEFT	130	EASTBOUND	
	THRU	410	IN ...	631
	RIGHT	64	OUT ...	968
WEST BOUND	LEFT	71	WESTBOUND	
	THRU	666	IN ...	1,004
	RIGHT	203	OUT ...	773

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	108	153
	THRU	424	629
	RIGHT	103	168
SOUTH BOUND	LEFT	131	171
	THRU	316	434
	RIGHT	109	123
EAST BOUND	LEFT	130	130
	THRU	410	434
	RIGHT	64	71
WEST BOUND	LEFT	71	90
	THRU	666	692
	RIGHT	203	222

5. Jackson Street at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	239	NORTHBOUND	
	THRU	635	IN ...	963
	RIGHT	0	OUT ...	725
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	520	IN ...	1,043
	RIGHT	365	OUT ...	1,030
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	625
WEST BOUND	LEFT	58	WESTBOUND	
	THRU	0	IN ...	373
	RIGHT	187	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	239	239
	THRU	635	739
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	520	643
	RIGHT	365	400
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	58	82
	THRU	0	0
	RIGHT	187	291

6. Jackson Street at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	688	IN ...	802
	RIGHT	17	OUT ...	693
SOUTH BOUND	LEFT	146	SOUTHBOUND	
	THRU	428	IN ...	721
	RIGHT	0	OUT ...	966
EAST BOUND	LEFT	189	EASTBOUND	
	THRU	1	IN ...	434
	RIGHT	219	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	297

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	688	767
	RIGHT	17	32
SOUTH BOUND	LEFT	146	263
	THRU	428	460
	RIGHT	0	0
EAST BOUND	LEFT	189	199
	THRU	1	2
	RIGHT	219	233
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

7. Jackson Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	229	NORTHBOUND	
	THRU	593	IN ...	1,290
	RIGHT	240	OUT ...	1,015
SOUTH BOUND	LEFT	26	SOUTHBOUND	
	THRU	478	IN ...	700
	RIGHT	239	OUT ...	631
EAST BOUND	LEFT	54	EASTBOUND	
	THRU	141	IN ...	206
	RIGHT	135	OUT ...	631
WEST BOUND	LEFT	157	WESTBOUND	
	THRU	198	IN ...	356
	RIGHT	21	OUT ...	275

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	229	418
	THRU	593	612
	RIGHT	240	240
SOUTH BOUND	LEFT	26	26
	THRU	478	604
	RIGHT	239	239
EAST BOUND	LEFT	54	54
	THRU	141	141
	RIGHT	135	164
WEST BOUND	LEFT	157	247
	THRU	198	198
	RIGHT	21	21

8. Jackson Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	259	NORTHBOUND	
	THRU	338	IN ...	1,082
	RIGHT	74	OUT ...	694
SOUTH BOUND	LEFT	93	SOUTHBOUND	
	THRU	299	IN ...	611
	RIGHT	113	OUT ...	667
EAST BOUND	LEFT	110	EASTBOUND	
	THRU	385	IN ...	693
	RIGHT	151	OUT ...	1,041
WEST BOUND	LEFT	66	WESTBOUND	
	THRU	662	IN ...	699
	RIGHT	91	OUT ...	683

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	259	408
	THRU	338	512
	RIGHT	74	160
SOUTH BOUND	LEFT	93	107
	THRU	299	411
	RIGHT	113	113
EAST BOUND	LEFT	110	110
	THRU	385	416
	RIGHT	151	195
WEST BOUND	LEFT	66	88
	THRU	662	662
	RIGHT	91	91

9. Jackson Street at Avenue 50 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	132	NORTHBOUND	
	THRU	310	IN ...	662
	RIGHT	40	OUT ...	543
SOUTH BOUND	LEFT	61	SOUTHBOUND	
	THRU	307	IN ...	625
	RIGHT	132	OUT ...	790
EAST BOUND	LEFT	81	EASTBOUND	
	THRU	170	IN ...	598
	RIGHT	106	OUT ...	987
WEST BOUND	LEFT	60	WESTBOUND	
	THRU	373	IN ...	817
	RIGHT	58	OUT ...	381

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	132	155
	THRU	310	469
	RIGHT	40	40
SOUTH BOUND	LEFT	61	79
	THRU	307	336
	RIGHT	132	209
EAST BOUND	LEFT	81	197
	THRU	170	263
	RIGHT	106	138
WEST BOUND	LEFT	60	69
	THRU	373	623
	RIGHT	58	125

10. Jackson Street at Avenue 52 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	42	NORTHBOUND	
	THRU	134	IN ...	221
	RIGHT	3	OUT ...	139
SOUTH BOUND	LEFT	50	SOUTHBOUND	
	THRU	96	IN ...	378
	RIGHT	185	OUT ...	495
EAST BOUND	LEFT	163	EASTBOUND	
	THRU	230	IN ...	549
	RIGHT	50	OUT ...	803
WEST BOUND	LEFT	6	WESTBOUND	
	THRU	354	IN ...	936
	RIGHT	77	OUT ...	645

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	42	42
	THRU	134	172
	RIGHT	3	15
SOUTH BOUND	LEFT	50	182
	THRU	96	96
	RIGHT	185	185
EAST BOUND	LEFT	163	163
	THRU	230	448
	RIGHT	50	50
WEST BOUND	LEFT	6	19
	THRU	354	665
	RIGHT	77	240

11. Golf Center Parkway at Avenue 44 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	34	NORTHBOUND	
	THRU	166	IN ...	573
	RIGHT	118	OUT ...	896
SOUTH BOUND	LEFT	50	SOUTHBOUND	
	THRU	435	IN ...	739
	RIGHT	118	OUT ...	471
EAST BOUND	LEFT	65	EASTBOUND	
	THRU	61	IN ...	155
	RIGHT	58	OUT ...	427
WEST BOUND	LEFT	225	WESTBOUND	
	THRU	108	IN ...	620
	RIGHT	57	OUT ...	293

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	34	68
	THRU	166	316
	RIGHT	118	189
SOUTH BOUND	LEFT	50	56
	THRU	435	515
	RIGHT	118	167
EAST BOUND	LEFT	65	65
	THRU	61	61
	RIGHT	58	58
WEST BOUND	LEFT	225	333
	THRU	108	191
	RIGHT	57	95

12. Golf Center Parkway at Indio Springs Drive (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	109	NORTHBOUND	
	THRU	265	IN ...	820
	RIGHT	76	OUT ...	1,137
SOUTH BOUND	LEFT	23	SOUTHBOUND	
	THRU	653	IN ...	912
	RIGHT	60	OUT ...	548
EAST BOUND	LEFT	24	EASTBOUND	
	THRU	2	IN ...	196
	RIGHT	170	OUT ...	181
WEST BOUND	LEFT	59	WESTBOUND	
	THRU	12	IN ...	109
	RIGHT	17	OUT ...	172

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	109	139
	THRU	265	515
	RIGHT	76	150
SOUTH BOUND	LEFT	23	23
	THRU	653	870
	RIGHT	60	60
EAST BOUND	LEFT	24	24
	THRU	2	2
	RIGHT	170	180
WEST BOUND	LEFT	59	86
	THRU	12	12
	RIGHT	17	17

13. Golf Center Parkway at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	327	NORTHBOUND	
	THRU	395	IN ...	948
	RIGHT	0	OUT ...	1,213
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	459	IN ...	1,151
	RIGHT	426	OUT ...	921
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	890
WEST BOUND	LEFT	137	WESTBOUND	
	THRU	3	IN ...	926
	RIGHT	94	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	327	389
	THRU	395	559
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	459	659
	RIGHT	426	491
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	137	554
	THRU	3	10
	RIGHT	94	362

14. Golf Center Parkway at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	567	IN ...	844
	RIGHT	44	OUT ...	1,272
SOUTH BOUND	LEFT	145	SOUTHBOUND	
	THRU	406	IN ...	1,168
	RIGHT	0	OUT ...	945
EAST BOUND	LEFT	152	EASTBOUND	
	THRU	0	IN ...	575
	RIGHT	242	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	370

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	567	763
	RIGHT	44	76
SOUTH BOUND	LEFT	145	294
	THRU	406	878
	RIGHT	0	0
EAST BOUND	LEFT	152	182
	THRU	0	0
	RIGHT	242	394
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

15. Golf Center Parkway at Avenue 45 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	107	NORTHBOUND	
	THRU	442	IN ...	863
	RIGHT	104	OUT ...	1,131
SOUTH BOUND	LEFT	43	SOUTHBOUND	
	THRU	481	IN ...	1,130
	RIGHT	64	OUT ...	701
EAST BOUND	LEFT	39	EASTBOUND	
	THRU	29	IN ...	-20
	RIGHT	75	OUT ...	95
WEST BOUND	LEFT	64	WESTBOUND	
	THRU	37	IN ...	125
	RIGHT	40	OUT ...	170

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	107	107
	THRU	442	671
	RIGHT	104	122
SOUTH BOUND	LEFT	43	50
	THRU	481	1,063
	RIGHT	64	64
EAST BOUND	LEFT	39	39
	THRU	29	29
	RIGHT	75	75
WEST BOUND	LEFT	64	81
	THRU	37	37
	RIGHT	40	40

16. Golf Center Parkway/Lorraine Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	2	NORTHBOUND	
	THRU	4	IN ...	49
	RIGHT	4	OUT ...	90
SOUTH BOUND	LEFT	243	SOUTHBOUND	
	THRU	2	IN ...	980
	RIGHT	249	OUT ...	758
EAST BOUND	LEFT	185	EASTBOUND	
	THRU	200	IN ...	388
	RIGHT	5	OUT ...	466
WEST BOUND	LEFT	10	WESTBOUND	
	THRU	141	IN ...	511
	RIGHT	371	OUT ...	612

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	4
	THRU	4	35
	RIGHT	4	11
SOUTH BOUND	LEFT	243	508
	THRU	2	37
	RIGHT	249	420
EAST BOUND	LEFT	185	279
	THRU	200	200
	RIGHT	5	21
WEST BOUND	LEFT	10	33
	THRU	141	141
	RIGHT	371	445

17. Calhoun Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	210	NORTHBOUND	
	THRU	305	IN ...	405
	RIGHT	46	OUT ...	191
SOUTH BOUND	LEFT	59	SOUTHBOUND	
	THRU	150	IN ...	359
	RIGHT	70	OUT ...	608
EAST BOUND	LEFT	63	EASTBOUND	
	THRU	415	IN ...	838
	RIGHT	92	OUT ...	881
WEST BOUND	LEFT	25	WESTBOUND	
	THRU	587	IN ...	894
	RIGHT	70	OUT ...	816

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	210	210
	THRU	305	305
	RIGHT	46	46
SOUTH BOUND	LEFT	59	135
	THRU	150	150
	RIGHT	70	101
EAST BOUND	LEFT	63	139
	THRU	415	650
	RIGHT	92	92
WEST BOUND	LEFT	25	25
	THRU	587	692
	RIGHT	70	184

18. Calhoun Street at Avenue 50 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	78	NORTHBOUND	
	THRU	252	IN ...	510
	RIGHT	157	OUT ...	267
SOUTH BOUND	LEFT	94	SOUTHBOUND	
	THRU	210	IN ...	379
	RIGHT	61	OUT ...	337
EAST BOUND	LEFT	43	EASTBOUND	
	THRU	191	IN ...	386
	RIGHT	22	OUT ...	800
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	374	IN ...	650
	RIGHT	123	OUT ...	520

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	78	149
	THRU	252	252
	RIGHT	157	157
SOUTH BOUND	LEFT	94	94
	THRU	210	210
	RIGHT	61	95
EAST BOUND	LEFT	43	54
	THRU	191	290
	RIGHT	22	41
WEST BOUND	LEFT	18	18
	THRU	374	556
	RIGHT	123	123

19. Calhoun Street at Avenue 52 (Riverside County)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	10	NORTHBOUND	
	THRU	219	IN ...	286
	RIGHT	49	OUT ...	161
SOUTH BOUND	LEFT	70	SOUTHBOUND	
	THRU	134	IN ...	227
	RIGHT	19	OUT ...	303
EAST BOUND	LEFT	15	EASTBOUND	
	THRU	169	IN ...	567
	RIGHT	8	OUT ...	894
WEST BOUND	LEFT	12	WESTBOUND	
	THRU	352	IN ...	941
	RIGHT	64	OUT ...	664

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	10	18
	THRU	219	219
	RIGHT	49	71
SOUTH BOUND	LEFT	70	78
	THRU	134	134
	RIGHT	19	26
EAST BOUND	LEFT	15	28
	THRU	169	515
	RIGHT	8	20
WEST BOUND	LEFT	12	19
	THRU	352	850
	RIGHT	64	78

20. Van Buren Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	214	NORTHBOUND	
	THRU	318	IN ...	1,289
	RIGHT	191	OUT ...	810
SOUTH BOUND	LEFT	42	SOUTHBOUND	
	THRU	150	IN ...	631
	RIGHT	192	OUT ...	970
EAST BOUND	LEFT	100	EASTBOUND	
	THRU	324	IN ...	956
	RIGHT	160	OUT ...	940
WEST BOUND	LEFT	57	WESTBOUND	
	THRU	283	IN ...	837
	RIGHT	159	OUT ...	991

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	214	311
	THRU	318	565
	RIGHT	191	412
SOUTH BOUND	LEFT	42	73
	THRU	150	334
	RIGHT	192	224
EAST BOUND	LEFT	100	128
	THRU	324	506
	RIGHT	160	321
WEST BOUND	LEFT	57	155
	THRU	283	404
	RIGHT	159	277

21. Van Buren Street at Avenue 50 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	72	NORTHBOUND	
	THRU	278	IN ...	1,012
	RIGHT	65	OUT ...	921
SOUTH BOUND	LEFT	71	SOUTHBOUND	
	THRU	194	IN ...	856
	RIGHT	47	OUT ...	1,028
EAST BOUND	LEFT	62	EASTBOUND	
	THRU	371	IN ...	658
	RIGHT	88	OUT ...	609
WEST BOUND	LEFT	96	WESTBOUND	
	THRU	339	IN ...	743
	RIGHT	97	OUT ...	712

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	72	126
	THRU	278	757
	RIGHT	65	130
SOUTH BOUND	LEFT	71	159
	THRU	194	605
	RIGHT	47	92
EAST BOUND	LEFT	62	96
	THRU	371	423
	RIGHT	88	139
WEST BOUND	LEFT	96	177
	THRU	339	392
	RIGHT	97	175

22. Van Buren Street at Avenue 52 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	9	NORTHBOUND	
	THRU	114	IN ...	380
	RIGHT	18	OUT ...	276
SOUTH BOUND	LEFT	116	SOUTHBOUND	
	THRU	99	IN ...	654
	RIGHT	71	OUT ...	762
EAST BOUND	LEFT	31	EASTBOUND	
	THRU	302	IN ...	711
	RIGHT	7	OUT ...	1,005
WEST BOUND	LEFT	12	WESTBOUND	
	THRU	405	IN ...	1,148
	RIGHT	153	OUT ...	847

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	9	23
	THRU	114	326
	RIGHT	18	32
SOUTH BOUND	LEFT	116	222
	THRU	99	238
	RIGHT	71	192
EAST BOUND	LEFT	31	97
	THRU	302	593
	RIGHT	7	17
WEST BOUND	LEFT	12	21
	THRU	405	791
	RIGHT	153	339

23. Dillon Road at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	202	NORTHBOUND	
	THRU	10	IN ...	853
	RIGHT	96	OUT ...	1,135
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	16	IN ...	34
	RIGHT	15	OUT ...	33
EAST BOUND	LEFT	23	EASTBOUND	
	THRU	152	IN ...	963
	RIGHT	378	OUT ...	778
WEST BOUND	LEFT	129	WESTBOUND	
	THRU	191	IN ...	687
	RIGHT	1	OUT ...	591

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	202	477
	THRU	10	17
	RIGHT	96	359
SOUTH BOUND	LEFT	3	3
	THRU	16	21
	RIGHT	15	15
EAST BOUND	LEFT	23	23
	THRU	152	229
	RIGHT	378	719
WEST BOUND	LEFT	129	395
	THRU	191	292
	RIGHT	1	1

24. Highway 111 at Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	292	NORTHBOUND	
	THRU	880	IN ...	1,826
	RIGHT	0	OUT ...	1,293
SOUTH BOUND	LEFT	13	SOUTHBOUND	
	THRU	435	IN ...	944
	RIGHT	35	OUT ...	1,345
EAST BOUND	LEFT	41	EASTBOUND	
	THRU	0	IN ...	575
	RIGHT	194	OUT ...	694
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	292	593
	THRU	880	1,240
	RIGHT	0	0
SOUTH BOUND	LEFT	13	13
	THRU	435	825
	RIGHT	35	101
EAST BOUND	LEFT	41	105
	THRU	0	0
	RIGHT	194	468
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

25. Dillon Road at Cabazon Road/Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	77	NORTHBOUND	
	THRU	438	IN ...	1027
	RIGHT	26	OUT ...	805
SOUTH BOUND	LEFT	21	SOUTHBOUND	
	THRU	258	IN ...	805
	RIGHT	29	OUT ...	906
EAST BOUND	LEFT	18	EASTBOUND	
	THRU	6	IN ...	94
	RIGHT	38	OUT ...	182
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	2	IN ...	21
	RIGHT	10	OUT ...	53

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	77	125
	THRU	438	871
	RIGHT	26	26
SOUTH BOUND	LEFT	21	24
	THRU	258	730
	RIGHT	29	56
EAST BOUND	LEFT	18	26
	THRU	6	6
	RIGHT	38	65
WEST BOUND	LEFT	9	10
	THRU	2	2
	RIGHT	10	10

26. Highway 111 at Avenue 49 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	95	NORTHBOUND	
	THRU	905	IN ...	1668
	RIGHT	0	OUT ...	1561
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	766	IN ...	1642
	RIGHT	63	OUT ...	1718
EAST BOUND	LEFT	136	EASTBOUND	
	THRU	0	IN ...	250
	RIGHT	105	OUT ...	281
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	95	136
	THRU	905	1,555
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	766	1,473
	RIGHT	63	145
EAST BOUND	LEFT	136	163
	THRU	0	0
	RIGHT	105	105
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

27. Dillon Road at Harrison Street (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	130	NORTHBOUND	
	THRU	248	IN ...	689
	RIGHT	0	OUT ...	797
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	221	IN ...	774
	RIGHT	17	OUT ...	526
EAST BOUND	LEFT	39	EASTBOUND	
	THRU	0	IN ...	115
	RIGHT	48	OUT ...	255
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	130	210
	THRU	248	476
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	221	732
	RIGHT	17	45
EAST BOUND	LEFT	39	50
	THRU	0	0
	RIGHT	48	65
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

28. Dillon Road at SR-86 NB Ramps (Coachella/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	207	NORTHBOUND	
	THRU	267	IN ...	896
	RIGHT	0	OUT ...	856
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	234	IN ...	809
	RIGHT	47	OUT ...	684
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	551
WEST BOUND	LEFT	106	WESTBOUND	
	THRU	1	IN ...	386
	RIGHT	106	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	207	405
	THRU	267	491
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	234	665
	RIGHT	47	144
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	106	191
	THRU	1	2
	RIGHT	106	193

29. Dillon Road at SR-86 SB Ramps (Coachella/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	415	IN ...	909
	RIGHT	61	OUT ...	822
SOUTH BOUND	LEFT	103	SOUTHBOUND	
	THRU	225	IN ...	844
	RIGHT	0	OUT ...	904
EAST BOUND	LEFT	67	EASTBOUND	
	THRU	0	IN ...	202
	RIGHT	88	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	230

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	415	829
	RIGHT	61	76
SOUTH BOUND	LEFT	103	154
	THRU	225	695
	RIGHT	0	0
EAST BOUND	LEFT	67	75
	THRU	0	0
	RIGHT	88	127
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

30. Cesar Chavez Street at Grapefruit Boulevard (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	29	NORTHBOUND	
	THRU	666	IN ...	1,053
	RIGHT	4	OUT ...	965
SOUTH BOUND	LEFT	410	SOUTHBOUND	
	THRU	500	IN ...	1,608
	RIGHT	8	OUT ...	1,690
EAST BOUND	LEFT	17	EASTBOUND	
	THRU	11	IN ...	56
	RIGHT	28	OUT ...	44
WEST BOUND	LEFT	7	WESTBOUND	
	THRU	7	IN ...	695
	RIGHT	339	OUT ...	712

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	29	29
	THRU	666	1,010
	RIGHT	4	7
SOUTH BOUND	LEFT	410	695
	THRU	500	919
	RIGHT	8	8
EAST BOUND	LEFT	17	17
	THRU	11	11
	RIGHT	28	30
WEST BOUND	LEFT	7	16
	THRU	7	9
	RIGHT	339	665

31. Cesar Chavez Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	134	NORTHBOUND	
	THRU	517	IN ...	942
	RIGHT	152	OUT ...	992
SOUTH BOUND	LEFT	88	SOUTHBOUND	
	THRU	419	IN ...	957
	RIGHT	39	OUT ...	1141
EAST BOUND	LEFT	73	EASTBOUND	
	THRU	192	IN ...	524
	RIGHT	112	OUT ...	519
WEST BOUND	LEFT	111	WESTBOUND	
	THRU	137	IN ...	909
	RIGHT	123	OUT ...	680

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	134
	THRU	517	642
	RIGHT	152	176
SOUTH BOUND	LEFT	88	212
	THRU	419	668
	RIGHT	39	76
EAST BOUND	LEFT	73	119
	THRU	192	292
	RIGHT	112	113
WEST BOUND	LEFT	111	211
	THRU	137	318
	RIGHT	123	380

32. Cesar Chavez Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	114	NORTHBOUND	
	THRU	243	IN ...	920
	RIGHT	125	OUT ...	865
SOUTH BOUND	LEFT	142	SOUTHBOUND	
	THRU	197	IN ...	572
	RIGHT	74	OUT ...	823
EAST BOUND	LEFT	91	EASTBOUND	
	THRU	412	IN ...	1026
	RIGHT	77	OUT ...	1136
WEST BOUND	LEFT	112	WESTBOUND	
	THRU	354	IN ...	1313
	RIGHT	68	OUT ...	1007

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	114	227
	THRU	243	488
	RIGHT	125	205
SOUTH BOUND	LEFT	142	149
	THRU	197	330
	RIGHT	74	94
EAST BOUND	LEFT	91	177
	THRU	412	654
	RIGHT	77	195
WEST BOUND	LEFT	112	340
	THRU	354	815
	RIGHT	68	158

33. Leoco Lane at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	58	NORTHBOUND	
BOUND	THRU	0	IN ...	227
	RIGHT	42	OUT ...	373
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	344	IN ...	676
	RIGHT	84	OUT ...	931
WEST	LEFT	76	WESTBOUND	
BOUND	THRU	335	IN ...	972
	RIGHT	0	OUT ...	570

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	58	149
BOUND	THRU	0	0
	RIGHT	42	78
SOUTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	344	492
	RIGHT	84	181
WEST	LEFT	76	192
BOUND	THRU	335	782
	RIGHT	0	0

34. Grapefruit Boulevard at Leoco Lane (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	74	NORTHBOUND	
	THRU	418	IN ...	928
	RIGHT	0	OUT ...	843
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	387	IN ...	703
	RIGHT	29	OUT ...	767
EAST BOUND	LEFT	7	EASTBOUND	
	THRU	0	IN ...	281
	RIGHT	143	OUT ...	302
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	74	198
	THRU	418	747
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	387	587
	RIGHT	29	104
EAST BOUND	LEFT	7	20
	THRU	0	0
	RIGHT	143	256
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

35. Terra Lago Parkway at Avenue 44 (Indio/Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	11	SOUTHBOUND	
	THRU	0	IN ...	56
	RIGHT	45	OUT ...	28
EAST BOUND	LEFT	21	EASTBOUND	
	THRU	62	IN ...	110
	RIGHT	0	OUT ...	191
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	81	IN ...	153
	RIGHT	7	OUT ...	100

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	11	11
	THRU	0	0
	RIGHT	45	46
EAST BOUND	LEFT	21	21
	THRU	62	89
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	81	145
	RIGHT	7	8

36. Dillon Road at Vista Del Norte (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	68	NORTHBOUND	
	THRU	323	IN ...	995
	RIGHT	36	OUT ...	1333
SOUTH BOUND	LEFT	9	SOUTHBOUND	
	THRU	271	IN ...	1123
	RIGHT	16	OUT ...	903
EAST BOUND	LEFT	9	EASTBOUND	
	THRU	5	IN ...	218
	RIGHT	204	OUT ...	86
WEST BOUND	LEFT	31	WESTBOUND	
	THRU	2	IN ...	37
	RIGHT	4	OUT ...	50

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	68	68
	THRU	323	889
	RIGHT	36	36
SOUTH BOUND	LEFT	9	13
	THRU	271	1,093
	RIGHT	16	22
EAST BOUND	LEFT	9	9
	THRU	5	5
	RIGHT	204	208
WEST BOUND	LEFT	31	32
	THRU	2	2
	RIGHT	4	4

37. Dillon Road at I-10 WB Ramps (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	90	NORTHBOUND	
	THRU	359	IN ...	1228
	RIGHT	0	OUT ...	615
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	224	IN ...	1284
	RIGHT	233	OUT ...	1007
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	951
WEST BOUND	LEFT	60	WESTBOUND	
	THRU	15	IN ...	60
	RIGHT	80	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	90	254
	THRU	359	975
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	224	593
	RIGHT	233	691
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	60	60
	THRU	15	15
	RIGHT	80	80

38. Dillon Road at I-10 EB Ramps (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	296	IN ...	887
	RIGHT	131	OUT ...	830
SOUTH BOUND	LEFT	64	SOUTHBOUND	
	THRU	242	IN ...	637
	RIGHT	0	OUT ...	1194
EAST BOUND	LEFT	119	EASTBOUND	
	THRU	1	IN ...	600
	RIGHT	95	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	101

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	296	824
	RIGHT	131	131
SOUTH BOUND	LEFT	64	64
	THRU	242	600
	RIGHT	0	0
EAST BOUND	LEFT	119	370
	THRU	1	1
	RIGHT	95	230
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

39. Dillon Road at Vista Del Sur (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	374	IN ...	523
	RIGHT	21	OUT ...	587
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	320	IN ...	814
	RIGHT	0	OUT ...	895
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	484
	RIGHT	61	OUT ...	338

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	374	374
	RIGHT	21	338
SOUTH BOUND	LEFT	0	0
	THRU	320	587
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	61	592

40. Magnolia Street/Tyler Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	140	NORTHBOUND	
	THRU	2	IN ...	302
	RIGHT	107	OUT ...	573
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	6
	RIGHT	4	OUT ...	2
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	278	IN ...	534
	RIGHT	92	OUT ...	734
WEST BOUND	LEFT	73	WESTBOUND	
	THRU	264	IN ...	1078
	RIGHT	2	OUT ...	609

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	140	140
	THRU	2	5
	RIGHT	107	201
SOUTH BOUND	LEFT	1	5
	THRU	1	5
	RIGHT	4	5
EAST BOUND	LEFT	1	5
	THRU	278	406
	RIGHT	92	131
WEST BOUND	LEFT	73	441
	THRU	264	630
	RIGHT	2	5

41. Sunset Drive at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	2	IN ...	423
	RIGHT	121	OUT ...	396
SOUTH BOUND	LEFT	4	SOUTHBOUND	
	THRU	2	IN ...	9
	RIGHT	5	OUT ...	22
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	409	IN ...	806
	RIGHT	53	OUT ...	1353
WEST BOUND	LEFT	81	WESTBOUND	
	THRU	323	IN ...	1390
	RIGHT	17	OUT ...	856

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	171
	THRU	2	5
	RIGHT	121	246
SOUTH BOUND	LEFT	4	5
	THRU	2	5
	RIGHT	5	6
EAST BOUND	LEFT	3	5
	THRU	409	609
	RIGHT	53	179
WEST BOUND	LEFT	81	215
	THRU	323	1,176
	RIGHT	17	17

42. Grapefruit Boulevard at Sunset Drive (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	93	NORTHBOUND	
	THRU	380	IN ...	989
	RIGHT	0	OUT ...	734
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	371	IN ...	574
	RIGHT	65	OUT ...	829
EAST BOUND	LEFT	25	EASTBOUND	
	THRU	0	IN ...	369
	RIGHT	105	OUT ...	368
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	93	244
	THRU	380	748
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	371	447
	RIGHT	65	124
EAST BOUND	LEFT	25	81
	THRU	0	0
	RIGHT	105	287
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

43. Dillon Road at Fargo Canyon Road (Riverside County)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	107	IN ...	256
	RIGHT	110	OUT ...	346
SOUTH BOUND	LEFT	7	SOUTHBOUND	
	THRU	148	IN ...	250
	RIGHT	0	OUT ...	149
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	104	WESTBOUND	
	THRU	0	IN ...	106
	RIGHT	4	OUT ...	117

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	107	145
	RIGHT	110	110
SOUTH BOUND	LEFT	7	8
	THRU	148	243
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	104	104
	THRU	0	0
	RIGHT	4	4

44. Dillon Road at Avenue 44 (Indio/Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	21	NORTHBOUND	
	THRU	228	IN ...	325
	RIGHT	0	OUT ...	382
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	233	IN ...	450
	RIGHT	63	OUT ...	337
EAST BOUND	LEFT	42	EASTBOUND	
	THRU	0	IN ...	94
	RIGHT	25	OUT ...	149
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	21	39
	THRU	228	283
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	233	342
	RIGHT	63	110
EAST BOUND	LEFT	42	54
	THRU	0	0
	RIGHT	25	40
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

45. Tyler Street at Vista Del Norte (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	1	OUT ...	0
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	24	IN ...	24
	RIGHT	0	OUT ...	41
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	41	IN ...	42
	RIGHT	1	OUT ...	26

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	1	1
EAST BOUND	LEFT	1	1
	THRU	24	26
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	41	41
	RIGHT	1	1

46. Tyler Street at 50th Avenue (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	13	NORTHBOUND	
	THRU	0	IN ...	788
	RIGHT	6	OUT ...	1542
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	3	IN ...	301
	RIGHT	9	OUT ...	259
WEST BOUND	LEFT	29	WESTBOUND	
	THRU	7	IN ...	1318
	RIGHT	0	OUT ...	606

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	214
	THRU	0	0
	RIGHT	6	543
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	3	63
	RIGHT	9	241
WEST BOUND	LEFT	29	1,301
	THRU	7	45
	RIGHT	0	0

47. Tyler Street at SR-86 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	355	NORTHBOUND	
	THRU	9	IN ...	613
	RIGHT	26	OUT ...	1066
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	14	IN ...	1537
	RIGHT	16	OUT ...	781
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	910	IN ...	1683
	RIGHT	243	OUT ...	2848
WEST BOUND	LEFT	70	WESTBOUND	
	THRU	1226	IN ...	2287
	RIGHT	1	OUT ...	1423

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	355	355
	THRU	9	408
	RIGHT	26	26
SOUTH BOUND	LEFT	3	189
	THRU	14	682
	RIGHT	16	664
EAST BOUND	LEFT	3	230
	THRU	910	1,213
	RIGHT	243	250
WEST BOUND	LEFT	70	134
	THRU	1,226	2,000
	RIGHT	1	143

48. Tyler Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	12	NORTHBOUND	
	THRU	2	IN ...	17
	RIGHT	3	OUT ...	60
SOUTH BOUND	LEFT	107	SOUTHBOUND	
	THRU	22	IN ...	668
	RIGHT	116	OUT ...	310
EAST BOUND	LEFT	93	EASTBOUND	
	THRU	384	IN ...	832
	RIGHT	33	OUT ...	1395
WEST BOUND	LEFT	5	WESTBOUND	
	THRU	298	IN ...	965
	RIGHT	93	OUT ...	719

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	12	15
	THRU	2	5
	RIGHT	3	5
SOUTH BOUND	LEFT	107	135
	THRU	22	22
	RIGHT	116	517
EAST BOUND	LEFT	93	201
	THRU	384	583
	RIGHT	33	37
WEST BOUND	LEFT	5	5
	THRU	298	863
	RIGHT	93	108

49. Polk Street at 50th Avenue (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	17	NORTHBOUND	
	THRU	2	IN ...	165
	RIGHT	5	OUT ...	364
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	5	IN ...	9
	RIGHT	4	OUT ...	2
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	8	IN ...	292
	RIGHT	5	OUT ...	670
WEST BOUND	LEFT	4	WESTBOUND	
	THRU	11	IN ...	929
	RIGHT	1	OUT ...	358

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	17	66
	THRU	2	5
	RIGHT	5	101
SOUTH BOUND	LEFT	1	5
	THRU	5	5
	RIGHT	4	5
EAST BOUND	LEFT	1	5
	THRU	8	255
	RIGHT	5	45
WEST BOUND	LEFT	4	315
	THRU	11	601
	RIGHT	1	5

50. Polk Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	4	SOUTHBOUND	
	THRU	0	IN ...	373
	RIGHT	19	OUT ...	164
EAST BOUND	LEFT	19	EASTBOUND	
	THRU	29	IN ...	345
	RIGHT	0	OUT ...	1184
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	49	IN ...	870
	RIGHT	4	OUT ...	241

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	4	36
	THRU	0	0
	RIGHT	19	340
EAST BOUND	LEFT	19	131
	THRU	29	205
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	49	844
	RIGHT	4	33

51. SR-86 at Avenue 52 (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	93	NORTHBOUND	
	THRU	999	IN ...	1580
	RIGHT	9	OUT ...	1218
SOUTH BOUND	LEFT	5	SOUTHBOUND	
	THRU	811	IN ...	1441
	RIGHT	141	OUT ...	2293
EAST BOUND	LEFT	269	EASTBOUND	
	THRU	22	IN ...	595
	RIGHT	36	OUT ...	958
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	33	IN ...	1186
	RIGHT	34	OUT ...	333

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	93	134
	THRU	999	1,368
	RIGHT	9	82
SOUTH BOUND	LEFT	5	55
	THRU	811	1,134
	RIGHT	141	244
EAST BOUND	LEFT	269	359
	THRU	22	196
	RIGHT	36	41
WEST BOUND	LEFT	3	43
	THRU	33	579
	RIGHT	34	566

52. Fillmore Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	11	NORTHBOUND	
	THRU	1	IN ...	552
	RIGHT	1	OUT ...	394
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	2
	RIGHT	1	OUT ...	3
EAST BOUND	LEFT	2	EASTBOUND	
	THRU	2	IN ...	323
	RIGHT	9	OUT ...	807
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	1	IN ...	634
	RIGHT	1	OUT ...	306

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	11	421
	THRU	1	5
	RIGHT	1	130
SOUTH BOUND	LEFT	1	5
	THRU	1	5
	RIGHT	1	5
EAST BOUND	LEFT	2	5
	THRU	2	175
	RIGHT	9	148
WEST BOUND	LEFT	1	246
	THRU	1	385
	RIGHT	1	5

53. Fillmore Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	36	NORTHBOUND	
	THRU	4	IN ...	275
	RIGHT	2	OUT ...	308
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	3	IN ...	697
	RIGHT	13	OUT ...	345
EAST BOUND	LEFT	6	EASTBOUND	
	THRU	3	IN ...	223
	RIGHT	10	OUT ...	869
WEST BOUND	LEFT	4	WESTBOUND	
	THRU	2	IN ...	512
	RIGHT	6	OUT ...	188

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	36	229
	THRU	4	21
	RIGHT	2	26
SOUTH BOUND	LEFT	1	84
	THRU	3	82
	RIGHT	13	533
EAST BOUND	LEFT	6	62
	THRU	3	78
	RIGHT	10	84
WEST BOUND	LEFT	4	143
	THRU	2	107
	RIGHT	6	263

54. Avenue 50 at I-10 WB Ramps [Future Intersection] (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	21
	RIGHT	1	OUT ...	536
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	536
	RIGHT	0	OUT ...	21

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	1	21
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	536
	THRU	0	0
	RIGHT	0	0

55. Avenue 50 at I-10 EB Ramps [Future Intersection] (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	306
	RIGHT	1	OUT ...	633
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	2	IN ...	536
	RIGHT	0	OUT ...	21
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	97
	RIGHT	1	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	285

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	21
	RIGHT	1	285
SOUTH BOUND	LEFT	0	0
	THRU	2	536
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	1	97
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

1. Monroe Street at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	228	NORTHBOUND	
	THRU	738	IN ...	1056
	RIGHT	0	OUT ...	1045
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	433	IN ...	877
	RIGHT	193	OUT ...	986
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	443
WEST BOUND	LEFT	98	WESTBOUND	
	THRU	0	IN ...	538
	RIGHT	84	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	228	252
	THRU	738	801
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	433	690
	RIGHT	193	193
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	98	355
	THRU	0	0
	RIGHT	84	185

2. Monroe Street at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	692	IN ...	1314
	RIGHT	128	OUT ...	1197
SOUTH BOUND	LEFT	76	SOUTHBOUND	
	THRU	460	IN ...	1050
	RIGHT	0	OUT ...	1074
EAST BOUND	LEFT	292	EASTBOUND	
	THRU	2	IN ...	641
	RIGHT	338	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	734

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	692	843
	RIGHT	128	469
SOUTH BOUND	LEFT	76	260
	THRU	460	792
	RIGHT	0	0
EAST BOUND	LEFT	292	292
	THRU	2	5
	RIGHT	338	405
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

3. Monroe Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	94	NORTHBOUND	
	THRU	414	IN ...	636
	RIGHT	60	OUT ...	697
SOUTH BOUND	LEFT	139	SOUTHBOUND	
	THRU	397	IN ...	817
	RIGHT	141	OUT ...	742
EAST BOUND	LEFT	183	EASTBOUND	
	THRU	468	IN ...	615
	RIGHT	32	OUT ...	515
WEST BOUND	LEFT	88	WESTBOUND	
	THRU	350	IN ...	373
	RIGHT	83	OUT ...	486

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	94	115
	THRU	414	475
	RIGHT	60	60
SOUTH BOUND	LEFT	139	139
	THRU	397	568
	RIGHT	141	158
EAST BOUND	LEFT	183	213
	THRU	468	468
	RIGHT	32	51
WEST BOUND	LEFT	88	88
	THRU	350	350
	RIGHT	83	83

4. Monroe Street at Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	75	NORTHBOUND	
	THRU	266	IN ...	564
	RIGHT	60	OUT ...	742
SOUTH BOUND	LEFT	176	SOUTHBOUND	
	THRU	342	IN ...	803
	RIGHT	100	OUT ...	599
EAST BOUND	LEFT	60	EASTBOUND	
	THRU	513	IN ...	762
	RIGHT	85	OUT ...	679
WEST BOUND	LEFT	70	WESTBOUND	
	THRU	432	IN ...	761
	RIGHT	129	OUT ...	869

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	75	97
	THRU	266	377
	RIGHT	60	90
SOUTH BOUND	LEFT	176	202
	THRU	342	503
	RIGHT	100	100
EAST BOUND	LEFT	60	64
	THRU	513	577
	RIGHT	85	122
WEST BOUND	LEFT	70	117
	THRU	432	484
	RIGHT	129	159

5. Jackson Street at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	150	NORTHBOUND	
	THRU	733	IN ...	930
	RIGHT	0	OUT ...	794
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	638	IN ...	1,019
	RIGHT	224	OUT ...	1,157
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	346
WEST BOUND	LEFT	33	WESTBOUND	
	THRU	2	IN ...	348
	RIGHT	238	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	150	150
	THRU	733	837
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	638	764
	RIGHT	224	241
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	33	33
	THRU	2	2
	RIGHT	238	320

6. Jackson Street at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	530	IN ...	547
	RIGHT	26	OUT ...	657
SOUTH BOUND	LEFT	215	SOUTHBOUND	
	THRU	450	IN ...	788
	RIGHT	0	OUT ...	920
EAST BOUND	LEFT	343	EASTBOUND	
	THRU	4	IN ...	580
	RIGHT	178	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	337

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	530	530
	RIGHT	26	28
SOUTH BOUND	LEFT	215	304
	THRU	450	483
	RIGHT	0	0
EAST BOUND	LEFT	343	401
	THRU	4	5
	RIGHT	178	178
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

7. Jackson Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	130	NORTHBOUND	
	THRU	435	IN ...	934
	RIGHT	153	OUT ...	921
SOUTH BOUND	LEFT	58	SOUTHBOUND	
	THRU	493	IN ...	678
	RIGHT	152	OUT ...	501
EAST BOUND	LEFT	137	EASTBOUND	
	THRU	248	IN ...	411
	RIGHT	73	OUT ...	384
WEST BOUND	LEFT	137	WESTBOUND	
	THRU	228	IN ...	257
	RIGHT	27	OUT ...	474

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	130	227
	THRU	435	435
	RIGHT	153	262
SOUTH BOUND	LEFT	58	58
	THRU	493	598
	RIGHT	152	152
EAST BOUND	LEFT	137	137
	THRU	248	248
	RIGHT	73	163
WEST BOUND	LEFT	137	160
	THRU	228	228
	RIGHT	27	27

8. Jackson Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	203	NORTHBOUND	
	THRU	326	IN ...	772
	RIGHT	58	OUT ...	899
SOUTH BOUND	LEFT	127	SOUTHBOUND	
	THRU	346	IN ...	659
	RIGHT	94	OUT ...	560
EAST BOUND	LEFT	92	EASTBOUND	
	THRU	619	IN ...	942
	RIGHT	228	OUT ...	747
WEST BOUND	LEFT	54	WESTBOUND	
	THRU	392	IN ...	579
	RIGHT	61	OUT ...	746

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	203	262
	THRU	326	423
	RIGHT	58	85
SOUTH BOUND	LEFT	127	127
	THRU	346	477
	RIGHT	94	94
EAST BOUND	LEFT	92	92
	THRU	619	619
	RIGHT	228	321
WEST BOUND	LEFT	54	101
	THRU	392	412
	RIGHT	61	64

9. Jackson Street at Avenue 50 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	79	NORTHBOUND	
	THRU	268	IN ...	441
	RIGHT	22	OUT ...	608
SOUTH BOUND	LEFT	73	SOUTHBOUND	
	THRU	326	IN ...	710
	RIGHT	79	OUT ...	622
EAST BOUND	LEFT	68	EASTBOUND	
	THRU	271	IN ...	765
	RIGHT	114	OUT ...	552
WEST BOUND	LEFT	34	WESTBOUND	
	THRU	194	IN ...	440
	RIGHT	85	OUT ...	573

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	79	94
	THRU	268	329
	RIGHT	22	22
SOUTH BOUND	LEFT	73	112
	THRU	326	422
	RIGHT	79	175
EAST BOUND	LEFT	68	165
	THRU	271	443
	RIGHT	114	157
WEST BOUND	LEFT	34	34
	THRU	194	283
	RIGHT	85	128

10. Jackson Street at Avenue 52 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	122	IN ...	64
	RIGHT	2	OUT ...	225
SOUTH BOUND	LEFT	85	SOUTHBOUND	
	THRU	112	IN ...	396
	RIGHT	113	OUT ...	333
EAST BOUND	LEFT	111	EASTBOUND	
	THRU	297	IN ...	689
	RIGHT	27	OUT ...	354
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	194	IN ...	586
	RIGHT	55	OUT ...	823

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	27
	THRU	122	122
	RIGHT	2	5
SOUTH BOUND	LEFT	85	203
	THRU	112	177
	RIGHT	113	113
EAST BOUND	LEFT	111	111
	THRU	297	616
	RIGHT	27	37
WEST BOUND	LEFT	1	11
	THRU	194	323
	RIGHT	55	224

11. Golf Center Parkway at Avenue 44 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	55	NORTHBOUND	
	THRU	350	IN ...	849
	RIGHT	166	OUT ...	778
SOUTH BOUND	LEFT	96	SOUTHBOUND	
	THRU	313	IN ...	630
	RIGHT	55	OUT ...	611
EAST BOUND	LEFT	64	EASTBOUND	
	THRU	61	IN ...	264
	RIGHT	64	OUT ...	170
WEST BOUND	LEFT	142	WESTBOUND	
	THRU	40	IN ...	317
	RIGHT	48	OUT ...	500

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	55	73
	THRU	350	485
	RIGHT	166	289
SOUTH BOUND	LEFT	96	123
	THRU	313	453
	RIGHT	55	55
EAST BOUND	LEFT	64	73
	THRU	61	87
	RIGHT	64	103
WEST BOUND	LEFT	142	222
	THRU	40	42
	RIGHT	48	53

12. Golf Center Parkway at Indio Springs Drive (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	65	NORTHBOUND	
	THRU	491	IN ...	1,095
	RIGHT	184	OUT ...	1,069
SOUTH BOUND	LEFT	47	SOUTHBOUND	
	THRU	423	IN ...	772
	RIGHT	52	OUT ...	839
EAST BOUND	LEFT	23	EASTBOUND	
	THRU	5	IN ...	139
	RIGHT	111	OUT ...	133
WEST BOUND	LEFT	181	WESTBOUND	
	THRU	16	IN ...	299
	RIGHT	51	OUT ...	264

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	65	80
	THRU	491	778
	RIGHT	184	223
SOUTH BOUND	LEFT	47	47
	THRU	423	701
	RIGHT	52	52
EAST BOUND	LEFT	23	23
	THRU	5	5
	RIGHT	111	122
WEST BOUND	LEFT	181	247
	THRU	16	16
	RIGHT	51	51

13. Golf Center Parkway at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	236	NORTHBOUND	
	THRU	655	IN ...	1,244
	RIGHT	0	OUT ...	951
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	457	IN ...	1,096
	RIGHT	240	OUT ...	1,122
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	651
WEST BOUND	LEFT	47	WESTBOUND	
	THRU	0	IN ...	384
	RIGHT	92	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	236	342
	THRU	655	899
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	457	790
	RIGHT	240	309
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	47	161
	THRU	0	0
	RIGHT	92	223

14. Golf Center Parkway at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	618	IN ...	1,309
	RIGHT	66	OUT ...	1,007
SOUTH BOUND	LEFT	123	SOUTHBOUND	
	THRU	392	IN ...	962
	RIGHT	0	OUT ...	1,240
EAST BOUND	LEFT	269	EASTBOUND	
	THRU	1	IN ...	701
	RIGHT	263	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	726

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	618	966
	RIGHT	66	341
SOUTH BOUND	LEFT	123	381
	THRU	392	583
	RIGHT	0	0
EAST BOUND	LEFT	269	274
	THRU	1	3
	RIGHT	263	424
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

15. Golf Center Parkway at Avenue 45 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	63	NORTHBOUND	
	THRU	506	IN ...	1,125
	RIGHT	70	OUT ...	958
SOUTH BOUND	LEFT	53	SOUTHBOUND	
	THRU	457	IN ...	841
	RIGHT	36	OUT ...	1,186
EAST BOUND	LEFT	50	EASTBOUND	
	THRU	55	IN ...	155
	RIGHT	103	OUT ...	26
WEST BOUND	LEFT	94	WESTBOUND	
	THRU	39	IN ...	211
	RIGHT	76	OUT ...	162

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	63	63
	THRU	506	1,038
	RIGHT	70	77
SOUTH BOUND	LEFT	53	57
	THRU	457	773
	RIGHT	36	36
EAST BOUND	LEFT	50	50
	THRU	55	55
	RIGHT	103	103
WEST BOUND	LEFT	94	105
	THRU	39	39
	RIGHT	76	101

16. Golf Center Parkway/Lorraine Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	4	NORTHBOUND	
	THRU	9	IN ...	117
	RIGHT	16	OUT ...	63
SOUTH BOUND	LEFT	387	SOUTHBOUND	
	THRU	7	IN ...	912
	RIGHT	228	OUT ...	1,012
EAST BOUND	LEFT	254	EASTBOUND	
	THRU	201	IN ...	560
	RIGHT	5	OUT ...	373
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	148	IN ...	582
	RIGHT	285	OUT ...	722

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	4	8
	THRU	9	70
	RIGHT	16	39
SOUTH BOUND	LEFT	387	573
	THRU	7	36
	RIGHT	228	294
EAST BOUND	LEFT	254	444
	THRU	201	201
	RIGHT	5	10
WEST BOUND	LEFT	9	17
	THRU	148	148
	RIGHT	285	499

17. Calhoun Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	112	NORTHBOUND	
	THRU	186	IN ...	237
	RIGHT	31	OUT ...	377
SOUTH BOUND	LEFT	65	SOUTHBOUND	
	THRU	272	IN ...	519
	RIGHT	58	OUT ...	387
EAST BOUND	LEFT	74	EASTBOUND	
	THRU	492	IN ...	821
	RIGHT	189	OUT ...	757
WEST BOUND	LEFT	30	WESTBOUND	
	THRU	393	IN ...	716
	RIGHT	51	OUT ...	772

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	112	112
	THRU	186	186
	RIGHT	31	31
SOUTH BOUND	LEFT	65	147
	THRU	272	272
	RIGHT	58	113
EAST BOUND	LEFT	74	118
	THRU	492	605
	RIGHT	189	189
WEST BOUND	LEFT	30	30
	THRU	393	582
	RIGHT	51	114

18. Calhoun Street at Avenue 50 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	39	NORTHBOUND	
	THRU	140	IN ...	241
	RIGHT	45	OUT ...	279
SOUTH BOUND	LEFT	106	SOUTHBOUND	
	THRU	215	IN ...	324
	RIGHT	40	OUT ...	269
EAST BOUND	LEFT	32	EASTBOUND	
	THRU	295	IN ...	542
	RIGHT	33	OUT ...	473
WEST BOUND	LEFT	11	WESTBOUND	
	THRU	258	IN ...	439
	RIGHT	96	OUT ...	524

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	39	66
	THRU	140	140
	RIGHT	45	45
SOUTH BOUND	LEFT	106	106
	THRU	215	215
	RIGHT	40	53
EAST BOUND	LEFT	32	54
	THRU	295	418
	RIGHT	33	67
WEST BOUND	LEFT	11	11
	THRU	258	354
	RIGHT	96	96

19. Calhoun Street at Avenue 52 (Riverside County)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	3	NORTHBOUND	
	THRU	63	IN ...	78
	RIGHT	8	OUT ...	98
SOUTH BOUND	LEFT	74	SOUTHBOUND	
	THRU	77	IN ...	174
	RIGHT	19	OUT ...	127
EAST BOUND	LEFT	16	EASTBOUND	
	THRU	366	IN ...	838
	RIGHT	5	OUT ...	594
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	222	IN ...	628
	RIGHT	44	OUT ...	900

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	3	6
	THRU	63	63
	RIGHT	8	14
SOUTH BOUND	LEFT	74	79
	THRU	77	77
	RIGHT	19	24
EAST BOUND	LEFT	16	19
	THRU	366	808
	RIGHT	5	10
WEST BOUND	LEFT	9	17
	THRU	222	564
	RIGHT	44	50

20. Van Buren Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	141	NORTHBOUND	
	THRU	195	IN ...	806
	RIGHT	98	OUT ...	1,126
SOUTH BOUND	LEFT	34	SOUTHBOUND	
	THRU	260	IN ...	642
	RIGHT	33	OUT ...	731
EAST BOUND	LEFT	32	EASTBOUND	
	THRU	320	IN ...	841
	RIGHT	258	OUT ...	790
WEST BOUND	LEFT	126	WESTBOUND	
	THRU	303	IN ...	1,102
	RIGHT	256	OUT ...	742

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	141	256
	THRU	195	325
	RIGHT	98	223
SOUTH BOUND	LEFT	34	69
	THRU	260	520
	RIGHT	33	53
EAST BOUND	LEFT	32	33
	THRU	320	450
	RIGHT	258	358
WEST BOUND	LEFT	126	248
	THRU	303	480
	RIGHT	256	373

21. Van Buren Street at Avenue 50 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	37	NORTHBOUND	
	THRU	213	IN ...	797
	RIGHT	41	OUT ...	903
SOUTH BOUND	LEFT	125	SOUTHBOUND	
	THRU	250	IN ...	941
	RIGHT	47	OUT ...	783
EAST BOUND	LEFT	33	EASTBOUND	
	THRU	362	IN ...	546
	RIGHT	59	OUT ...	496
WEST BOUND	LEFT	40	WESTBOUND	
	THRU	292	IN ...	563
	RIGHT	80	OUT ...	665

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	37	83
	THRU	213	616
	RIGHT	41	95
SOUTH BOUND	LEFT	125	184
	THRU	250	692
	RIGHT	47	67
EAST BOUND	LEFT	33	44
	THRU	362	385
	RIGHT	59	118
WEST BOUND	LEFT	40	93
	THRU	292	347
	RIGHT	80	123

22. Van Buren Street at Avenue 52 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	5	NORTHBOUND	
	THRU	96	IN ...	264
	RIGHT	20	OUT ...	329
SOUTH BOUND	LEFT	87	SOUTHBOUND	
	THRU	104	IN ...	627
	RIGHT	11	OUT ...	548
EAST BOUND	LEFT	11	EASTBOUND	
	THRU	430	IN ...	906
	RIGHT	7	OUT ...	621
WEST BOUND	LEFT	21	WESTBOUND	
	THRU	251	IN ...	745
	RIGHT	68	OUT ...	1,044

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	9
	THRU	96	250
	RIGHT	20	20
SOUTH BOUND	LEFT	87	240
	THRU	104	298
	RIGHT	11	79
EAST BOUND	LEFT	11	80
	THRU	430	791
	RIGHT	7	13
WEST BOUND	LEFT	21	21
	THRU	251	533
	RIGHT	68	219

23. Dillon Road at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	310	NORTHBOUND	
	THRU	10	IN ...	1,030
	RIGHT	179	OUT ...	845
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	8	IN ...	34
	RIGHT	23	OUT ...	29
EAST BOUND	LEFT	17	EASTBOUND	
	THRU	204	IN ...	774
	RIGHT	246	OUT ...	875
WEST BOUND	LEFT	91	WESTBOUND	
	THRU	136	IN ...	560
	RIGHT	2	OUT ...	649

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	310	615
	THRU	10	14
	RIGHT	179	400
SOUTH BOUND	LEFT	3	3
	THRU	8	13
	RIGHT	23	23
EAST BOUND	LEFT	17	17
	THRU	204	246
	RIGHT	246	516
WEST BOUND	LEFT	91	316
	THRU	136	241
	RIGHT	2	5

24. Highway 111 at Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	249	NORTHBOUND	
	THRU	609	IN ...	1,522
	RIGHT	0	OUT ...	1,770
SOUTH BOUND	LEFT	15	SOUTHBOUND	
	THRU	793	IN ...	1,333
	RIGHT	39	OUT ...	1,095
EAST BOUND	LEFT	38	EASTBOUND	
	THRU	0	IN ...	644
	RIGHT	343	OUT ...	619
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	249	524
	THRU	609	1,017
	RIGHT	0	0
SOUTH BOUND	LEFT	15	15
	THRU	793	1,210
	RIGHT	39	95
EAST BOUND	LEFT	38	78
	THRU	0	0
	RIGHT	343	560
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

25. Dillon Road at Cabazon Road/Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	34	NORTHBOUND	
	THRU	290	IN ...	780
	RIGHT	17	OUT ...	958
SOUTH BOUND	LEFT	12	SOUTHBOUND	
	THRU	398	IN ...	849
	RIGHT	19	OUT ...	767
EAST BOUND	LEFT	21	EASTBOUND	
	THRU	3	IN ...	162
	RIGHT	86	OUT ...	97
WEST BOUND	LEFT	34	WESTBOUND	
	THRU	7	IN ...	63
	RIGHT	22	OUT ...	32

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	34	59
	THRU	290	707
	RIGHT	17	18
SOUTH BOUND	LEFT	12	12
	THRU	398	801
	RIGHT	19	32
EAST BOUND	LEFT	21	35
	THRU	3	3
	RIGHT	86	124
WEST BOUND	LEFT	34	34
	THRU	7	7
	RIGHT	22	25

26. Highway 111 at Avenue 49 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	93	NORTHBOUND	
BOUND	THRU	793	IN ...	1579
	RIGHT	0	OUT ...	1762
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	983	IN ...	1855
	RIGHT	193	OUT ...	1658
EAST	LEFT	93	EASTBOUND	
BOUND	THRU	0	IN ...	297
	RIGHT	124	OUT ...	311
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	93	93
BOUND	THRU	793	1,508
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	983	1,614
	RIGHT	193	220
EAST	LEFT	93	150
BOUND	THRU	0	0
	RIGHT	124	148
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

27. Dillon Road at Harrison Street (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	115	NORTHBOUND	
	THRU	163	IN ...	595
	RIGHT	0	OUT ...	789
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	244	IN ...	646
	RIGHT	39	OUT ...	501
EAST BOUND	LEFT	31	EASTBOUND	
	THRU	0	IN ...	246
	RIGHT	134	OUT ...	197
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	115	146
	THRU	163	448
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	244	595
	RIGHT	39	51
EAST BOUND	LEFT	31	53
	THRU	0	0
	RIGHT	134	194
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

28. Dillon Road at SR-86 NB Ramps (Coachella/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	119	NORTHBOUND	
	THRU	166	IN ...	703
	RIGHT	0	OUT ...	818
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	307	IN ...	813
	RIGHT	95	OUT ...	597
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	445
WEST BOUND	LEFT	72	WESTBOUND	
	THRU	4	IN ...	344
	RIGHT	114	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	119	288
	THRU	166	413
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	307	664
	RIGHT	95	150
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	72	154
	THRU	4	6
	RIGHT	114	184

29. Dillon Road at SR-86 SB Ramps (Coachella/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	224	IN ...	772
	RIGHT	106	OUT ...	849
SOUTH BOUND	LEFT	118	SOUTHBOUND	
	THRU	259	IN ...	816
	RIGHT	0	OUT ...	702
EAST BOUND	LEFT	60	EASTBOUND	
	THRU	0	IN ...	265
	RIGHT	174	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	303

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	224	629
	RIGHT	106	144
SOUTH BOUND	LEFT	118	159
	THRU	259	657
	RIGHT	0	0
EAST BOUND	LEFT	60	73
	THRU	0	0
	RIGHT	174	192
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

30. Cesar Chavez Street at Grapefruit Boulevard (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	70	NORTHBOUND	
	THRU	625	IN ...	1,128
	RIGHT	4	OUT ...	1,276
SOUTH BOUND	LEFT	471	SOUTHBOUND	
	THRU	833	IN ...	1,981
	RIGHT	22	OUT ...	1,656
EAST BOUND	LEFT	18	EASTBOUND	
	THRU	13	IN ...	78
	RIGHT	47	OUT ...	103
WEST BOUND	LEFT	6	WESTBOUND	
	THRU	11	IN ...	619
	RIGHT	320	OUT ...	772

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	70	71
	THRU	625	1,045
	RIGHT	4	7
SOUTH BOUND	LEFT	471	751
	THRU	833	1,218
	RIGHT	22	22
EAST BOUND	LEFT	18	18
	THRU	13	14
	RIGHT	47	47
WEST BOUND	LEFT	6	11
	THRU	11	12
	RIGHT	320	593

31. Cesar Chavez Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	134	NORTHBOUND	
	THRU	505	IN ...	1117
	RIGHT	130	OUT ...	1158
SOUTH BOUND	LEFT	124	SOUTHBOUND	
	THRU	620	IN ...	1256
	RIGHT	79	OUT ...	1152
EAST BOUND	LEFT	113	EASTBOUND	
	THRU	190	IN ...	609
	RIGHT	122	OUT ...	562
WEST BOUND	LEFT	173	WESTBOUND	
	THRU	169	IN ...	774
	RIGHT	106	OUT ...	882

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	146
	THRU	505	742
	RIGHT	130	229
SOUTH BOUND	LEFT	124	319
	THRU	620	809
	RIGHT	79	127
EAST BOUND	LEFT	113	166
	THRU	190	334
	RIGHT	122	122
WEST BOUND	LEFT	173	241
	THRU	169	289
	RIGHT	106	244

32. Cesar Chavez Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	133	NORTHBOUND	
	THRU	193	IN ...	869
	RIGHT	103	OUT ...	821
SOUTH BOUND	LEFT	108	SOUTHBOUND	
	THRU	203	IN ...	802
	RIGHT	96	OUT ...	608
EAST BOUND	LEFT	79	EASTBOUND	
	THRU	384	IN ...	1051
	RIGHT	68	OUT ...	1208
WEST BOUND	LEFT	144	WESTBOUND	
	THRU	524	IN ...	1095
	RIGHT	85	OUT ...	1181

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	133	284
	THRU	193	364
	RIGHT	103	222
SOUTH BOUND	LEFT	108	199
	THRU	203	428
	RIGHT	96	175
EAST BOUND	LEFT	79	137
	THRU	384	760
	RIGHT	68	154
WEST BOUND	LEFT	144	238
	THRU	524	749
	RIGHT	85	107

33. Leoco Lane at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	64	NORTHBOUND	
	THRU	0	IN ...	248
	RIGHT	56	OUT ...	290
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	350	IN ...	886
	RIGHT	98	OUT ...	798
WEST BOUND	LEFT	62	WESTBOUND	
	THRU	408	IN ...	810
	RIGHT	0	OUT ...	857

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	64	113
	THRU	0	0
	RIGHT	56	136
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	350	721
	RIGHT	98	170
WEST BOUND	LEFT	62	120
	THRU	408	685
	RIGHT	0	0

34. Grapefruit Boulevard at Leoco Lane (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	65	NORTHBOUND	
	THRU	363	IN ...	694
	RIGHT	0	OUT ...	1020
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	538	IN ...	870
	RIGHT	48	OUT ...	646
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	0	IN ...	340
	RIGHT	146	OUT ...	237
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	65	92
	THRU	363	640
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	538	698
	RIGHT	48	145
EAST BOUND	LEFT	1	6
	THRU	0	0
	RIGHT	146	322
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

35. Terra Lago Parkway at Avenue 44 (Indio/Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	5	SOUTHBOUND	
	THRU	0	IN ...	33
	RIGHT	28	OUT ...	48
EAST BOUND	LEFT	42	EASTBOUND	
	THRU	69	IN ...	163
	RIGHT	0	OUT ...	116
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	58	IN ...	94
	RIGHT	6	OUT ...	126

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	5	5
	THRU	0	0
	RIGHT	28	28
EAST BOUND	LEFT	42	42
	THRU	69	121
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	58	88
	RIGHT	6	6

36. Dillon Road at Vista Del Norte (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	94	NORTHBOUND	
	THRU	261	IN ...	1081
	RIGHT	33	OUT ...	978
SOUTH BOUND	LEFT	7	SOUTHBOUND	
	THRU	166	IN ...	748
	RIGHT	15	OUT ...	966
EAST BOUND	LEFT	12	EASTBOUND	
	THRU	3	IN ...	241
	RIGHT	226	OUT ...	110
WEST BOUND	LEFT	26	WESTBOUND	
	THRU	1	IN ...	28
	RIGHT	1	OUT ...	43

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	94	94
	THRU	261	951
	RIGHT	33	33
SOUTH BOUND	LEFT	7	9
	THRU	166	724
	RIGHT	15	19
EAST BOUND	LEFT	12	13
	THRU	3	3
	RIGHT	226	228
WEST BOUND	LEFT	26	27
	THRU	1	1
	RIGHT	1	1

37. Dillon Road at I-10 WB Ramps (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	75	NORTHBOUND	
	THRU	250	IN ...	1105
	RIGHT	0	OUT ...	626
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	261	IN ...	963
	RIGHT	142	OUT ...	1082
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	543
WEST BOUND	LEFT	105	WESTBOUND	
	THRU	11	IN ...	184
	RIGHT	140	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	75	164
	THRU	250	951
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	261	578
	RIGHT	142	373
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	105	105
	THRU	11	11
	RIGHT	140	140

38. Dillon Road at I-10 EB Ramps (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	237	IN ...	757
	RIGHT	171	OUT ...	1019
SOUTH BOUND	LEFT	82	SOUTHBOUND	
	THRU	299	IN ...	641
	RIGHT	0	OUT ...	1102
EAST BOUND	LEFT	85	EASTBOUND	
	THRU	0	IN ...	875
	RIGHT	181	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	153

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	237	668
	RIGHT	171	171
SOUTH BOUND	LEFT	82	82
	THRU	299	578
	RIGHT	0	0
EAST BOUND	LEFT	85	434
	THRU	0	0
	RIGHT	181	441
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

39. Dillon Road at Vista Del Sur (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	390	IN ...	582
	RIGHT	8	OUT ...	653
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	489	IN ...	1028
	RIGHT	0	OUT ...	762
EAST	LEFT	0	EASTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	270
	RIGHT	22	OUT ...	464

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	390	390
	RIGHT	8	464
SOUTH	LEFT	0	0
BOUND	THRU	489	653
	RIGHT	0	0
EAST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	22	388

40. Magnolia Street/Tyler Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	124	NORTHBOUND	
	THRU	2	IN ...	389
	RIGHT	68	OUT ...	521
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	3
	RIGHT	2	OUT ...	0
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	203	IN ...	620
	RIGHT	134	OUT ...	740
WEST BOUND	LEFT	166	WESTBOUND	
	THRU	333	IN ...	1005
	RIGHT	1	OUT ...	757

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	124	135
	THRU	2	5
	RIGHT	68	256
SOUTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	2	5
EAST BOUND	LEFT	1	5
	THRU	203	500
	RIGHT	134	134
WEST BOUND	LEFT	166	395
	THRU	333	604
	RIGHT	1	5

41. Sunset Drive at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	62	NORTHBOUND	
	THRU	3	IN ...	379
	RIGHT	107	OUT ...	403
SOUTH BOUND	LEFT	8	SOUTHBOUND	
	THRU	2	IN ...	14
	RIGHT	6	OUT ...	26
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	257	IN ...	1003
	RIGHT	50	OUT ...	814
WEST BOUND	LEFT	93	WESTBOUND	
	THRU	352	IN ...	836
	RIGHT	20	OUT ...	990

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	62	166
	THRU	3	5
	RIGHT	107	209
SOUTH BOUND	LEFT	8	8
	THRU	2	5
	RIGHT	6	6
EAST BOUND	LEFT	3	6
	THRU	257	775
	RIGHT	50	220
WEST BOUND	LEFT	93	180
	THRU	352	642
	RIGHT	20	20

42. Grapefruit Boulevard at Sunset Drive (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	71	NORTHBOUND	
BOUND	THRU	316	IN ...	626
	RIGHT	0	OUT ...	989
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	457	IN ...	835
	RIGHT	91	OUT ...	501
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	0	IN ...	363
	RIGHT	132	OUT ...	334
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	71	176
BOUND	THRU	316	446
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	457	680
	RIGHT	91	158
EAST	LEFT	35	55
BOUND	THRU	0	0
	RIGHT	132	309
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

43. Dillon Road at Fargo Canyon Road (Riverside County)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	105	IN ...	180
	RIGHT	6	OUT ...	164
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	98	IN ...	146
	RIGHT	0	OUT ...	177
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	0	IN ...	20
	RIGHT	2	OUT ...	5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	105	175
	RIGHT	6	6
SOUTH BOUND	LEFT	1	1
	THRU	98	146
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	18	18
	THRU	0	0
	RIGHT	2	2

44. Dillon Road at Avenue 44 (Indio/Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	108	IN ...	233
	RIGHT	0	OUT ...	247
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	130	IN ...	243
	RIGHT	32	OUT ...	269
EAST BOUND	LEFT	43	EASTBOUND	
	THRU	0	IN ...	128
	RIGHT	33	OUT ...	89
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	41
	THRU	108	192
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	130	196
	RIGHT	32	48
EAST BOUND	LEFT	43	77
	THRU	0	0
	RIGHT	33	51
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

45. Tyler Street at Vista Del Norte (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	1	OUT ...	0
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	46	IN ...	46
	RIGHT	0	OUT ...	21
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	21	IN ...	22
	RIGHT	1	OUT ...	46

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	1	1
EAST BOUND	LEFT	1	1
	THRU	46	46
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	21	21
	RIGHT	1	1

46. Tyler Street at 50th Avenue (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	13	NORTHBOUND	
	THRU	0	IN ...	1326
	RIGHT	24	OUT ...	778
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	5	IN ...	235
	RIGHT	12	OUT ...	268
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	5	IN ...	626
	RIGHT	0	OUT ...	1142

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	223
	THRU	0	0
	RIGHT	24	1,087
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	5	55
	RIGHT	12	184
WEST BOUND	LEFT	18	594
	THRU	5	45
	RIGHT	0	0

47. Tyler Street at SR-86 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	192	NORTHBOUND	
	THRU	21	IN ...	753
	RIGHT	55	OUT ...	977
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	13	IN ...	769
	RIGHT	7	OUT ...	1318
EAST BOUND	LEFT	8	EASTBOUND	
	THRU	972	IN ...	2442
	RIGHT	396	OUT ...	1713
WEST BOUND	LEFT	62	WESTBOUND	
	THRU	936	IN ...	1731
	RIGHT	1	OUT ...	1685

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	192	192
	THRU	21	651
	RIGHT	55	55
SOUTH BOUND	LEFT	1	65
	THRU	13	489
	RIGHT	7	209
EAST BOUND	LEFT	8	530
	THRU	972	1,578
	RIGHT	396	396
WEST BOUND	LEFT	62	120
	THRU	936	1,437
	RIGHT	1	137

48. Tyler Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	43	NORTHBOUND	
	THRU	23	IN ...	71
	RIGHT	5	OUT ...	34
SOUTH BOUND	LEFT	31	SOUTHBOUND	
	THRU	10	IN ...	464
	RIGHT	162	OUT ...	470
EAST BOUND	LEFT	110	EASTBOUND	
	THRU	241	IN ...	990
	RIGHT	21	OUT ...	840
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	264	IN ...	447
	RIGHT	40	OUT ...	626

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	43	44
	THRU	23	23
	RIGHT	5	5
SOUTH BOUND	LEFT	31	52
	THRU	10	10
	RIGHT	162	406
EAST BOUND	LEFT	110	388
	THRU	241	571
	RIGHT	21	24
WEST BOUND	LEFT	3	5
	THRU	264	389
	RIGHT	40	59

49. Polk Street at 50th Avenue (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	5	NORTHBOUND	
	THRU	4	IN ...	207
	RIGHT	1	OUT ...	175
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	6
	RIGHT	4	OUT ...	9
EAST BOUND	LEFT	4	EASTBOUND	
	THRU	7	IN ...	604
	RIGHT	19	OUT ...	269
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	11	IN ...	351
	RIGHT	1	OUT ...	715

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	20
	THRU	4	5
	RIGHT	1	189
SOUTH BOUND	LEFT	1	5
	THRU	1	5
	RIGHT	4	5
EAST BOUND	LEFT	4	5
	THRU	7	521
	RIGHT	19	100
WEST BOUND	LEFT	1	75
	THRU	11	248
	RIGHT	1	5

50. Polk Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	39
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	0	IN ...	170
	RIGHT	12	OUT ...	208
EAST BOUND	LEFT	10	EASTBOUND	
	THRU	2	IN ...	761
	RIGHT	39	OUT ...	591
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	30	IN ...	482
	RIGHT	1	OUT ...	575

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	3	88
	THRU	0	0
	RIGHT	12	84
EAST BOUND	LEFT	10	202
	THRU	2	487
	RIGHT	39	39
WEST BOUND	LEFT	0	0
	THRU	30	507
	RIGHT	1	6

51. SR-86 at Avenue 52 (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	46	NORTHBOUND	
	THRU	855	IN ...	1269
	RIGHT	3	OUT ...	1361
SOUTH BOUND	LEFT	16	SOUTHBOUND	
	THRU	847	IN ...	1711
	RIGHT	191	OUT ...	1778
EAST BOUND	LEFT	174	EASTBOUND	
	THRU	34	IN ...	789
	RIGHT	77	OUT ...	457
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	22	IN ...	590
	RIGHT	16	OUT ...	763

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	46	46
	THRU	855	1,202
	RIGHT	3	38
SOUTH BOUND	LEFT	16	278
	THRU	847	1,232
	RIGHT	191	195
EAST BOUND	LEFT	174	257
	THRU	34	447
	RIGHT	77	85
WEST BOUND	LEFT	3	44
	THRU	22	228
	RIGHT	16	318

52. Fillmore Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	7	NORTHBOUND	
	THRU	1	IN ...	303
	RIGHT	2	OUT ...	540
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	0
	RIGHT	1	OUT ...	1
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	2	IN ...	623
	RIGHT	7	OUT ...	298
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	2	IN ...	344
	RIGHT	1	OUT ...	432

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	7	127
	THRU	1	5
	RIGHT	2	176
SOUTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	1	5
EAST BOUND	LEFT	1	5
	THRU	2	256
	RIGHT	7	368
WEST BOUND	LEFT	1	172
	THRU	2	171
	RIGHT	1	5

53. Fillmore Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	16	NORTHBOUND	
	THRU	6	IN ...	297
	RIGHT	1	OUT ...	256
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	7	IN ...	494
	RIGHT	10	OUT ...	526
EAST BOUND	LEFT	12	EASTBOUND	
	THRU	1	IN ...	608
	RIGHT	25	OUT ...	476
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	2	IN ...	253
	RIGHT	2	OUT ...	395

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	16	144
	THRU	6	81
	RIGHT	1	72
SOUTH BOUND	LEFT	1	189
	THRU	7	67
	RIGHT	10	238
EAST BOUND	LEFT	12	304
	THRU	1	134
	RIGHT	25	170
WEST BOUND	LEFT	1	19
	THRU	2	94
	RIGHT	2	141

54. Avenue 50 at I-10 WB Ramps [Future Intersection] (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	17
	RIGHT	1	OUT ...	267
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	267
	RIGHT	0	OUT ...	17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	1	17
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	267
	THRU	0	0
	RIGHT	0	0

55. Avenue 50 at I-10 EB Ramps [Future Intersection] (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	430
	RIGHT	1	OUT ...	343
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	2	IN ...	267
	RIGHT	0	OUT ...	17
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	76
	RIGHT	1	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	413

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	17
	RIGHT	1	413
SOUTH BOUND	LEFT	0	0
	THRU	2	267
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	1	76
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

APPENDIX D-II

YEAR 2045 WITH PROJECT MODEL POST-PROCESSING WORKSHEETS

1. Monroe Street at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	398	NORTHBOUND	
	THRU	638	IN ...	1200
	RIGHT	0	OUT ...	1330
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	510	IN ...	1080
	RIGHT	381	OUT ...	1082
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	784
WEST BOUND	LEFT	103	WESTBOUND	
	THRU	0	IN ...	916
	RIGHT	109	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	398	461
	THRU	638	738
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	510	758
	RIGHT	381	381
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	103	572
	THRU	0	0
	RIGHT	109	344

2. Monroe Street at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	852	IN ...	1398
	RIGHT	83	OUT ...	1437
SOUTH	LEFT	58	SOUTHBOUND	
BOUND	THRU	556	IN ...	1331
	RIGHT	0	OUT ...	1197
EAST	LEFT	181	EASTBOUND	
BOUND	THRU	3	IN ...	477
	RIGHT	315	OUT ...	0
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	572

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	852	1,066
	RIGHT	83	325
SOUTH	LEFT	58	241
BOUND	THRU	556	1,097
	RIGHT	0	0
EAST	LEFT	181	181
BOUND	THRU	3	7
	RIGHT	315	340
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

3. Monroe Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	138	NORTHBOUND	
	THRU	489	IN ...	904
	RIGHT	42	OUT ...	669
SOUTH BOUND	LEFT	149	SOUTHBOUND	
	THRU	552	IN ...	902
	RIGHT	164	OUT ...	817
EAST BOUND	LEFT	118	EASTBOUND	
	THRU	282	IN ...	365
	RIGHT	23	OUT ...	573
WEST BOUND	LEFT	56	WESTBOUND	
	THRU	337	IN ...	231
	RIGHT	50	OUT ...	342

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	138	206
	THRU	489	661
	RIGHT	42	42
SOUTH BOUND	LEFT	149	149
	THRU	552	613
	RIGHT	164	189
EAST BOUND	LEFT	118	132
	THRU	282	282
	RIGHT	23	28
WEST BOUND	LEFT	56	56
	THRU	337	337
	RIGHT	50	50

4. Monroe Street at Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	108	NORTHBOUND	
	THRU	424	IN ...	938
	RIGHT	103	OUT ...	577
SOUTH BOUND	LEFT	131	SOUTHBOUND	
	THRU	316	IN ...	725
	RIGHT	109	OUT ...	986
EAST BOUND	LEFT	130	EASTBOUND	
	THRU	410	IN ...	638
	RIGHT	64	OUT ...	966
WEST BOUND	LEFT	71	WESTBOUND	
	THRU	666	IN ...	1,006
	RIGHT	203	OUT ...	779

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	108	148
	THRU	424	627
	RIGHT	103	163
SOUTH BOUND	LEFT	131	176
	THRU	316	423
	RIGHT	109	126
EAST BOUND	LEFT	130	130
	THRU	410	440
	RIGHT	64	68
WEST BOUND	LEFT	71	85
	THRU	666	692
	RIGHT	203	228

5. Jackson Street at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	239	NORTHBOUND	
	THRU	635	IN ...	961
	RIGHT	0	OUT ...	793
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	520	IN ...	1,138
	RIGHT	365	OUT ...	1,050
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	654
WEST BOUND	LEFT	58	WESTBOUND	
	THRU	0	IN ...	397
	RIGHT	187	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	239	239
	THRU	635	740
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	520	705
	RIGHT	365	432
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	58	88
	THRU	0	0
	RIGHT	187	310

6. Jackson Street at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	688	IN ...	804
	RIGHT	17	OUT ...	723
SOUTH BOUND	LEFT	146	SOUTHBOUND	
	THRU	428	IN ...	789
	RIGHT	0	OUT ...	964
EAST BOUND	LEFT	189	EASTBOUND	
	THRU	1	IN ...	430
	RIGHT	219	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	336

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	688	767
	RIGHT	17	34
SOUTH BOUND	LEFT	146	300
	THRU	428	492
	RIGHT	0	0
EAST BOUND	LEFT	189	197
	THRU	1	2
	RIGHT	219	231
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

7. Jackson Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	229	NORTHBOUND	
	THRU	593	IN ...	1,316
	RIGHT	240	OUT ...	1,055
SOUTH BOUND	LEFT	26	SOUTHBOUND	
	THRU	478	IN ...	678
	RIGHT	239	OUT ...	618
EAST BOUND	LEFT	54	EASTBOUND	
	THRU	141	IN ...	212
	RIGHT	135	OUT ...	677
WEST BOUND	LEFT	157	WESTBOUND	
	THRU	198	IN ...	465
	RIGHT	21	OUT ...	323

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	229	424
	THRU	593	596
	RIGHT	240	277
SOUTH BOUND	LEFT	26	26
	THRU	478	577
	RIGHT	239	239
EAST BOUND	LEFT	54	54
	THRU	141	141
	RIGHT	135	163
WEST BOUND	LEFT	157	316
	THRU	198	198
	RIGHT	21	21

8. Jackson Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	259	NORTHBOUND	
	THRU	338	IN ...	1,071
	RIGHT	74	OUT ...	715
SOUTH BOUND	LEFT	93	SOUTHBOUND	
	THRU	299	IN ...	611
	RIGHT	113	OUT ...	652
EAST BOUND	LEFT	110	EASTBOUND	
	THRU	385	IN ...	731
	RIGHT	151	OUT ...	1,185
WEST BOUND	LEFT	66	WESTBOUND	
	THRU	662	IN ...	861
	RIGHT	91	OUT ...	722

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	259	418
	THRU	338	487
	RIGHT	74	165
SOUTH BOUND	LEFT	93	110
	THRU	299	406
	RIGHT	113	113
EAST BOUND	LEFT	110	110
	THRU	385	447
	RIGHT	151	202
WEST BOUND	LEFT	66	107
	THRU	662	671
	RIGHT	91	91

9. Jackson Street at Avenue 50 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	132	NORTHBOUND	
	THRU	310	IN ...	640
	RIGHT	40	OUT ...	545
SOUTH BOUND	LEFT	61	SOUTHBOUND	
	THRU	307	IN ...	611
	RIGHT	132	OUT ...	768
EAST BOUND	LEFT	81	EASTBOUND	
	THRU	170	IN ...	587
	RIGHT	106	OUT ...	962
WEST BOUND	LEFT	60	WESTBOUND	
	THRU	373	IN ...	810
	RIGHT	58	OUT ...	372

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	132	149
	THRU	310	454
	RIGHT	40	40
SOUTH BOUND	LEFT	61	77
	THRU	307	335
	RIGHT	132	199
EAST BOUND	LEFT	81	190
	THRU	170	257
	RIGHT	106	139
WEST BOUND	LEFT	60	71
	THRU	373	614
	RIGHT	58	124

10. Jackson Street at Avenue 52 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	42	NORTHBOUND	
	THRU	134	IN ...	222
	RIGHT	3	OUT ...	149
SOUTH BOUND	LEFT	50	SOUTHBOUND	
	THRU	96	IN ...	380
	RIGHT	185	OUT ...	475
EAST BOUND	LEFT	163	EASTBOUND	
	THRU	230	IN ...	570
	RIGHT	50	OUT ...	777
WEST BOUND	LEFT	6	WESTBOUND	
	THRU	354	IN ...	912
	RIGHT	77	OUT ...	683

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	42	42
	THRU	134	170
	RIGHT	3	17
SOUTH BOUND	LEFT	50	189
	THRU	96	99
	RIGHT	185	185
EAST BOUND	LEFT	163	163
	THRU	230	477
	RIGHT	50	50
WEST BOUND	LEFT	6	22
	THRU	354	648
	RIGHT	77	229

11. Golf Center Parkway at Avenue 44 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	34	NORTHBOUND	
	THRU	166	IN ...	601
	RIGHT	118	OUT ...	974
SOUTH BOUND	LEFT	50	SOUTHBOUND	
	THRU	435	IN ...	795
	RIGHT	118	OUT ...	504
EAST BOUND	LEFT	65	EASTBOUND	
	THRU	61	IN ...	164
	RIGHT	58	OUT ...	509
WEST BOUND	LEFT	225	WESTBOUND	
	THRU	108	IN ...	761
	RIGHT	57	OUT ...	334

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	34	71
	THRU	166	320
	RIGHT	118	210
SOUTH BOUND	LEFT	50	69
	THRU	435	535
	RIGHT	118	191
EAST BOUND	LEFT	65	65
	THRU	61	61
	RIGHT	58	58
WEST BOUND	LEFT	225	393
	THRU	108	247
	RIGHT	57	121

12. Golf Center Parkway at Indio Springs Drive (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	109	NORTHBOUND	
	THRU	265	IN ...	848
	RIGHT	76	OUT ...	1,193
SOUTH BOUND	LEFT	23	SOUTHBOUND	
	THRU	653	IN ...	991
	RIGHT	60	OUT ...	576
EAST BOUND	LEFT	24	EASTBOUND	
	THRU	2	IN ...	196
	RIGHT	170	OUT ...	181
WEST BOUND	LEFT	59	WESTBOUND	
	THRU	12	IN ...	115
	RIGHT	17	OUT ...	199

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	109	132
	THRU	265	537
	RIGHT	76	169
SOUTH BOUND	LEFT	23	28
	THRU	653	930
	RIGHT	60	60
EAST BOUND	LEFT	24	24
	THRU	2	5
	RIGHT	170	176
WEST BOUND	LEFT	59	87
	THRU	12	12
	RIGHT	17	20

13. Golf Center Parkway at I-10 WB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	327	NORTHBOUND	
	THRU	395	IN ...	942
	RIGHT	0	OUT ...	1,412
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	459	IN ...	1,204
	RIGHT	426	OUT ...	948
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	910
WEST BOUND	LEFT	137	WESTBOUND	
	THRU	3	IN ...	1,124
	RIGHT	94	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	327	402
	THRU	395	540
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	459	707
	RIGHT	426	497
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	137	705
	THRU	3	12
	RIGHT	94	408

14. Golf Center Parkway at I-10 EB Ramps (Indio/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	567	IN ...	918
	RIGHT	44	OUT ...	1,453
SOUTH BOUND	LEFT	145	SOUTHBOUND	
	THRU	406	IN ...	1,367
	RIGHT	0	OUT ...	939
EAST BOUND	LEFT	152	EASTBOUND	
	THRU	0	IN ...	573
	RIGHT	242	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	465

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	567	795
	RIGHT	44	112
SOUTH BOUND	LEFT	145	353
	THRU	406	1,023
	RIGHT	0	0
EAST BOUND	LEFT	152	152
	THRU	0	0
	RIGHT	242	430
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

15. Golf Center Parkway at Avenue 45 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	107	NORTHBOUND	
	THRU	442	IN ...	925
	RIGHT	104	OUT ...	1,270
SOUTH BOUND	LEFT	43	SOUTHBOUND	
	THRU	481	IN ...	1,295
	RIGHT	64	OUT ...	765
EAST BOUND	LEFT	39	EASTBOUND	
	THRU	29	IN ...	-9
	RIGHT	75	OUT ...	109
WEST BOUND	LEFT	64	WESTBOUND	
	THRU	37	IN ...	197
	RIGHT	40	OUT ...	263

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	107	107
	THRU	442	702
	RIGHT	104	168
SOUTH BOUND	LEFT	43	96
	THRU	481	1,161
	RIGHT	64	64
EAST BOUND	LEFT	39	39
	THRU	29	29
	RIGHT	75	75
WEST BOUND	LEFT	64	114
	THRU	37	37
	RIGHT	40	65

16. Golf Center Parkway/Lorraine Street at Highway 111 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	2	NORTHBOUND	
	THRU	4	IN ...	53
	RIGHT	4	OUT ...	113
SOUTH BOUND	LEFT	243	SOUTHBOUND	
	THRU	2	IN ...	1,112
	RIGHT	249	OUT ...	818
EAST BOUND	LEFT	185	EASTBOUND	
	THRU	200	IN ...	436
	RIGHT	5	OUT ...	575
WEST BOUND	LEFT	10	WESTBOUND	
	THRU	141	IN ...	521
	RIGHT	371	OUT ...	615

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	2	5
	THRU	4	39
	RIGHT	4	10
SOUTH BOUND	LEFT	243	516
	THRU	2	50
	RIGHT	249	527
EAST BOUND	LEFT	185	327
	THRU	200	200
	RIGHT	5	26
WEST BOUND	LEFT	10	36
	THRU	141	141
	RIGHT	371	452

17. Calhoun Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	210	NORTHBOUND	
	THRU	305	IN ...	400
	RIGHT	46	OUT ...	191
SOUTH BOUND	LEFT	59	SOUTHBOUND	
	THRU	150	IN ...	353
	RIGHT	70	OUT ...	617
EAST BOUND	LEFT	63	EASTBOUND	
	THRU	415	IN ...	885
	RIGHT	92	OUT ...	1060
WEST BOUND	LEFT	25	WESTBOUND	
	THRU	587	IN ...	1091
	RIGHT	70	OUT ...	861

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	210	210
	THRU	305	305
	RIGHT	46	46
SOUTH BOUND	LEFT	59	133
	THRU	150	150
	RIGHT	70	103
EAST BOUND	LEFT	63	138
	THRU	415	696
	RIGHT	92	92
WEST BOUND	LEFT	25	25
	THRU	587	863
	RIGHT	70	206

18. Calhoun Street at Avenue 50 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	78	NORTHBOUND	
	THRU	252	IN ...	509
	RIGHT	157	OUT ...	266
SOUTH BOUND	LEFT	94	SOUTHBOUND	
	THRU	210	IN ...	377
	RIGHT	61	OUT ...	328
EAST BOUND	LEFT	43	EASTBOUND	
	THRU	191	IN ...	378
	RIGHT	22	OUT ...	792
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	374	IN ...	634
	RIGHT	123	OUT ...	512

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	78	152
	THRU	252	252
	RIGHT	157	157
SOUTH BOUND	LEFT	94	94
	THRU	210	210
	RIGHT	61	95
EAST BOUND	LEFT	43	52
	THRU	191	284
	RIGHT	22	41
WEST BOUND	LEFT	18	18
	THRU	374	545
	RIGHT	123	123

19. Calhoun Street at Avenue 52 (Riverside County)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	10	NORTHBOUND	
	THRU	219	IN ...	285
	RIGHT	49	OUT ...	161
SOUTH BOUND	LEFT	70	SOUTHBOUND	
	THRU	134	IN ...	227
	RIGHT	19	OUT ...	303
EAST BOUND	LEFT	15	EASTBOUND	
	THRU	169	IN ...	605
	RIGHT	8	OUT ...	870
WEST BOUND	LEFT	12	WESTBOUND	
	THRU	352	IN ...	918
	RIGHT	64	OUT ...	702

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	10	17
	THRU	219	219
	RIGHT	49	72
SOUTH BOUND	LEFT	70	80
	THRU	134	134
	RIGHT	19	26
EAST BOUND	LEFT	15	30
	THRU	169	551
	RIGHT	8	21
WEST BOUND	LEFT	12	19
	THRU	352	827
	RIGHT	64	78

20. Van Buren Street at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	214	NORTHBOUND	
	THRU	318	IN ...	1,298
	RIGHT	191	OUT ...	895
SOUTH BOUND	LEFT	42	SOUTHBOUND	
	THRU	150	IN ...	636
	RIGHT	192	OUT ...	967
EAST BOUND	LEFT	100	EASTBOUND	
	THRU	324	IN ...	1,013
	RIGHT	160	OUT ...	1,159
WEST BOUND	LEFT	57	WESTBOUND	
	THRU	283	IN ...	1,151
	RIGHT	159	OUT ...	1,077

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	214	338
	THRU	318	511
	RIGHT	191	448
SOUTH BOUND	LEFT	42	74
	THRU	150	332
	RIGHT	192	229
EAST BOUND	LEFT	100	117
	THRU	324	554
	RIGHT	160	342
WEST BOUND	LEFT	57	221
	THRU	283	592
	RIGHT	159	338

21. Van Buren Street at Avenue 50 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	72	NORTHBOUND	
	THRU	278	IN ...	1,002
	RIGHT	65	OUT ...	881
SOUTH BOUND	LEFT	71	SOUTHBOUND	
	THRU	194	IN ...	798
	RIGHT	47	OUT ...	1,002
EAST BOUND	LEFT	62	EASTBOUND	
	THRU	371	IN ...	651
	RIGHT	88	OUT ...	594
WEST BOUND	LEFT	96	WESTBOUND	
	THRU	339	IN ...	715
	RIGHT	97	OUT ...	689

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	72	128
	THRU	278	745
	RIGHT	65	129
SOUTH BOUND	LEFT	71	145
	THRU	194	567
	RIGHT	47	86
EAST BOUND	LEFT	62	94
	THRU	371	416
	RIGHT	88	142
WEST BOUND	LEFT	96	172
	THRU	339	380
	RIGHT	97	163

22. Van Buren Street at Avenue 52 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	9	NORTHBOUND	
	THRU	114	IN ...	378
	RIGHT	18	OUT ...	274
SOUTH BOUND	LEFT	116	SOUTHBOUND	
	THRU	99	IN ...	661
	RIGHT	71	OUT ...	769
EAST BOUND	LEFT	31	EASTBOUND	
	THRU	302	IN ...	749
	RIGHT	7	OUT ...	982
WEST BOUND	LEFT	12	WESTBOUND	
	THRU	405	IN ...	1,120
	RIGHT	153	OUT ...	884

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	9	22
	THRU	114	326
	RIGHT	18	32
SOUTH BOUND	LEFT	116	229
	THRU	99	237
	RIGHT	71	195
EAST BOUND	LEFT	31	104
	THRU	302	624
	RIGHT	7	18
WEST BOUND	LEFT	12	20
	THRU	405	765
	RIGHT	153	339

23. Dillon Road at Avenue 48 (Indio/Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	202	NORTHBOUND	
	THRU	10	IN ...	1,325
	RIGHT	96	OUT ...	1,231
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	16	IN ...	34
	RIGHT	15	OUT ...	33
EAST BOUND	LEFT	23	EASTBOUND	
	THRU	152	IN ...	1,050
	RIGHT	378	OUT ...	1,096
WEST BOUND	LEFT	129	WESTBOUND	
	THRU	191	IN ...	694
	RIGHT	1	OUT ...	743

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	202	789
	THRU	10	20
	RIGHT	96	514
SOUTH BOUND	LEFT	3	5
	THRU	16	21
	RIGHT	15	15
EAST BOUND	LEFT	23	23
	THRU	152	226
	RIGHT	378	813
WEST BOUND	LEFT	129	397
	THRU	191	297
	RIGHT	1	5

24. Highway 111 at Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	292	NORTHBOUND	
	THRU	880	IN ...	1,807
	RIGHT	0	OUT ...	1,432
SOUTH BOUND	LEFT	13	SOUTHBOUND	
	THRU	435	IN ...	934
	RIGHT	35	OUT ...	1,323
EAST BOUND	LEFT	41	EASTBOUND	
	THRU	0	IN ...	727
	RIGHT	194	OUT ...	701
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	13

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	292	607
	THRU	880	1,203
	RIGHT	0	0
SOUTH BOUND	LEFT	13	13
	THRU	435	825
	RIGHT	35	94
EAST BOUND	LEFT	41	120
	THRU	0	0
	RIGHT	194	607
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

25. Dillon Road at Cabazon Road/Avenue 48 (Indio)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	77	NORTHBOUND	
	THRU	438	IN ...	1136
	RIGHT	26	OUT ...	1302
SOUTH BOUND	LEFT	21	SOUTHBOUND	
	THRU	258	IN ...	1307
	RIGHT	29	OUT ...	1031
EAST BOUND	LEFT	18	EASTBOUND	
	THRU	6	IN ...	94
	RIGHT	38	OUT ...	173
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	2	IN ...	21
	RIGHT	10	OUT ...	53

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	77	106
	THRU	438	997
	RIGHT	26	26
SOUTH BOUND	LEFT	21	29
	THRU	258	1,225
	RIGHT	29	66
EAST BOUND	LEFT	18	25
	THRU	6	6
	RIGHT	38	66
WEST BOUND	LEFT	9	11
	THRU	2	5
	RIGHT	10	10

26. Highway 111 at Avenue 49 (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	95	NORTHBOUND	
	THRU	905	IN ...	1627
	RIGHT	0	OUT ...	1625
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	766	IN ...	1632
	RIGHT	63	OUT ...	1676
EAST BOUND	LEFT	136	EASTBOUND	
	THRU	0	IN ...	250
	RIGHT	105	OUT ...	208
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	95	110
	THRU	905	1,526
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	766	1,524
	RIGHT	63	98
EAST BOUND	LEFT	136	150
	THRU	0	0
	RIGHT	105	105
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

27. Dillon Road at Harrison Street (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	130	NORTHBOUND	
	THRU	248	IN ...	801
	RIGHT	0	OUT ...	1,238
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	221	IN ...	1,239
	RIGHT	17	OUT ...	650
EAST BOUND	LEFT	39	EASTBOUND	
	THRU	0	IN ...	118
	RIGHT	48	OUT ...	271
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	130	206
	THRU	248	595
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	221	1,175
	RIGHT	17	65
EAST BOUND	LEFT	39	55
	THRU	0	0
	RIGHT	48	63
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

28. Dillon Road at SR-86 NB Ramps (Coachella/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	207	NORTHBOUND	
	THRU	267	IN ...	1,022
	RIGHT	0	OUT ...	1,241
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	234	IN ...	1,250
	RIGHT	47	OUT ...	796
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	620
WEST BOUND	LEFT	106	WESTBOUND	
	THRU	1	IN ...	387
	RIGHT	106	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	207	421
	THRU	267	600
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	234	1,052
	RIGHT	47	197
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	106	189
	THRU	1	2
	RIGHT	106	196

29. Dillon Road at SR-86 SB Ramps (Coachella/Caltrans)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	415	IN ...	1,035
	RIGHT	61	OUT ...	1,327
SOUTH BOUND	LEFT	103	SOUTHBOUND	
	THRU	225	IN ...	1,229
	RIGHT	0	OUT ...	1,030
EAST BOUND	LEFT	67	EASTBOUND	
	THRU	0	IN ...	330
	RIGHT	88	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	237

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	415	935
	RIGHT	61	82
SOUTH BOUND	LEFT	103	155
	THRU	225	1,090
	RIGHT	0	0
EAST BOUND	LEFT	67	95
	THRU	0	0
	RIGHT	88	237
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

30. Cesar Chavez Street at Grapefruit Boulevard (Coachella)

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	29	NORTHBOUND	
	THRU	666	IN ...	1,034
	RIGHT	4	OUT ...	979
SOUTH BOUND	LEFT	410	SOUTHBOUND	
	THRU	500	IN ...	1,672
	RIGHT	8	OUT ...	1,649
EAST BOUND	LEFT	17	EASTBOUND	
	THRU	11	IN ...	56
	RIGHT	28	OUT ...	44
WEST BOUND	LEFT	7	WESTBOUND	
	THRU	7	IN ...	671
	RIGHT	339	OUT ...	761

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	29	29
	THRU	666	991
	RIGHT	4	7
SOUTH BOUND	LEFT	410	743
	THRU	500	934
	RIGHT	8	8
EAST BOUND	LEFT	17	17
	THRU	11	11
	RIGHT	28	29
WEST BOUND	LEFT	7	15
	THRU	7	8
	RIGHT	339	642

31. Cesar Chavez Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	134	NORTHBOUND	
	THRU	517	IN ...	953
	RIGHT	152	OUT ...	1009
SOUTH BOUND	LEFT	88	SOUTHBOUND	
	THRU	419	IN ...	977
	RIGHT	39	OUT ...	1128
EAST BOUND	LEFT	73	EASTBOUND	
	THRU	192	IN ...	541
	RIGHT	112	OUT ...	537
WEST BOUND	LEFT	111	WESTBOUND	
	THRU	137	IN ...	899
	RIGHT	123	OUT ...	696

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	134
	THRU	517	642
	RIGHT	152	179
SOUTH BOUND	LEFT	88	214
	THRU	419	682
	RIGHT	39	80
EAST BOUND	LEFT	73	121
	THRU	192	302
	RIGHT	112	118
WEST BOUND	LEFT	111	209
	THRU	137	325
	RIGHT	123	365

32. Cesar Chavez Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	114	NORTHBOUND	
	THRU	243	IN ...	950
	RIGHT	125	OUT ...	880
SOUTH BOUND	LEFT	142	SOUTHBOUND	
	THRU	197	IN ...	588
	RIGHT	74	OUT ...	804
EAST BOUND	LEFT	91	EASTBOUND	
	THRU	412	IN ...	1070
	RIGHT	77	OUT ...	1134
WEST BOUND	LEFT	112	WESTBOUND	
	THRU	354	IN ...	1331
	RIGHT	68	OUT ...	1122

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	114	227
	THRU	243	483
	RIGHT	125	240
SOUTH BOUND	LEFT	142	167
	THRU	197	331
	RIGHT	74	90
EAST BOUND	LEFT	91	164
	THRU	412	715
	RIGHT	77	191
WEST BOUND	LEFT	112	357
	THRU	354	817
	RIGHT	68	157

33. Leoco Lane at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	58	NORTHBOUND	
	THRU	0	IN ...	232
	RIGHT	42	OUT ...	357
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	344	IN ...	692
	RIGHT	84	OUT ...	921
WEST BOUND	LEFT	76	WESTBOUND	
	THRU	335	IN ...	976
	RIGHT	0	OUT ...	621

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	58	141
	THRU	0	0
	RIGHT	42	91
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	344	530
	RIGHT	84	161
WEST BOUND	LEFT	76	196
	THRU	335	780
	RIGHT	0	0

34. Grapefruit Boulevard at Leoco Lane (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	74	NORTHBOUND	
	THRU	418	IN ...	906
	RIGHT	0	OUT ...	870
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	387	IN ...	752
	RIGHT	29	OUT ...	743
EAST BOUND	LEFT	7	EASTBOUND	
	THRU	0	IN ...	283
	RIGHT	143	OUT ...	326
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	74	202
	THRU	418	722
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	387	614
	RIGHT	29	124
EAST BOUND	LEFT	7	21
	THRU	0	0
	RIGHT	143	256
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

35. Terra Lago Parkway at Avenue 44 (Indio/Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	0	NORTHBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH	LEFT	11	SOUTHBOUND	
BOUND	THRU	0	IN ...	56
	RIGHT	45	OUT ...	28
EAST	LEFT	21	EASTBOUND	
BOUND	THRU	62	IN ...	157
	RIGHT	0	OUT ...	343
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	81	IN ...	305
	RIGHT	7	OUT ...	147

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0
SOUTH	LEFT	11	11
BOUND	THRU	0	0
	RIGHT	45	46
EAST	LEFT	21	21
BOUND	THRU	62	137
	RIGHT	0	0
WEST	LEFT	0	0
BOUND	THRU	81	297
	RIGHT	7	9

36. Dillon Road at Vista Del Norte (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	68	NORTHBOUND	
	THRU	323	IN ...	1040
	RIGHT	36	OUT ...	1597
SOUTH BOUND	LEFT	9	SOUTHBOUND	
	THRU	271	IN ...	784
	RIGHT	16	OUT ...	450
EAST BOUND	LEFT	9	EASTBOUND	
	THRU	5	IN ...	218
	RIGHT	204	OUT ...	86
WEST BOUND	LEFT	31	WESTBOUND	
	THRU	2	IN ...	640
	RIGHT	4	OUT ...	549

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	68	72
	THRU	323	432
	RIGHT	36	488
SOUTH BOUND	LEFT	9	51
	THRU	271	748
	RIGHT	16	16
EAST BOUND	LEFT	9	9
	THRU	5	11
	RIGHT	204	212
WEST BOUND	LEFT	31	637
	THRU	2	7
	RIGHT	4	16

37. Dillon Road at I-10 WB Ramps (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	90	NORTHBOUND	
	THRU	359	IN ...	1200
	RIGHT	0	OUT ...	1060
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	224	IN ...	1548
	RIGHT	233	OUT ...	1052
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	851
WEST BOUND	LEFT	60	WESTBOUND	
	THRU	15	IN ...	215
	RIGHT	80	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	90	233
	THRU	359	961
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	224	952
	RIGHT	233	602
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	60	108
	THRU	15	16
	RIGHT	80	91

38. Dillon Road at I-10 EB Ramps (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	296	IN ...	968
	RIGHT	131	OUT ...	1277
SOUTH BOUND	LEFT	64	SOUTHBOUND	
	THRU	242	IN ...	1082
	RIGHT	0	OUT ...	1166
EAST BOUND	LEFT	119	EASTBOUND	
	THRU	1	IN ...	589
	RIGHT	95	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	196

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	296	849
	RIGHT	131	131
SOUTH BOUND	LEFT	64	78
	THRU	242	1,006
	RIGHT	0	0
EAST BOUND	LEFT	119	317
	THRU	1	1
	RIGHT	95	271
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

39. Dillon Road at Vista Del Sur (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	374	IN ...	645
	RIGHT	21	OUT ...	973
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	320	IN ...	1260
	RIGHT	0	OUT ...	977
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	444
	RIGHT	61	OUT ...	400

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	374	416
	RIGHT	21	400
SOUTH BOUND	LEFT	0	0
	THRU	320	973
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	61	561

40. Magnolia Street/Tyler Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	140	NORTHBOUND	
	THRU	2	IN ...	325
	RIGHT	107	OUT ...	576
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	6
	RIGHT	4	OUT ...	2
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	278	IN ...	591
	RIGHT	92	OUT ...	752
WEST BOUND	LEFT	73	WESTBOUND	
	THRU	264	IN ...	1116
	RIGHT	2	OUT ...	710

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	140	140
	THRU	2	5
	RIGHT	107	233
SOUTH BOUND	LEFT	1	5
	THRU	1	5
	RIGHT	4	5
EAST BOUND	LEFT	1	5
	THRU	278	475
	RIGHT	92	122
WEST BOUND	LEFT	73	452
	THRU	264	655
	RIGHT	2	5

41. Sunset Drive at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	2	IN ...	426
	RIGHT	121	OUT ...	390
SOUTH BOUND	LEFT	4	SOUTHBOUND	
	THRU	2	IN ...	9
	RIGHT	5	OUT ...	22
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	409	IN ...	943
	RIGHT	53	OUT ...	1374
WEST BOUND	LEFT	81	WESTBOUND	
	THRU	323	IN ...	1421
	RIGHT	17	OUT ...	1013

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	155
	THRU	2	5
	RIGHT	121	265
SOUTH BOUND	LEFT	4	5
	THRU	2	5
	RIGHT	5	6
EAST BOUND	LEFT	3	5
	THRU	409	746
	RIGHT	53	176
WEST BOUND	LEFT	81	212
	THRU	323	1,213
	RIGHT	17	17

42. Grapefruit Boulevard at Sunset Drive (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	93	NORTHBOUND	
	THRU	380	IN ...	968
	RIGHT	0	OUT ...	726
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	371	IN ...	572
	RIGHT	65	OUT ...	810
EAST BOUND	LEFT	25	EASTBOUND	
	THRU	0	IN ...	357
	RIGHT	105	OUT ...	362
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	93	239
	THRU	380	732
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	371	448
	RIGHT	65	123
EAST BOUND	LEFT	25	78
	THRU	0	0
	RIGHT	105	278
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

43. Dillon Road at Fargo Canyon Road (Riverside County)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	107	IN ...	258
	RIGHT	110	OUT ...	379
SOUTH BOUND	LEFT	7	SOUTHBOUND	
	THRU	148	IN ...	283
	RIGHT	0	OUT ...	153
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	104	WESTBOUND	
	THRU	0	IN ...	106
	RIGHT	4	OUT ...	116

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	107	149
	RIGHT	110	110
SOUTH BOUND	LEFT	7	9
	THRU	148	276
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	104	104
	THRU	0	0
	RIGHT	4	5

44. Dillon Road at Avenue 44 (Indio/Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	21	NORTHBOUND	
	THRU	228	IN ...	466
	RIGHT	0	OUT ...	448
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	233	IN ...	488
	RIGHT	63	OUT ...	346
EAST BOUND	LEFT	42	EASTBOUND	
	THRU	0	IN ...	141
	RIGHT	25	OUT ...	301
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	21	159
	THRU	228	303
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	233	350
	RIGHT	63	142
EAST BOUND	LEFT	42	43
	THRU	0	0
	RIGHT	25	98
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

45. Tyler Street at Vista Del Norte (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	0	IN ...	225
	RIGHT	1	OUT ...	383
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	24	IN ...	523
	RIGHT	0	OUT ...	644
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	41	IN ...	464
	RIGHT	1	OUT ...	187

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	1	19
	THRU	0	0
	RIGHT	1	212
EAST BOUND	LEFT	1	337
	THRU	24	168
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	41	432
	RIGHT	1	46

46. Tyler Street at 50th Avenue (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	13	NORTHBOUND	
	THRU	0	IN ...	988
	RIGHT	6	OUT ...	1559
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	3	IN ...	279
	RIGHT	9	OUT ...	247
WEST BOUND	LEFT	29	WESTBOUND	
	THRU	7	IN ...	1360
	RIGHT	0	OUT ...	820

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	205
	THRU	0	0
	RIGHT	6	749
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	3	71
	RIGHT	9	210
WEST BOUND	LEFT	29	1,349
	THRU	7	42
	RIGHT	0	0

47. Tyler Street at SR-86 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	355	NORTHBOUND	
	THRU	9	IN ...	714
	RIGHT	26	OUT ...	1104
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	14	IN ...	1554
	RIGHT	16	OUT ...	981
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	910	IN ...	1566
	RIGHT	243	OUT ...	2722
WEST BOUND	LEFT	70	WESTBOUND	
	THRU	1226	IN ...	2259
	RIGHT	1	OUT ...	1286

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	355	355
	THRU	9	525
	RIGHT	26	26
SOUTH BOUND	LEFT	3	191
	THRU	14	727
	RIGHT	16	634
EAST BOUND	LEFT	3	267
	THRU	910	1,075
	RIGHT	243	243
WEST BOUND	LEFT	70	143
	THRU	1,226	1,917
	RIGHT	1	190

48. Tyler Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	12	NORTHBOUND	
	THRU	2	IN ...	17
	RIGHT	3	OUT ...	60
SOUTH BOUND	LEFT	107	SOUTHBOUND	
	THRU	22	IN ...	670
	RIGHT	116	OUT ...	312
EAST BOUND	LEFT	93	EASTBOUND	
	THRU	384	IN ...	989
	RIGHT	33	OUT ...	1426
WEST BOUND	LEFT	5	WESTBOUND	
	THRU	298	IN ...	994
	RIGHT	93	OUT ...	871

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	12	15
	THRU	2	5
	RIGHT	3	5
SOUTH BOUND	LEFT	107	145
	THRU	22	18
	RIGHT	116	511
EAST BOUND	LEFT	93	209
	THRU	384	725
	RIGHT	33	39
WEST BOUND	LEFT	5	5
	THRU	298	900
	RIGHT	93	102

49. Polk Street at 50th Avenue (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	17	NORTHBOUND	
	THRU	2	IN ...	494
	RIGHT	5	OUT ...	608
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	5	IN ...	9
	RIGHT	4	OUT ...	2
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	8	IN ...	556
	RIGHT	5	OUT ...	780
WEST BOUND	LEFT	4	WESTBOUND	
	THRU	11	IN ...	1310
	RIGHT	1	OUT ...	979

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	17	83
	THRU	2	5
	RIGHT	5	432
SOUTH BOUND	LEFT	1	5
	THRU	5	5
	RIGHT	4	5
EAST BOUND	LEFT	1	5
	THRU	8	542
	RIGHT	5	43
WEST BOUND	LEFT	4	562
	THRU	11	696
	RIGHT	1	5

50. Polk Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	4	SOUTHBOUND	
	THRU	0	IN ...	617
	RIGHT	19	OUT ...	493
EAST BOUND	LEFT	19	EASTBOUND	
	THRU	29	IN ...	672
	RIGHT	0	OUT ...	1477
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	49	IN ...	915
	RIGHT	4	OUT ...	234

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	4	28
	THRU	0	0
	RIGHT	19	599
EAST BOUND	LEFT	19	441
	THRU	29	206
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	49	878
	RIGHT	4	52

51. SR-86 at Avenue 52 (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	93	NORTHBOUND	
	THRU	999	IN ...	1684
	RIGHT	9	OUT ...	1279
SOUTH BOUND	LEFT	5	SOUTHBOUND	
	THRU	811	IN ...	1304
	RIGHT	141	OUT ...	2265
EAST BOUND	LEFT	269	EASTBOUND	
	THRU	22	IN ...	759
	RIGHT	36	OUT ...	1021
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	33	IN ...	1479
	RIGHT	34	OUT ...	660

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	93	148
	THRU	999	1,332
	RIGHT	9	198
SOUTH BOUND	LEFT	5	66
	THRU	811	1,114
	RIGHT	141	141
EAST BOUND	LEFT	269	294
	THRU	22	396
	RIGHT	36	68
WEST BOUND	LEFT	3	97
	THRU	33	739
	RIGHT	34	639

52. Fillmore Street at Avenue 50 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	11	NORTHBOUND	
	THRU	1	IN ...	761
	RIGHT	1	OUT ...	518
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	2
	RIGHT	1	OUT ...	3
EAST BOUND	LEFT	2	EASTBOUND	
	THRU	2	IN ...	963
	RIGHT	9	OUT ...	1211
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	1	IN ...	1131
	RIGHT	1	OUT ...	1125

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	11	427
	THRU	1	5
	RIGHT	1	334
SOUTH BOUND	LEFT	1	5
	THRU	1	5
	RIGHT	1	5
EAST BOUND	LEFT	2	5
	THRU	2	789
	RIGHT	9	179
WEST BOUND	LEFT	1	339
	THRU	1	784
	RIGHT	1	5

53. Fillmore Street at Avenue 52 (Coachella)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	36	NORTHBOUND	
	THRU	4	IN ...	302
	RIGHT	2	OUT ...	296
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	3	IN ...	837
	RIGHT	13	OUT ...	492
EAST BOUND	LEFT	6	EASTBOUND	
	THRU	3	IN ...	217
	RIGHT	10	OUT ...	914
WEST BOUND	LEFT	4	WESTBOUND	
	THRU	2	IN ...	553
	RIGHT	6	OUT ...	206

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	36	229
	THRU	4	42
	RIGHT	2	31
SOUTH BOUND	LEFT	1	113
	THRU	3	111
	RIGHT	13	612
EAST BOUND	LEFT	6	86
	THRU	3	63
	RIGHT	10	69
WEST BOUND	LEFT	4	116
	THRU	2	73
	RIGHT	6	364

54. Avenue 50 at I-10 WB Ramps [Future Intersection] (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	1495
	RIGHT	1	OUT ...	1289
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	2	IN ...	2113
	RIGHT	1	OUT ...	1665
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1094
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	439
	RIGHT	1	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	1,441
	RIGHT	1	21
SOUTH BOUND	LEFT	0	0
	THRU	2	1,077
	RIGHT	1	1,094
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	212
	THRU	0	0
	RIGHT	1	224

55. Avenue 50 at I-10 EB Ramps [Future Intersection] (Coachella/Caltrans)

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	1125
	RIGHT	1	OUT ...	1130
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	1289
	RIGHT	0	OUT ...	1495
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	0	IN ...	631
	RIGHT	1	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	421

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	1,026
	RIGHT	1	116
SOUTH BOUND	LEFT	1	305
	THRU	2	963
	RIGHT	0	0
EAST BOUND	LEFT	1	469
	THRU	0	0
	RIGHT	1	167
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

56. Internal Intersection 1

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	160
	THRU	0	0
	RIGHT	0	415
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	304
	RIGHT	0	117
WEST BOUND	LEFT	0	939
	THRU	0	234
	RIGHT	0	0

57. Internal Intersection 2

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	691
	THRU	0	206
	RIGHT	0	1,057
SOUTH BOUND	LEFT	0	88
	THRU	0	58
	RIGHT	0	14
EAST BOUND	LEFT	0	51
	THRU	0	167
	RIGHT	0	1,237
WEST BOUND	LEFT	0	1,185
	THRU	0	16
	RIGHT	0	38

58. Internal Intersection 3

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	410
	THRU	0	15
	RIGHT	0	9
SOUTH BOUND	LEFT	0	6
	THRU	0	25
	RIGHT	0	68
EAST BOUND	LEFT	0	48
	THRU	0	713
	RIGHT	0	122
WEST BOUND	LEFT	0	11
	THRU	0	737
	RIGHT	0	5

59. Internal Intersection 4

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	221
	THRU	0	135
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	75
	RIGHT	0	529
EAST BOUND	LEFT	0	688
	THRU	0	0
	RIGHT	0	40
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

60. Internal Intersection 5

AM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	145
	RIGHT	0	85
SOUTH BOUND	LEFT	0	6
	THRU	0	381
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	117
	THRU	0	0
	RIGHT	0	5

1. Monroe Street at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	228	NORTHBOUND	
	THRU	738	IN ...	1067
	RIGHT	0	OUT ...	1125
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	433	IN ...	901
	RIGHT	193	OUT ...	1032
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	440
WEST BOUND	LEFT	98	WESTBOUND	
	THRU	0	IN ...	627
	RIGHT	84	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	228	249
	THRU	738	816
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	433	713
	RIGHT	193	193
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	98	412
	THRU	0	0
	RIGHT	84	216

2. Monroe Street at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	692	IN ...	1404
	RIGHT	128	OUT ...	1246
SOUTH BOUND	LEFT	76	SOUTHBOUND	
	THRU	460	IN ...	1130
	RIGHT	0	OUT ...	1085
EAST BOUND	LEFT	292	EASTBOUND	
	THRU	2	IN ...	653
	RIGHT	338	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	855

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	692	855
	RIGHT	128	547
SOUTH BOUND	LEFT	76	302
	THRU	460	829
	RIGHT	0	0
EAST BOUND	LEFT	292	292
	THRU	2	5
	RIGHT	338	417
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

3. Monroe Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	94	NORTHBOUND	
	THRU	414	IN ...	628
	RIGHT	60	OUT ...	691
SOUTH BOUND	LEFT	139	SOUTHBOUND	
	THRU	397	IN ...	812
	RIGHT	141	OUT ...	738
EAST BOUND	LEFT	183	EASTBOUND	
	THRU	468	IN ...	614
	RIGHT	32	OUT ...	512
WEST BOUND	LEFT	88	WESTBOUND	
	THRU	350	IN ...	365
	RIGHT	83	OUT ...	480

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	94	115
	THRU	414	470
	RIGHT	60	60
SOUTH BOUND	LEFT	139	139
	THRU	397	564
	RIGHT	141	159
EAST BOUND	LEFT	183	216
	THRU	468	468
	RIGHT	32	51
WEST BOUND	LEFT	88	88
	THRU	350	350
	RIGHT	83	83

4. Monroe Street at Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	75	NORTHBOUND	
	THRU	266	IN ...	548
	RIGHT	60	OUT ...	733
SOUTH BOUND	LEFT	176	SOUTHBOUND	
	THRU	342	IN ...	791
	RIGHT	100	OUT ...	589
EAST BOUND	LEFT	60	EASTBOUND	
	THRU	513	IN ...	757
	RIGHT	85	OUT ...	687
WEST BOUND	LEFT	70	WESTBOUND	
	THRU	432	IN ...	770
	RIGHT	129	OUT ...	856

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	75	95
	THRU	266	366
	RIGHT	60	86
SOUTH BOUND	LEFT	176	198
	THRU	342	494
	RIGHT	100	100
EAST BOUND	LEFT	60	64
	THRU	513	572
	RIGHT	85	122
WEST BOUND	LEFT	70	117
	THRU	432	493
	RIGHT	129	159

5. Jackson Street at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	150	NORTHBOUND	
	THRU	733	IN ...	944
	RIGHT	0	OUT ...	833
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	638	IN ...	1,058
	RIGHT	224	OUT ...	1,222
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	327
WEST BOUND	LEFT	33	WESTBOUND	
	THRU	2	IN ...	381
	RIGHT	238	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	150	150
	THRU	733	867
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	638	803
	RIGHT	224	235
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	33	33
	THRU	2	2
	RIGHT	238	355

6. Jackson Street at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	530	IN ...	558
	RIGHT	26	OUT ...	682
SOUTH BOUND	LEFT	215	SOUTHBOUND	
	THRU	450	IN ...	827
	RIGHT	0	OUT ...	934
EAST BOUND	LEFT	343	EASTBOUND	
	THRU	4	IN ...	592
	RIGHT	178	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	362

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	530	530
	RIGHT	26	30
SOUTH BOUND	LEFT	215	326
	THRU	450	501
	RIGHT	0	0
EAST BOUND	LEFT	343	406
	THRU	4	6
	RIGHT	178	181
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

7. Jackson Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	130	NORTHBOUND	
	THRU	435	IN ...	951
	RIGHT	153	OUT ...	933
SOUTH BOUND	LEFT	58	SOUTHBOUND	
	THRU	493	IN ...	678
	RIGHT	152	OUT ...	508
EAST BOUND	LEFT	137	EASTBOUND	
	THRU	248	IN ...	442
	RIGHT	73	OUT ...	396
WEST BOUND	LEFT	137	WESTBOUND	
	THRU	228	IN ...	284
	RIGHT	27	OUT ...	518

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	130	226
	THRU	435	437
	RIGHT	153	280
SOUTH BOUND	LEFT	58	58
	THRU	493	593
	RIGHT	152	152
EAST BOUND	LEFT	137	137
	THRU	248	248
	RIGHT	73	165
WEST BOUND	LEFT	137	174
	THRU	228	228
	RIGHT	27	27

8. Jackson Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	203	NORTHBOUND	
	THRU	326	IN ...	803
	RIGHT	58	OUT ...	903
SOUTH BOUND	LEFT	127	SOUTHBOUND	
	THRU	346	IN ...	662
	RIGHT	94	OUT ...	562
EAST BOUND	LEFT	92	EASTBOUND	
	THRU	619	IN ...	1,060
	RIGHT	228	OUT ...	813
WEST BOUND	LEFT	54	WESTBOUND	
	THRU	392	IN ...	658
	RIGHT	61	OUT ...	905

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	203	273
	THRU	326	421
	RIGHT	58	106
SOUTH BOUND	LEFT	127	130
	THRU	346	464
	RIGHT	94	94
EAST BOUND	LEFT	92	92
	THRU	619	669
	RIGHT	228	324
WEST BOUND	LEFT	54	116
	THRU	392	470
	RIGHT	61	70

9. Jackson Street at Avenue 50 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	79	NORTHBOUND	
	THRU	268	IN ...	442
	RIGHT	22	OUT ...	599
SOUTH BOUND	LEFT	73	SOUTHBOUND	
	THRU	326	IN ...	692
	RIGHT	79	OUT ...	610
EAST BOUND	LEFT	68	EASTBOUND	
	THRU	271	IN ...	740
	RIGHT	114	OUT ...	537
WEST BOUND	LEFT	34	WESTBOUND	
	THRU	194	IN ...	433
	RIGHT	85	OUT ...	561

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	79	94
	THRU	268	330
	RIGHT	22	22
SOUTH BOUND	LEFT	73	110
	THRU	326	416
	RIGHT	79	165
EAST BOUND	LEFT	68	154
	THRU	271	432
	RIGHT	114	153
WEST BOUND	LEFT	34	34
	THRU	194	278
	RIGHT	85	126

10. Jackson Street at Avenue 52 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	122	IN ...	75
	RIGHT	2	OUT ...	234
SOUTH BOUND	LEFT	85	SOUTHBOUND	
	THRU	112	IN ...	389
	RIGHT	113	OUT ...	337
EAST BOUND	LEFT	111	EASTBOUND	
	THRU	297	IN ...	662
	RIGHT	27	OUT ...	364
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	194	IN ...	610
	RIGHT	55	OUT ...	803

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	27
	THRU	122	122
	RIGHT	2	5
SOUTH BOUND	LEFT	85	197
	THRU	112	182
	RIGHT	113	113
EAST BOUND	LEFT	111	111
	THRU	297	601
	RIGHT	27	38
WEST BOUND	LEFT	1	14
	THRU	194	335
	RIGHT	55	228

11. Golf Center Parkway at Avenue 44 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	55	NORTHBOUND	
	THRU	350	IN ...	890
	RIGHT	166	OUT ...	802
SOUTH BOUND	LEFT	96	SOUTHBOUND	
	THRU	313	IN ...	672
	RIGHT	55	OUT ...	676
EAST BOUND	LEFT	64	EASTBOUND	
	THRU	61	IN ...	318
	RIGHT	64	OUT ...	187
WEST BOUND	LEFT	142	WESTBOUND	
	THRU	40	IN ...	346
	RIGHT	48	OUT ...	562

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	55	74
	THRU	350	515
	RIGHT	166	302
SOUTH BOUND	LEFT	96	149
	THRU	313	461
	RIGHT	55	63
EAST BOUND	LEFT	64	95
	THRU	61	112
	RIGHT	64	111
WEST BOUND	LEFT	142	230
	THRU	40	50
	RIGHT	48	66

12. Golf Center Parkway at Indio Springs Drive (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	65	NORTHBOUND	
	THRU	491	IN ...	1,122
	RIGHT	184	OUT ...	1,092
SOUTH BOUND	LEFT	47	SOUTHBOUND	
	THRU	423	IN ...	796
	RIGHT	52	OUT ...	880
EAST BOUND	LEFT	23	EASTBOUND	
	THRU	5	IN ...	139
	RIGHT	111	OUT ...	133
WEST BOUND	LEFT	181	WESTBOUND	
	THRU	16	IN ...	319
	RIGHT	51	OUT ...	272

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	65	76
	THRU	491	810
	RIGHT	184	226
SOUTH BOUND	LEFT	47	47
	THRU	423	715
	RIGHT	52	52
EAST BOUND	LEFT	23	23
	THRU	5	5
	RIGHT	111	119
WEST BOUND	LEFT	181	257
	THRU	16	16
	RIGHT	51	52

13. Golf Center Parkway at I-10 WB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	236	NORTHBOUND	
	THRU	655	IN ...	1,246
	RIGHT	0	OUT ...	1,038
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	457	IN ...	1,118
	RIGHT	240	OUT ...	1,148
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	659
WEST BOUND	LEFT	47	WESTBOUND	
	THRU	0	IN ...	481
	RIGHT	92	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	236	359
	THRU	655	884
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	457	821
	RIGHT	240	300
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	47	217
	THRU	0	0
	RIGHT	92	264

14. Golf Center Parkway at I-10 EB Ramps (Indio/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	618	IN ...	1,421
	RIGHT	66	OUT ...	1,061
SOUTH BOUND	LEFT	123	SOUTHBOUND	
	THRU	392	IN ...	1,049
	RIGHT	0	OUT ...	1,242
EAST BOUND	LEFT	269	EASTBOUND	
	THRU	1	IN ...	695
	RIGHT	263	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	861

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	618	992
	RIGHT	66	426
SOUTH BOUND	LEFT	123	431
	THRU	392	619
	RIGHT	0	0
EAST BOUND	LEFT	269	269
	THRU	1	5
	RIGHT	263	442
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

15. Golf Center Parkway at Avenue 45 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	63	NORTHBOUND	
	THRU	506	IN ...	1,201
	RIGHT	70	OUT ...	989
SOUTH BOUND	LEFT	53	SOUTHBOUND	
	THRU	457	IN ...	888
	RIGHT	36	OUT ...	1,286
EAST BOUND	LEFT	50	EASTBOUND	
	THRU	55	IN ...	175
	RIGHT	103	OUT ...	37
WEST BOUND	LEFT	94	WESTBOUND	
	THRU	39	IN ...	277
	RIGHT	76	OUT ...	230

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	63	63
	THRU	506	1,089
	RIGHT	70	102
SOUTH BOUND	LEFT	53	87
	THRU	457	784
	RIGHT	36	36
EAST BOUND	LEFT	50	54
	THRU	55	55
	RIGHT	103	103
WEST BOUND	LEFT	94	125
	THRU	39	39
	RIGHT	76	143

16. Golf Center Parkway/Lorraine Street at Highway 111 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	4	NORTHBOUND	
	THRU	9	IN ...	133
	RIGHT	16	OUT ...	72
SOUTH BOUND	LEFT	387	SOUTHBOUND	
	THRU	7	IN ...	941
	RIGHT	228	OUT ...	1,084
EAST BOUND	LEFT	254	EASTBOUND	
	THRU	201	IN ...	604
	RIGHT	5	OUT ...	400
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	148	IN ...	596
	RIGHT	285	OUT ...	717

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	4	10
	THRU	9	83
	RIGHT	16	41
SOUTH BOUND	LEFT	387	568
	THRU	7	42
	RIGHT	228	320
EAST BOUND	LEFT	254	489
	THRU	201	201
	RIGHT	5	11
WEST BOUND	LEFT	9	19
	THRU	148	148
	RIGHT	285	512

17. Calhoun Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	112	NORTHBOUND	
	THRU	186	IN ...	237
	RIGHT	31	OUT ...	375
SOUTH BOUND	LEFT	65	SOUTHBOUND	
	THRU	272	IN ...	520
	RIGHT	58	OUT ...	386
EAST BOUND	LEFT	74	EASTBOUND	
	THRU	492	IN ...	993
	RIGHT	189	OUT ...	846
WEST BOUND	LEFT	30	WESTBOUND	
	THRU	393	IN ...	805
	RIGHT	51	OUT ...	948

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	112	112
	THRU	186	186
	RIGHT	31	31
SOUTH BOUND	LEFT	65	161
	THRU	272	272
	RIGHT	58	114
EAST BOUND	LEFT	74	122
	THRU	492	764
	RIGHT	189	189
WEST BOUND	LEFT	30	30
	THRU	393	666
	RIGHT	51	116

18. Calhoun Street at Avenue 50 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	39	NORTHBOUND	
	THRU	140	IN ...	240
	RIGHT	45	OUT ...	279
SOUTH BOUND	LEFT	106	SOUTHBOUND	
	THRU	215	IN ...	320
	RIGHT	40	OUT ...	265
EAST BOUND	LEFT	32	EASTBOUND	
	THRU	295	IN ...	529
	RIGHT	33	OUT ...	466
WEST BOUND	LEFT	11	WESTBOUND	
	THRU	258	IN ...	431
	RIGHT	96	OUT ...	510

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	39	66
	THRU	140	140
	RIGHT	45	45
SOUTH BOUND	LEFT	106	106
	THRU	215	215
	RIGHT	40	51
EAST BOUND	LEFT	32	52
	THRU	295	406
	RIGHT	33	67
WEST BOUND	LEFT	11	11
	THRU	258	348
	RIGHT	96	96

19. Calhoun Street at Avenue 52 (Riverside County)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	3	NORTHBOUND	
	THRU	63	IN ...	78
	RIGHT	8	OUT ...	97
SOUTH BOUND	LEFT	74	SOUTHBOUND	
	THRU	77	IN ...	174
	RIGHT	19	OUT ...	127
EAST BOUND	LEFT	16	EASTBOUND	
	THRU	366	IN ...	819
	RIGHT	5	OUT ...	617
WEST BOUND	LEFT	9	WESTBOUND	
	THRU	222	IN ...	651
	RIGHT	44	OUT ...	880

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	3	6
	THRU	63	63
	RIGHT	8	14
SOUTH BOUND	LEFT	74	78
	THRU	77	77
	RIGHT	19	24
EAST BOUND	LEFT	16	18
	THRU	366	788
	RIGHT	5	9
WEST BOUND	LEFT	9	17
	THRU	222	586
	RIGHT	44	51

20. Van Buren Street at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	141	NORTHBOUND	
	THRU	195	IN ...	858
	RIGHT	98	OUT ...	1,146
SOUTH BOUND	LEFT	34	SOUTHBOUND	
	THRU	260	IN ...	632
	RIGHT	33	OUT ...	718
EAST BOUND	LEFT	32	EASTBOUND	
	THRU	320	IN ...	1,029
	RIGHT	258	OUT ...	894
WEST BOUND	LEFT	126	WESTBOUND	
	THRU	303	IN ...	1,233
	RIGHT	256	OUT ...	995

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	141	270
	THRU	195	299
	RIGHT	98	289
SOUTH BOUND	LEFT	34	86
	THRU	260	493
	RIGHT	33	54
EAST BOUND	LEFT	32	32
	THRU	320	621
	RIGHT	258	377
WEST BOUND	LEFT	126	275
	THRU	303	570
	RIGHT	256	386

21. Van Buren Street at Avenue 50 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	37	NORTHBOUND	
	THRU	213	IN ...	742
	RIGHT	41	OUT ...	869
SOUTH BOUND	LEFT	125	SOUTHBOUND	
	THRU	250	IN ...	910
	RIGHT	47	OUT ...	725
EAST BOUND	LEFT	33	EASTBOUND	
	THRU	362	IN ...	531
	RIGHT	59	OUT ...	488
WEST BOUND	LEFT	40	WESTBOUND	
	THRU	292	IN ...	549
	RIGHT	80	OUT ...	652

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	37	80
	THRU	213	568
	RIGHT	41	92
SOUTH BOUND	LEFT	125	182
	THRU	250	666
	RIGHT	47	66
EAST BOUND	LEFT	33	41
	THRU	362	378
	RIGHT	59	113
WEST BOUND	LEFT	40	90
	THRU	292	343
	RIGHT	80	116

22. Van Buren Street at Avenue 52 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	5	NORTHBOUND	
	THRU	96	IN ...	272
	RIGHT	20	OUT ...	321
SOUTH BOUND	LEFT	87	SOUTHBOUND	
	THRU	104	IN ...	598
	RIGHT	11	OUT ...	524
EAST BOUND	LEFT	11	EASTBOUND	
	THRU	430	IN ...	886
	RIGHT	7	OUT ...	644
WEST BOUND	LEFT	21	WESTBOUND	
	THRU	251	IN ...	758
	RIGHT	68	OUT ...	1,025

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	10
	THRU	96	254
	RIGHT	20	20
SOUTH BOUND	LEFT	87	227
	THRU	104	288
	RIGHT	11	73
EAST BOUND	LEFT	11	68
	THRU	430	783
	RIGHT	7	14
WEST BOUND	LEFT	21	21
	THRU	251	561
	RIGHT	68	202

23. Dillon Road at Avenue 48 (Indio/Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	310	NORTHBOUND	
	THRU	10	IN ...	1,231
	RIGHT	179	OUT ...	1,231
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	8	IN ...	34
	RIGHT	23	OUT ...	29
EAST BOUND	LEFT	17	EASTBOUND	
	THRU	204	IN ...	1,032
	RIGHT	246	OUT ...	1,008
WEST BOUND	LEFT	91	WESTBOUND	
	THRU	136	IN ...	611
	RIGHT	2	OUT ...	640

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	310	786
	THRU	10	15
	RIGHT	179	424
SOUTH BOUND	LEFT	3	5
	THRU	8	16
	RIGHT	23	23
EAST BOUND	LEFT	17	17
	THRU	204	214
	RIGHT	246	810
WEST BOUND	LEFT	91	404
	THRU	136	206
	RIGHT	2	5

24. Highway 111 at Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	249	NORTHBOUND	
	THRU	609	IN ...	1,559
	RIGHT	0	OUT ...	1,757
SOUTH BOUND	LEFT	15	SOUTHBOUND	
	THRU	793	IN ...	1,345
	RIGHT	39	OUT ...	1,097
EAST BOUND	LEFT	38	EASTBOUND	
	THRU	0	IN ...	635
	RIGHT	343	OUT ...	670
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	249	564
	THRU	609	1,017
	RIGHT	0	0
SOUTH BOUND	LEFT	15	15
	THRU	793	1,208
	RIGHT	39	106
EAST BOUND	LEFT	38	80
	THRU	0	0
	RIGHT	343	549
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

25. Dillon Road at Cabazon Road/Avenue 48 (Indio)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	34	NORTHBOUND	
	THRU	290	IN ...	1185
	RIGHT	17	OUT ...	1174
SOUTH BOUND	LEFT	12	SOUTHBOUND	
	THRU	398	IN ...	1066
	RIGHT	19	OUT ...	1181
EAST BOUND	LEFT	21	EASTBOUND	
	THRU	3	IN ...	167
	RIGHT	86	OUT ...	97
WEST BOUND	LEFT	34	WESTBOUND	
	THRU	7	IN ...	63
	RIGHT	22	OUT ...	32

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	34	63
	THRU	290	1,115
	RIGHT	17	19
SOUTH BOUND	LEFT	12	12
	THRU	398	1,016
	RIGHT	19	30
EAST BOUND	LEFT	21	39
	THRU	3	5
	RIGHT	86	125
WEST BOUND	LEFT	34	34
	THRU	7	7
	RIGHT	22	27

26. Highway 111 at Avenue 49 (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	93	NORTHBOUND	
	THRU	793	IN ...	1554
	RIGHT	0	OUT ...	1710
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	983	IN ...	1797
	RIGHT	193	OUT ...	1587
EAST BOUND	LEFT	93	EASTBOUND	
	THRU	0	IN ...	250
	RIGHT	124	OUT ...	303
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	93	97
	THRU	793	1,469
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	983	1,578
	RIGHT	193	206
EAST BOUND	LEFT	93	118
	THRU	0	0
	RIGHT	124	132
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

27. Dillon Road at Harrison Street (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	115	NORTHBOUND	
	THRU	163	IN ...	901
	RIGHT	0	OUT ...	953
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	244	IN ...	821
	RIGHT	39	OUT ...	825
EAST BOUND	LEFT	31	EASTBOUND	
	THRU	0	IN ...	258
	RIGHT	134	OUT ...	202
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	115	149
	THRU	163	757
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	244	764
	RIGHT	39	53
EAST BOUND	LEFT	31	68
	THRU	0	0
	RIGHT	134	189
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

28. Dillon Road at SR-86 NB Ramps (Coachella/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	119	NORTHBOUND	
	THRU	166	IN ...	1,047
	RIGHT	0	OUT ...	966
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	307	IN ...	977
	RIGHT	95	OUT ...	903
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	489
WEST BOUND	LEFT	72	WESTBOUND	
	THRU	4	IN ...	334
	RIGHT	114	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	119	334
	THRU	166	710
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	307	829
	RIGHT	95	150
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	72	137
	THRU	4	4
	RIGHT	114	193

29. Dillon Road at SR-86 SB Ramps (Coachella/Caltrans)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	224	IN ...	1,189
	RIGHT	106	OUT ...	1,068
SOUTH BOUND	LEFT	118	SOUTHBOUND	
	THRU	259	IN ...	964
	RIGHT	0	OUT ...	1,046
EAST BOUND	LEFT	60	EASTBOUND	
	THRU	0	IN ...	331
	RIGHT	174	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	371

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	224	969
	RIGHT	106	217
SOUTH BOUND	LEFT	118	154
	THRU	259	813
	RIGHT	0	0
EAST BOUND	LEFT	60	77
	THRU	0	0
	RIGHT	174	255
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

30. Cesar Chavez Street at Grapefruit Boulevard (Coachella)

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	70	NORTHBOUND	
	THRU	625	IN ...	1,107
	RIGHT	4	OUT ...	1,239
SOUTH BOUND	LEFT	471	SOUTHBOUND	
	THRU	833	IN ...	1,929
	RIGHT	22	OUT ...	1,631
EAST BOUND	LEFT	18	EASTBOUND	
	THRU	13	IN ...	78
	RIGHT	47	OUT ...	103
WEST BOUND	LEFT	6	WESTBOUND	
	THRU	11	IN ...	614
	RIGHT	320	OUT ...	755

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	70	71
	THRU	625	1,025
	RIGHT	4	7
SOUTH BOUND	LEFT	471	734
	THRU	833	1,182
	RIGHT	22	22
EAST BOUND	LEFT	18	18
	THRU	13	14
	RIGHT	47	47
WEST BOUND	LEFT	6	11
	THRU	11	13
	RIGHT	320	588

31. Cesar Chavez Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	134	NORTHBOUND	
	THRU	505	IN ...	1122
	RIGHT	130	OUT ...	1159
SOUTH BOUND	LEFT	124	SOUTHBOUND	
	THRU	620	IN ...	1228
	RIGHT	79	OUT ...	1141
EAST BOUND	LEFT	113	EASTBOUND	
	THRU	190	IN ...	630
	RIGHT	122	OUT ...	575
WEST BOUND	LEFT	173	WESTBOUND	
	THRU	169	IN ...	758
	RIGHT	106	OUT ...	864

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	134	157
	THRU	505	741
	RIGHT	130	226
SOUTH BOUND	LEFT	124	297
	THRU	620	802
	RIGHT	79	128
EAST BOUND	LEFT	113	171
	THRU	190	341
	RIGHT	122	122
WEST BOUND	LEFT	173	239
	THRU	169	291
	RIGHT	106	229

32. Cesar Chavez Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	133	NORTHBOUND	
	THRU	193	IN ...	910
	RIGHT	103	OUT ...	850
SOUTH BOUND	LEFT	108	SOUTHBOUND	
	THRU	203	IN ...	784
	RIGHT	96	OUT ...	593
EAST BOUND	LEFT	79	EASTBOUND	
	THRU	384	IN ...	1056
	RIGHT	68	OUT ...	1234
WEST BOUND	LEFT	144	WESTBOUND	
	THRU	524	IN ...	1204
	RIGHT	85	OUT ...	1276

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	133	280
	THRU	193	361
	RIGHT	103	269
SOUTH BOUND	LEFT	108	213
	THRU	203	418
	RIGHT	96	152
EAST BOUND	LEFT	79	117
	THRU	384	793
	RIGHT	68	146
WEST BOUND	LEFT	144	286
	THRU	524	802
	RIGHT	85	116

33. Leoco Lane at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	64	NORTHBOUND	
	THRU	0	IN ...	259
	RIGHT	56	OUT ...	299
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	350	IN ...	868
	RIGHT	98	OUT ...	782
WEST BOUND	LEFT	62	WESTBOUND	
	THRU	408	IN ...	807
	RIGHT	0	OUT ...	854

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	64	111
	THRU	0	0
	RIGHT	56	148
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	350	706
	RIGHT	98	168
WEST BOUND	LEFT	62	131
	THRU	408	671
	RIGHT	0	0

34. Grapefruit Boulevard at Leoco Lane (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	65	NORTHBOUND	
	THRU	363	IN ...	695
	RIGHT	0	OUT ...	1012
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	538	IN ...	853
	RIGHT	48	OUT ...	641
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	0	IN ...	337
	RIGHT	146	OUT ...	235
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	65	96
	THRU	363	635
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	538	691
	RIGHT	48	139
EAST BOUND	LEFT	1	6
	THRU	0	0
	RIGHT	146	321
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

35. Terra Lago Parkway at Avenue 44 (Indio/Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	5	SOUTHBOUND	
	THRU	0	IN ...	33
	RIGHT	28	OUT ...	48
EAST BOUND	LEFT	42	EASTBOUND	
	THRU	69	IN ...	233
	RIGHT	0	OUT ...	151
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	58	IN ...	129
	RIGHT	6	OUT ...	196

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	5	6
	THRU	0	0
	RIGHT	28	28
EAST BOUND	LEFT	42	42
	THRU	69	190
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	58	124
	RIGHT	6	6

36. Dillon Road at Vista Del Norte (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	94	NORTHBOUND	
	THRU	261	IN ...	1334
	RIGHT	33	OUT ...	1013
SOUTH BOUND	LEFT	7	SOUTHBOUND	
	THRU	166	IN ...	305
	RIGHT	15	OUT ...	674
EAST BOUND	LEFT	12	EASTBOUND	
	THRU	3	IN ...	241
	RIGHT	226	OUT ...	110
WEST BOUND	LEFT	26	WESTBOUND	
	THRU	1	IN ...	505
	RIGHT	1	OUT ...	591

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	94	101
	THRU	261	660
	RIGHT	33	548
SOUTH BOUND	LEFT	7	34
	THRU	166	273
	RIGHT	15	15
EAST BOUND	LEFT	12	12
	THRU	3	9
	RIGHT	226	233
WEST BOUND	LEFT	26	507
	THRU	1	5
	RIGHT	1	9

37. Dillon Road at I-10 WB Ramps (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	75	NORTHBOUND	
	THRU	250	IN ...	1357
	RIGHT	0	OUT ...	840
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	261	IN ...	998
	RIGHT	142	OUT ...	1336
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	551
WEST BOUND	LEFT	105	WESTBOUND	
	THRU	11	IN ...	374
	RIGHT	140	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	75	238
	THRU	250	1,119
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	261	695
	RIGHT	142	301
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	105	145
	THRU	11	12
	RIGHT	140	217

38. Dillon Road at I-10 EB Ramps (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	237	IN ...	1105
	RIGHT	171	OUT ...	1212
SOUTH BOUND	LEFT	82	SOUTHBOUND	
	THRU	299	IN ...	855
	RIGHT	0	OUT ...	1354
EAST BOUND	LEFT	85	EASTBOUND	
	THRU	0	IN ...	901
	RIGHT	181	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	296

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	237	923
	RIGHT	171	185
SOUTH BOUND	LEFT	82	111
	THRU	299	742
	RIGHT	0	0
EAST BOUND	LEFT	85	431
	THRU	0	0
	RIGHT	181	470
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

39. Dillon Road at Vista Del Sur (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	390	IN ...	892
	RIGHT	8	OUT ...	826
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	489	IN ...	1222
	RIGHT	0	OUT ...	1110
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	313
	RIGHT	22	OUT ...	490

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	390	694
	RIGHT	8	490
SOUTH BOUND	LEFT	0	0
	THRU	489	826
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	22	416

40. Magnolia Street/Tyler Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	124	NORTHBOUND	
	THRU	2	IN ...	397
	RIGHT	68	OUT ...	529
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	3
	RIGHT	2	OUT ...	0
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	203	IN ...	627
	RIGHT	134	OUT ...	743
WEST BOUND	LEFT	166	WESTBOUND	
	THRU	333	IN ...	1023
	RIGHT	1	OUT ...	779

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	124	132
	THRU	2	5
	RIGHT	68	267
SOUTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	2	5
EAST BOUND	LEFT	1	5
	THRU	203	511
	RIGHT	134	134
WEST BOUND	LEFT	166	406
	THRU	333	610
	RIGHT	1	5

41. Sunset Drive at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	62	NORTHBOUND	
	THRU	3	IN ...	374
	RIGHT	107	OUT ...	405
SOUTH BOUND	LEFT	8	SOUTHBOUND	
	THRU	2	IN ...	14
	RIGHT	6	OUT ...	26
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	257	IN ...	1105
	RIGHT	50	OUT ...	940
WEST BOUND	LEFT	93	WESTBOUND	
	THRU	352	IN ...	975
	RIGHT	20	OUT ...	1097

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	62	162
	THRU	3	5
	RIGHT	107	209
SOUTH BOUND	LEFT	8	8
	THRU	2	5
	RIGHT	6	6
EAST BOUND	LEFT	3	7
	THRU	257	882
	RIGHT	50	214
WEST BOUND	LEFT	93	189
	THRU	352	772
	RIGHT	20	20

42. Grapefruit Boulevard at Sunset Drive (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH	LEFT	71	NORTHBOUND	
BOUND	THRU	316	IN ...	613
	RIGHT	0	OUT ...	975
SOUTH	LEFT	0	SOUTHBOUND	
BOUND	THRU	457	IN ...	825
	RIGHT	91	OUT ...	497
EAST	LEFT	35	EASTBOUND	
BOUND	THRU	0	IN ...	359
	RIGHT	132	OUT ...	325
WEST	LEFT	0	WESTBOUND	
BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH	LEFT	71	168
BOUND	THRU	316	441
	RIGHT	0	0
SOUTH	LEFT	0	0
BOUND	THRU	457	671
	RIGHT	91	157
EAST	LEFT	35	56
BOUND	THRU	0	0
	RIGHT	132	304
WEST	LEFT	0	0
BOUND	THRU	0	0
	RIGHT	0	0

43. Dillon Road at Fargo Canyon Road (Riverside County)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	105	IN ...	194
	RIGHT	6	OUT ...	171
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	98	IN ...	153
	RIGHT	0	OUT ...	191
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	0	IN ...	19
	RIGHT	2	OUT ...	5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	105	189
	RIGHT	6	6
SOUTH BOUND	LEFT	1	5
	THRU	98	154
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	18	18
	THRU	0	0
	RIGHT	2	5

44. Dillon Road at Avenue 44 (Indio/Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	27	NORTHBOUND	
	THRU	108	IN ...	274
	RIGHT	0	OUT ...	315
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	130	IN ...	255
	RIGHT	32	OUT ...	287
EAST BOUND	LEFT	43	EASTBOUND	
	THRU	0	IN ...	198
	RIGHT	33	OUT ...	124
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	27	75
	THRU	108	198
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	130	206
	RIGHT	32	49
EAST BOUND	LEFT	43	89
	THRU	0	0
	RIGHT	33	109
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

45. Tyler Street at Vista Del Norte (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	0	IN ...	416
	RIGHT	1	OUT ...	227
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	46	IN ...	594
	RIGHT	0	OUT ...	498
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	21	IN ...	122
	RIGHT	1	OUT ...	406

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	1	43
	THRU	0	0
	RIGHT	1	388
EAST BOUND	LEFT	1	211
	THRU	46	363
	RIGHT	0	0
WEST BOUND	LEFT	0	0
	THRU	21	126
	RIGHT	1	16

46. Tyler Street at 50th Avenue (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	13	NORTHBOUND	
	THRU	0	IN ...	1385
	RIGHT	24	OUT ...	884
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	5	IN ...	233
	RIGHT	12	OUT ...	254
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	5	IN ...	742
	RIGHT	0	OUT ...	1222

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	13	205
	THRU	0	0
	RIGHT	24	1,164
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	5	58
	RIGHT	12	178
WEST BOUND	LEFT	18	706
	THRU	5	49
	RIGHT	0	0

47. Tyler Street at SR-86 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	192	NORTHBOUND	
	THRU	21	IN ...	775
	RIGHT	55	OUT ...	995
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	13	IN ...	875
	RIGHT	7	OUT ...	1377
EAST BOUND	LEFT	8	EASTBOUND	
	THRU	972	IN ...	2360
	RIGHT	396	OUT ...	1596
WEST BOUND	LEFT	62	WESTBOUND	
	THRU	936	IN ...	1623
	RIGHT	1	OUT ...	1665

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	192	192
	THRU	21	685
	RIGHT	55	55
SOUTH BOUND	LEFT	1	84
	THRU	13	558
	RIGHT	7	225
EAST BOUND	LEFT	8	537
	THRU	972	1,539
	RIGHT	396	396
WEST BOUND	LEFT	62	116
	THRU	936	1,314
	RIGHT	1	155

48. Tyler Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	43	NORTHBOUND	
	THRU	23	IN ...	71
	RIGHT	5	OUT ...	34
SOUTH BOUND	LEFT	31	SOUTHBOUND	
	THRU	10	IN ...	453
	RIGHT	162	OUT ...	459
EAST BOUND	LEFT	110	EASTBOUND	
	THRU	241	IN ...	1097
	RIGHT	21	OUT ...	979
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	264	IN ...	603
	RIGHT	40	OUT ...	751

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	43	47
	THRU	23	23
	RIGHT	5	5
SOUTH BOUND	LEFT	31	54
	THRU	10	10
	RIGHT	162	395
EAST BOUND	LEFT	110	370
	THRU	241	693
	RIGHT	21	25
WEST BOUND	LEFT	3	5
	THRU	264	538
	RIGHT	40	68

49. Polk Street at 50th Avenue (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	5	NORTHBOUND	
	THRU	4	IN ...	464
	RIGHT	1	OUT ...	484
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	1	IN ...	6
	RIGHT	4	OUT ...	9
EAST BOUND	LEFT	4	EASTBOUND	
	THRU	7	IN ...	760
	RIGHT	19	OUT ...	448
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	11	IN ...	852
	RIGHT	1	OUT ...	1140

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	5	17
	THRU	4	5
	RIGHT	1	468
SOUTH BOUND	LEFT	1	6
	THRU	1	5
	RIGHT	4	5
EAST BOUND	LEFT	4	5
	THRU	7	666
	RIGHT	19	124
WEST BOUND	LEFT	1	360
	THRU	11	430
	RIGHT	1	6

50. Polk Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	39
SOUTH BOUND	LEFT	3	SOUTHBOUND	
	THRU	0	IN ...	479
	RIGHT	12	OUT ...	465
EAST BOUND	LEFT	10	EASTBOUND	
	THRU	2	IN ...	1075
	RIGHT	39	OUT ...	892
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	30	IN ...	469
	RIGHT	1	OUT ...	627

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
SOUTH BOUND	LEFT	3	119
	THRU	0	0
	RIGHT	12	386
EAST BOUND	LEFT	10	461
	THRU	2	508
	RIGHT	39	39
WEST BOUND	LEFT	0	0
	THRU	30	506
	RIGHT	1	5

51. SR-86 at Avenue 52 (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	46	NORTHBOUND	
	THRU	855	IN ...	1287
	RIGHT	3	OUT ...	1431
SOUTH BOUND	LEFT	16	SOUTHBOUND	
	THRU	847	IN ...	1691
	RIGHT	191	OUT ...	1670
EAST BOUND	LEFT	174	EASTBOUND	
	THRU	34	IN ...	925
	RIGHT	77	OUT ...	618
WEST BOUND	LEFT	3	WESTBOUND	
	THRU	22	IN ...	891
	RIGHT	16	OUT ...	1077

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	46	50
	THRU	855	1,140
	RIGHT	3	84
SOUTH BOUND	LEFT	16	330
	THRU	847	1,223
	RIGHT	191	191
EAST BOUND	LEFT	174	174
	THRU	34	663
	RIGHT	77	105
WEST BOUND	LEFT	3	102
	THRU	22	415
	RIGHT	16	369

52. Fillmore Street at Avenue 50 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	7	NORTHBOUND	
	THRU	1	IN ...	494
	RIGHT	2	OUT ...	694
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	0
	RIGHT	1	OUT ...	1
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	2	IN ...	1068
	RIGHT	7	OUT ...	818
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	2	IN ...	1009
	RIGHT	1	OUT ...	1058

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	7	158
	THRU	1	5
	RIGHT	2	337
SOUTH BOUND	LEFT	1	5
	THRU	2	5
	RIGHT	1	5
EAST BOUND	LEFT	1	5
	THRU	2	721
	RIGHT	7	351
WEST BOUND	LEFT	1	343
	THRU	2	660
	RIGHT	1	5

53. Fillmore Street at Avenue 52 (Coachella)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	16	NORTHBOUND	
	THRU	6	IN ...	336
	RIGHT	1	OUT ...	274
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	7	IN ...	595
	RIGHT	10	OUT ...	703
EAST BOUND	LEFT	12	EASTBOUND	
	THRU	1	IN ...	660
	RIGHT	25	OUT ...	463
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	2	IN ...	277
	RIGHT	2	OUT ...	427

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	16	131
	THRU	6	129
	RIGHT	1	75
SOUTH BOUND	LEFT	1	239
	THRU	7	95
	RIGHT	10	260
EAST BOUND	LEFT	12	387
	THRU	1	113
	RIGHT	25	160
WEST BOUND	LEFT	1	19
	THRU	2	71
	RIGHT	2	187

54. Avenue 50 at I-10 WB Ramps [Future Intersection] (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	1642
	RIGHT	1	OUT ...	1133
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	2	IN ...	1618
	RIGHT	1	OUT ...	1782
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	722
WEST BOUND	LEFT	1	WESTBOUND	
	THRU	0	IN ...	378
	RIGHT	1	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	1,594
	RIGHT	1	17
SOUTH BOUND	LEFT	0	0
	THRU	2	943
	RIGHT	1	722
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	1	190
	THRU	0	0
	RIGHT	1	188

55. Avenue 50 at I-10 EB Ramps [Future Intersection] (Coachella/Caltrans)

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	2	IN ...	1056
	RIGHT	1	OUT ...	1008
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	2	IN ...	1133
	RIGHT	0	OUT ...	1642
EAST BOUND	LEFT	1	EASTBOUND	
	THRU	0	IN ...	857
	RIGHT	1	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	397

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	2	969
	RIGHT	1	100
SOUTH BOUND	LEFT	1	297
	THRU	2	817
	RIGHT	0	0
EAST BOUND	LEFT	1	673
	THRU	0	0
	RIGHT	1	191
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

56. Internal Intersection 1

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	153
	THRU	0	0
	RIGHT	0	713
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	281
	RIGHT	0	76
WEST BOUND	LEFT	0	575
	THRU	0	115
	RIGHT	0	0

57. Internal Intersection 2

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	1,087
	THRU	0	76
	RIGHT	0	929
SOUTH BOUND	LEFT	0	115
	THRU	0	91
	RIGHT	0	23
EAST BOUND	LEFT	0	19
	THRU	0	153
	RIGHT	0	669
WEST BOUND	LEFT	0	1,138
	THRU	0	62
	RIGHT	0	12

58. Internal Intersection 3

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	176
	THRU	0	6
	RIGHT	0	5
SOUTH BOUND	LEFT	0	5
	THRU	0	25
	RIGHT	0	35
EAST BOUND	LEFT	0	59
	THRU	0	644
	RIGHT	0	295
WEST BOUND	LEFT	0	20
	THRU	0	652
	RIGHT	0	5

59. Internal Intersection 4

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	116
	THRU	0	38
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	0	162
	RIGHT	0	556
EAST BOUND	LEFT	0	532
	THRU	0	0
	RIGHT	0	117
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

60. Internal Intersection 5

PM PEAK PERIOD

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	0	287
	RIGHT	0	40
SOUTH BOUND	LEFT	0	5
	THRU	0	197
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	0	39
	THRU	0	0
	RIGHT	0	5

APPENDIX E

EXTERNAL NETWORK YEAR 2045 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2045 WITHOUT PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	454	732	0	0	712	381	0	0	0	492	0	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	454	732	0	0	712	381	0	0	0	492	0	312
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	183	0	0	178	95	0	0	0	123	0	78
Total Analysis Volume [veh/h]	454	732	0	0	712	381	0	0	0	492	0	312
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	31	49	0	0	18	0	0	0	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	15	64	45	45		18	18	18
g / C, Green / Cycle	0.16	0.71	0.50	0.50		0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.20	0.24		0.15	0.16	0.16
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1739	1589
c, Capacity [veh/h]	561	2532	1797	802		356	348	318
d1, Uniform Delay [s]	36.38	4.73	13.81	14.53		34.09	34.15	34.38
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.85	0.29	0.66	2.01		3.60	3.84	4.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.29	0.40	0.48		0.77	0.78	0.81
d, Delay for Lane Group [s/veh]	39.22	5.01	14.47	16.55		37.69	37.99	39.30
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.94	2.10	4.39	5.21		5.93	5.88	5.69
50th-Percentile Queue Length [ft/ln]	123.60	52.44	109.72	130.16		148.36	147.02	142.23
95th-Percentile Queue Length [veh/ln]	8.59	3.78	7.82	8.95		9.93	9.86	9.60
95th-Percentile Queue Length [ft/ln]	214.76	94.40	195.61	223.72		248.23	246.44	240.02

Movement, Approach, & Intersection Results

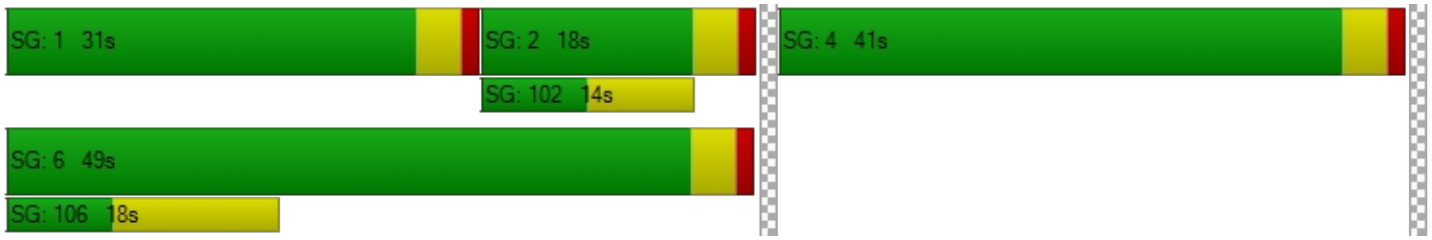
d_M, Delay for Movement [s/veh]	39.22	5.01	0.00	0.00	14.47	16.55	0.00	0.00	0.00	37.83	37.99	39.10
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	18.11			15.19			0.00			38.31		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	22.34											
Intersection LOS	C											
Intersection V/C	0.615											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.121	2.201
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	311	0	822
d_b, Bicycle Delay [s]	11.26	32.10	45.01	15.62
l_b,int, Bicycle LOS Score for Intersection	2.538	2.461	4.132	2.886
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1039	273	206	1004	0	181	6	345	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1039	273	206	1004	0	181	6	345	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	260	68	52	251	0	45	2	86	0	0	0
Total Analysis Volume [veh/h]	0	1039	273	206	1004	0	181	6	345	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	11	29	0	0	61	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	58	58	7	69	13	13	13	
g / C, Green / Cycle	0.64	0.64	0.08	0.77	0.14	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.17	0.06	0.28	0.10	0.11	0.11	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1598	1589	
c, Capacity [veh/h]	2292	1023	272	2731	257	230	229	
d1, Uniform Delay [s]	8.07	6.90	40.63	3.41	36.71	37.06	37.06	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.65	0.64	4.27	0.38	3.52	5.20	5.23	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.45	0.27	0.76	0.37	0.70	0.76	0.76	
d, Delay for Lane Group [s/veh]	8.71	7.54	44.90	3.79	40.23	42.26	42.29	
Lane Group LOS	A	A	D	A	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.61	2.16	2.37	2.20	3.98	4.00	3.98	
50th-Percentile Queue Length [ft/ln]	115.32	54.03	59.25	54.98	99.58	99.88	99.42	
95th-Percentile Queue Length [veh/ln]	8.13	3.89	4.27	3.96	7.17	7.19	7.16	
95th-Percentile Queue Length [ft/ln]	203.37	97.26	106.66	98.97	179.24	179.79	178.95	

Movement, Approach, & Intersection Results

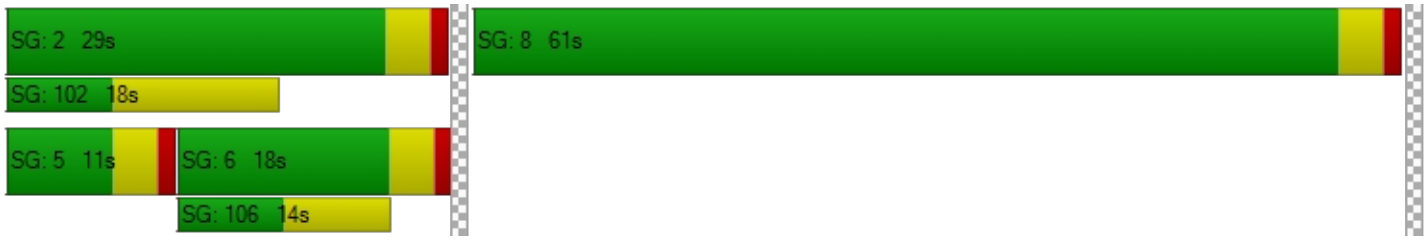
d_M, Delay for Movement [s/veh]	0.00	8.71	7.54	44.90	3.79	0.00	40.27	42.26	42.27	0.00	0.00	0.00
Movement LOS		A	A	D	A		D	D	D			
d_A, Approach Delay [s/veh]	8.47			10.79			41.58			0.00		
Approach LOS	A			B			D			A		
d_I, Intersection Delay [s/veh]	15.16											
Intersection LOS	B											
Intersection V/C	0.532											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.113	1.951
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	555	1266	0
d_b, Bicycle Delay [s]	32.10	23.48	6.06	45.01
l_b,int, Bicycle LOS Score for Intersection	2.642	2.558	2.437	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	27.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	208	670	42	149	612	186	130	282	27	56	337	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	670	42	149	612	186	130	282	27	56	337	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	168	11	37	153	47	33	71	7	14	84	13
Total Analysis Volume [veh/h]	208	670	42	149	612	186	130	282	27	56	337	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	23	49	0	13	39	0	11	32	0	11	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	65	65	7	64	64	7	11	11	6	10	21
g / C, Green / Cycle	0.08	0.62	0.62	0.07	0.61	0.61	0.07	0.10	0.10	0.05	0.09	0.20
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.19	0.04	0.22	0.22	0.04	0.06	0.06	0.02	0.07	0.03
s, saturation flow rate [veh/h]	3459	1870	1831	3459	1870	1722	3459	3560	1789	3459	5094	1589
c, Capacity [veh/h]	285	1163	1139	230	1134	1044	228	372	187	189	475	314
d1, Uniform Delay [s]	47.10	9.30	9.30	47.85	10.47	10.47	47.64	44.71	44.77	47.74	46.28	34.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.60	0.69	0.71	3.03	0.92	0.99	2.23	1.26	2.62	0.86	1.97	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.31	0.31	0.65	0.37	0.37	0.57	0.55	0.56	0.30	0.71	0.16
d, Delay for Lane Group [s/veh]	50.70	9.99	10.00	50.89	11.39	11.47	49.87	45.97	47.39	48.61	48.26	35.15
Lane Group LOS	D	A	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.79	3.84	3.76	1.99	4.87	4.51	1.72	2.58	2.73	0.73	2.92	1.08
50th-Percentile Queue Length [ft/ln]	69.70	95.96	94.11	49.85	121.68	112.65	42.94	64.60	68.13	18.15	73.11	27.03
95th-Percentile Queue Length [veh/ln]	5.02	6.91	6.78	3.59	8.49	7.99	3.09	4.65	4.91	1.31	5.26	1.95
95th-Percentile Queue Length [ft/ln]	125.46	172.73	169.39	89.74	212.14	199.68	77.29	116.28	122.63	32.68	131.59	48.65

Movement, Approach, & Intersection Results

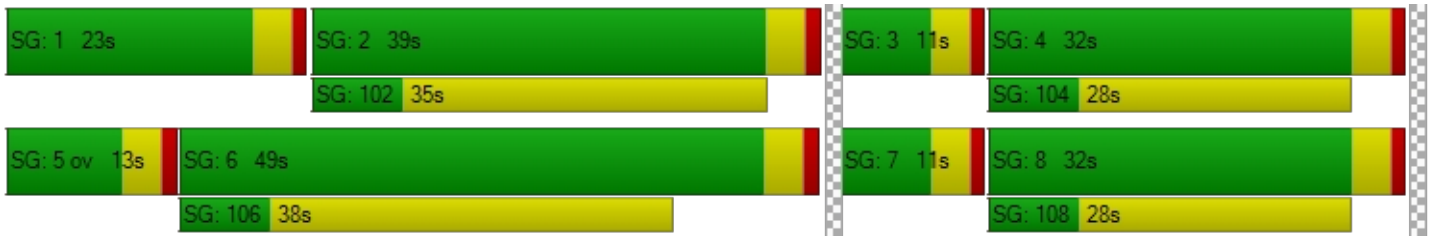
d_M, Delay for Movement [s/veh]	50.70	10.00	10.00	50.89	11.41	11.47	49.87	46.36	47.39	48.61	48.26	35.15
Movement LOS	D	A	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.20			17.63			47.47			46.82		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.63											
Intersection LOS	C											
Intersection V/C	0.455											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	2.723	2.752	2.875	2.956
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	857	666	533	533
d_b, Bicycle Delay [s]	17.17	23.36	28.26	28.26
l_b,int, Bicycle LOS Score for Intersection	2.319	2.341	1.801	1.803
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	153	629	168	171	434	123	130	434	71	90	692	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	629	168	171	434	123	130	434	71	90	692	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	157	42	43	109	31	33	109	18	23	173	56
Total Analysis Volume [veh/h]	153	629	168	171	434	123	130	434	71	90	692	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	30	0	16	32	0	13	29	0	25	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	35	35	11	37	37	9	31	31	7	28	28
g / C, Green / Cycle	0.10	0.35	0.35	0.11	0.37	0.37	0.09	0.31	0.31	0.07	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.09	0.22	0.22	0.10	0.12	0.08	0.07	0.14	0.14	0.05	0.25	0.25
s, saturation flow rate [veh/h]	1781	1870	1736	1781	3560	1589	1781	1870	1780	1781	1870	1716
c, Capacity [veh/h]	179	656	609	204	1298	579	161	577	549	118	533	489
d1, Uniform Delay [s]	44.31	27.08	27.09	43.45	23.02	21.91	44.71	27.75	27.78	45.98	34.37	34.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.23	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.86	4.55	4.89	8.91	0.69	0.84	9.29	0.54	0.58	9.71	10.79	11.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.63	0.63	0.84	0.33	0.21	0.81	0.45	0.45	0.76	0.89	0.89
d, Delay for Lane Group [s/veh]	55.17	31.63	31.97	52.35	23.72	22.75	54.00	28.30	28.36	55.69	45.16	45.97
Lane Group LOS	E	C	C	D	C	C	D	C	C	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.24	8.86	8.28	4.62	3.77	2.10	3.56	4.98	4.77	2.51	12.47	11.56
50th-Percentile Queue Length [ft/ln]	106.10	221.46	207.03	115.44	94.30	52.54	88.96	124.39	119.30	62.67	311.72	288.89
95th-Percentile Queue Length [veh/ln]	7.62	13.74	13.00	8.14	6.79	3.78	6.41	8.63	8.35	4.51	18.26	17.13
95th-Percentile Queue Length [ft/ln]	190.57	343.49	325.02	203.54	169.74	94.58	160.13	215.84	208.87	112.80	456.49	428.26

Movement, Approach, & Intersection Results

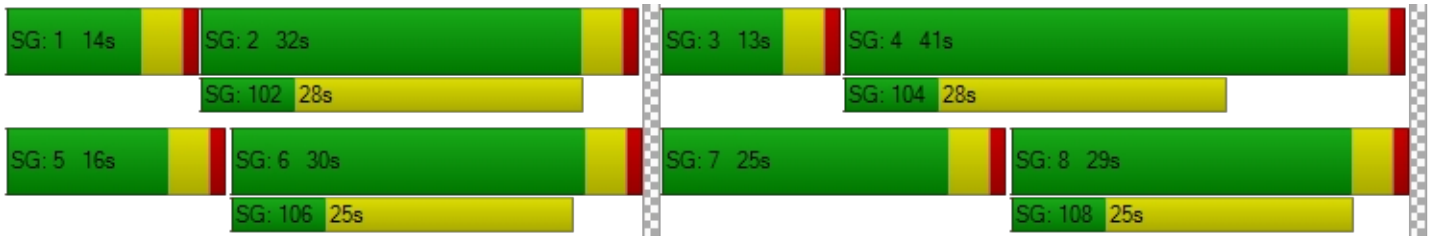
d_M, Delay for Movement [s/veh]	55.17	31.75	31.97	52.35	23.72	22.75	54.00	28.32	28.36	55.69	45.41	45.97
Movement LOS	E	C	C	D	C	C	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	35.56			30.28			33.58			46.46		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	37.32											
Intersection LOS	D											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.606	2.735	2.617	2.651
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	520	560	500	739
d_b, Bicycle Delay [s]	27.41	25.95	28.16	19.88
l_b,int, Bicycle LOS Score for Intersection	2.343	2.160	2.083	2.388
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	239	739	0	0	643	400	0	0	0	82	0	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	739	0	0	643	400	0	0	0	82	0	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	185	0	0	161	100	0	0	0	21	0	73
Total Analysis Volume [veh/h]	239	739	0	0	643	400	0	0	0	82	0	291
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	79	0	0	68	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	76	76	65	65		6
g / C, Green / Cycle	0.84	0.84	0.72	0.72		0.07
(v / s)_i Volume / Saturation Flow Rate	0.35	0.40	0.34	0.25		0.05
s, saturation flow rate [veh/h]	689	1870	1870	1589		1781
c, Capacity [veh/h]	614	1575	1345	1143		123
d1, Uniform Delay [s]	3.31	1.85	5.40	4.74		40.92
k, delay calibration	0.48	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	1.78	1.01	1.22	0.84		6.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.39	0.47	0.48	0.35		0.67
d, Delay for Lane Group [s/veh]	5.10	2.86	6.62	5.58		47.08
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.59	1.72	4.48	2.46		1.96
50th-Percentile Queue Length [ft/ln]	14.83	42.96	112.06	61.62		49.11
95th-Percentile Queue Length [veh/ln]	1.07	3.09	7.95	4.44		3.54
95th-Percentile Queue Length [ft/ln]	26.69	77.33	198.87	110.91		88.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.10	2.86	0.00	0.00	6.62	5.58	0.00	0.00	0.00	47.08	47.08	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	3.40			6.22			0.00			47.08		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	6.51											
Intersection LOS	A											
Intersection V/C	0.509											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.298	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	1422	0	156
d_b, Bicycle Delay [s]	1.25	3.76	45.01	38.28
l_b,int, Bicycle LOS Score for Intersection	3.173	3.281	4.132	1.695
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.728

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	767	32	263	460	0	199	2	233	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	767	32	263	460	0	199	2	233	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	192	8	66	115	0	50	1	58	0	0	0
Total Analysis Volume [veh/h]	0	767	32	263	460	0	199	2	233	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	11	25	0	0	65	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	55	66	66	16	16	
g / C, Green / Cycle	0.61	0.73	0.73	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.43	0.32	0.25	0.11	0.15	
s, saturation flow rate [veh/h]	1857	831	1870	1782	1589	
c, Capacity [veh/h]	1135	524	1374	315	281	
d1, Uniform Delay [s]	11.93	10.45	4.21	34.41	35.77	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.66	3.41	0.66	2.16	6.25	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.70	0.50	0.33	0.64	0.83	
d, Delay for Lane Group [s/veh]	15.59	13.85	4.87	36.56	42.02	
Lane Group LOS	B	B	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.71	1.65	2.54	4.20	5.32	
50th-Percentile Queue Length [ft/ln]	267.85	41.33	63.47	105.02	133.07	
95th-Percentile Queue Length [veh/ln]	16.08	2.98	4.57	7.56	9.11	
95th-Percentile Queue Length [ft/ln]	402.06	74.39	114.25	189.04	227.67	

Movement, Approach, & Intersection Results

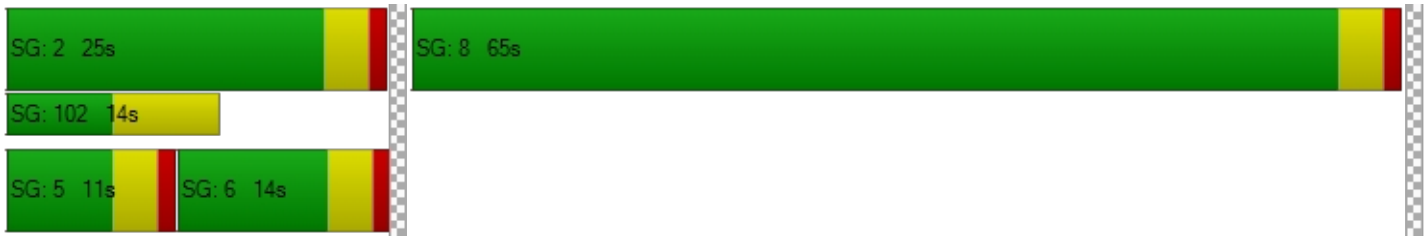
d_M, Delay for Movement [s/veh]	0.00	15.59	15.59	13.85	4.87	0.00	36.56	36.56	42.02	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	D			
d_A, Approach Delay [s/veh]	15.59			8.14			39.49			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	18.14											
Intersection LOS	B											
Intersection V/C	0.728											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.081	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	467	1355	0
d_b, Bicycle Delay [s]	35.57	26.46	4.68	45.01
l_b,int, Bicycle LOS Score for Intersection	2.878	2.753	2.276	4.132
Bicycle LOS	C	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	418	612	240	26	604	239	54	141	164	247	198	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	418	612	240	26	604	239	54	141	164	247	198	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	153	60	7	151	60	14	35	41	62	50	5
Total Analysis Volume [veh/h]	418	612	240	26	604	239	54	141	164	247	198	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	37	55	0	11	29	0	19	32	0	22	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	30	67	67	4	41	41	6	15	15	18	27	27
g / C, Green / Cycle	0.25	0.56	0.56	0.03	0.34	0.34	0.05	0.12	0.12	0.15	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.23	0.17	0.15	0.01	0.17	0.15	0.03	0.08	0.10	0.14	0.06	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1589	1781	1870	1808
c, Capacity [veh/h]	446	1989	888	62	1221	545	88	230	196	268	419	405
d1, Uniform Delay [s]	44.08	14.13	13.78	56.76	31.22	30.51	55.93	49.92	51.46	50.32	38.43	38.45
k, delay calibration	0.35	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.08	0.40	0.75	4.49	1.43	2.55	6.71	2.63	9.12	14.15	0.33	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.31	0.27	0.42	0.49	0.44	0.61	0.61	0.84	0.92	0.26	0.27
d, Delay for Lane Group [s/veh]	67.16	14.53	14.53	61.25	32.65	33.06	62.64	52.54	60.58	64.47	38.76	38.80
Lane Group LOS	E	B	B	E	C	C	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.94	4.47	3.52	0.85	7.16	5.73	1.77	4.19	5.32	8.35	2.75	2.68
50th-Percentile Queue Length [ft/ln]	373.46	111.87	88.08	21.26	178.93	143.35	44.23	104.69	132.89	208.77	68.69	67.09
95th-Percentile Queue Length [veh/ln]	21.28	7.94	6.34	1.53	11.54	9.66	3.18	7.54	9.10	13.09	4.95	4.83
95th-Percentile Queue Length [ft/ln]	531.92	198.60	158.54	38.28	288.61	241.53	79.62	188.44	227.42	327.25	123.65	120.77

Movement, Approach, & Intersection Results

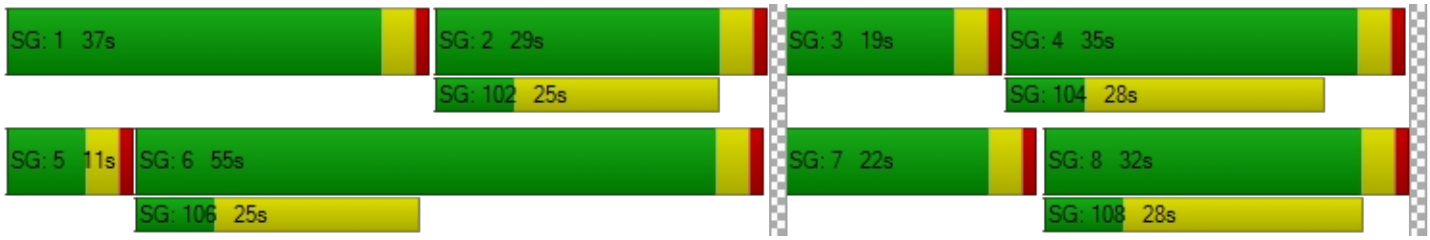
d_M, Delay for Movement [s/veh]	67.16	14.53	14.53	61.25	32.65	33.06	62.64	52.54	60.58	64.47	38.78	38.80
Movement LOS	E	B	B	E	C	C	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	31.85			33.62			57.73			52.40		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	38.74											
Intersection LOS	D											
Intersection V/C	0.746											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.838	2.720	2.550	2.484
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	850	417	467	517
d_b, Bicycle Delay [s]	19.85	37.62	35.28	33.02
l_b,int, Bicycle LOS Score for Intersection	2.607	2.277	1.856	1.944
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.553

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	408	512	160	107	411	113	110	416	195	88	662	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	512	160	107	411	113	110	416	195	88	662	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	128	40	27	103	28	28	104	49	22	166	23
Total Analysis Volume [veh/h]	408	512	160	107	411	113	110	416	195	88	662	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	23	47	0	11	35	0	14	32	32	15	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	56	56	7	48	48	8	20	39	7	18	18
g / C, Green / Cycle	0.14	0.53	0.53	0.06	0.46	0.46	0.08	0.19	0.37	0.06	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.19	0.03	0.14	0.15	0.06	0.12	0.12	0.05	0.14	0.14
s, saturation flow rate [veh/h]	3459	1870	1719	3459	1870	1733	1781	3560	1589	1781	3560	1757
c, Capacity [veh/h]	495	996	916	223	849	787	139	664	585	114	615	303
d1, Uniform Delay [s]	43.74	14.12	14.12	47.46	18.32	18.34	47.65	39.38	23.94	48.45	41.88	41.96
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.51	0.98	1.06	1.59	0.99	1.08	9.80	0.98	0.33	10.55	2.73	5.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.35	0.35	0.48	0.32	0.32	0.79	0.63	0.33	0.77	0.82	0.83
d, Delay for Lane Group [s/veh]	47.25	15.09	15.18	49.05	19.30	19.42	57.45	40.36	24.27	59.00	44.62	47.63
Lane Group LOS	D	B	B	D	B	B	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.36	4.89	4.52	1.40	4.36	4.10	3.20	5.00	3.52	2.60	6.45	6.70
50th-Percentile Queue Length [ft/ln]	133.99	122.15	112.98	34.95	108.88	102.45	79.90	125.08	87.92	64.92	161.31	167.39
95th-Percentile Queue Length [veh/ln]	9.16	8.51	8.01	2.52	7.78	7.38	5.75	8.67	6.33	4.67	10.62	10.94
95th-Percentile Queue Length [ft/ln]	228.90	212.77	200.14	62.90	194.44	184.41	143.81	216.79	158.26	116.86	265.45	273.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.25	15.12	15.18	49.05	19.35	19.42	57.45	40.36	24.27	59.00	45.34	47.63
Movement LOS	D	B	B	D	B	B	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	27.27			24.40			38.61			47.02		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.29											
Intersection LOS	C											
Intersection V/C	0.553											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	2.748	2.679	2.866	2.708
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	819	590	533	552
d_b, Bicycle Delay [s]	18.33	26.10	28.26	27.53
l_b,int, Bicycle LOS Score for Intersection	2.451	2.080	2.154	2.022
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	143.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.746

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	155	469	40	79	336	209	197	263	138	69	623	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	155	469	40	79	336	209	197	263	138	69	623	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	117	10	20	84	52	49	66	35	17	156	31
Total Analysis Volume [veh/h]	155	469	40	79	336	209	197	263	138	69	623	125
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	401	509	345	361	379	343	358	383	406	748
Degree of Utilization, x	0.39	1.21	0.23	0.75	0.72	0.57	0.73	0.36	0.17	1.75

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.79	20.41	0.87	5.98	5.42	3.41	5.62	1.61	0.61	46.05
95th-Percentile Queue Length [ft]	44.75	510.17	21.66	149.48	135.53	85.27	140.45	40.18	15.14	1151.37
Approach Delay [s/veh]	112.60		32.81			28.50			335.91	
Approach LOS	F		D			D			F	
Intersection Delay [s/veh]	143.07									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	102.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.354

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	42	172	15	182	96	185	163	448	50	19	665	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	172	15	182	96	185	163	448	50	19	665	240
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	43	4	46	24	46	41	112	13	5	166	60
Total Analysis Volume [veh/h]	42	172	15	182	96	185	163	448	50	19	665	240
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	346	368	388	419	348	498	365	453	453
Degree of Utilization, x	0.66	0.49	0.25	0.44	0.47	1.35	0.05	1.18	1.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.49	2.64	0.96	2.21	2.39	24.04	0.16	18.05	16.82
95th-Percentile Queue Length [ft]	112.26	65.96	24.07	55.23	59.87	600.94	4.11	451.26	420.39
Approach Delay [s/veh]	31.58	18.81			158.32		123.03		
Approach LOS	D	C			F		F		
Intersection Delay [s/veh]	102.88								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	68	316	189	56	515	167	65	61	58	333	191	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	316	189	56	515	167	65	61	58	333	191	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	79	47	14	129	42	16	15	15	83	48	24
Total Analysis Volume [veh/h]	68	316	189	56	515	167	65	61	58	333	191	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	25	0	11	25	0	0	54	0	0	54	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	43	43	52	42	42	30	30	30	30	30
g / C, Green / Cycle	0.58	0.47	0.47	0.58	0.47	0.47	0.33	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.07	0.14	0.15	0.05	0.19	0.19	0.06	0.03	0.04	0.26	0.16
s, saturation flow rate [veh/h]	911	1870	1641	1019	1870	1715	1093	1870	1589	1273	1766
c, Capacity [veh/h]	547	885	776	623	876	803	284	626	532	451	591
d1, Uniform Delay [s]	9.22	14.56	14.62	8.75	15.71	15.72	31.68	20.60	20.68	30.57	23.78
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.87	1.03	0.28	1.39	1.53	0.41	0.07	0.09	2.38	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.30	0.31	0.09	0.41	0.41	0.23	0.10	0.11	0.74	0.48
d, Delay for Lane Group [s/veh]	9.32	15.44	15.64	9.04	17.10	17.26	32.09	20.67	20.77	32.95	24.39
Lane Group LOS	A	B	B	A	B	B	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.56	3.41	3.09	0.49	4.89	4.55	1.24	0.88	0.84	6.99	4.80
50th-Percentile Queue Length [ft/ln]	13.99	85.16	77.27	12.36	122.36	113.64	30.98	21.98	21.04	174.65	119.91
95th-Percentile Queue Length [veh/ln]	1.01	6.13	5.56	0.89	8.52	8.04	2.23	1.58	1.51	11.32	8.39
95th-Percentile Queue Length [ft/ln]	25.18	153.30	139.09	22.24	213.07	201.05	55.76	39.57	37.87	283.02	209.70

Movement, Approach, & Intersection Results

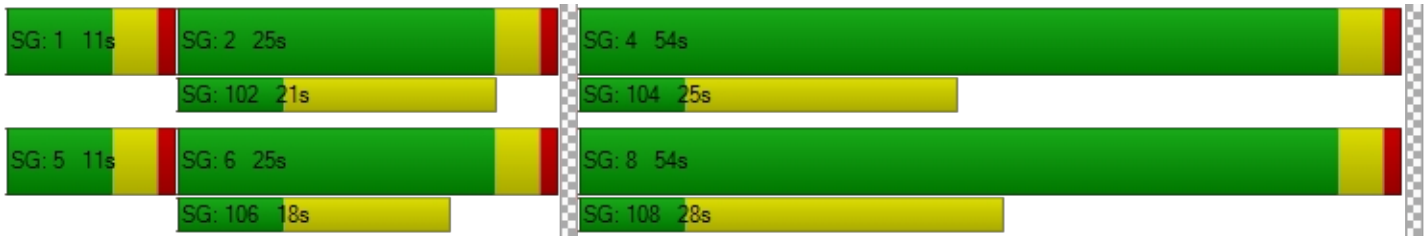
d_M, Delay for Movement [s/veh]	9.32	15.47	15.64	9.04	17.15	17.26	32.09	20.67	20.77	32.95	24.39	24.39
Movement LOS	A	B	B	A	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	14.80			16.56			24.74			29.00		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.43											
Intersection LOS	C											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	3.061	2.629	2.327	2.280
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1111	1111
d_b, Bicycle Delay [s]	26.45	26.45	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.032	2.168	1.863	2.581
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	139	515	150	23	870	60	24	2	180	86	12	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	515	150	23	870	60	24	2	180	86	12	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	129	38	6	218	15	6	1	45	22	3	4
Total Analysis Volume [veh/h]	139	515	150	23	870	60	24	2	180	86	12	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	29	29	11	27	0	0	13	0	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	56	67	3	50	50	13	13	7	7	7
g / C, Green / Cycle	0.10	0.59	0.70	0.03	0.52	0.52	0.14	0.14	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14	0.09	0.01	0.24	0.04	0.01	0.11	0.03	0.03	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1592	1781	1802	1589
c, Capacity [veh/h]	170	2080	1114	62	1865	832	246	220	132	134	118
d1, Uniform Delay [s]	42.23	9.61	4.71	44.90	14.28	11.22	35.81	39.89	41.92	41.91	41.21
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	0.28	0.05	3.64	0.84	0.17	0.17	7.65	1.71	1.67	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.25	0.13	0.37	0.47	0.07	0.10	0.83	0.37	0.37	0.14
d, Delay for Lane Group [s/veh]	51.46	9.90	4.76	48.54	15.12	11.38	35.98	47.54	43.63	43.58	41.76
Lane Group LOS	D	A	A	D	B	B	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.60	2.51	0.84	0.59	5.78	0.64	0.50	4.55	1.15	1.15	0.39
50th-Percentile Queue Length [ft/ln]	90.11	62.68	21.10	14.75	144.52	16.03	12.39	113.87	28.68	28.79	9.72
95th-Percentile Queue Length [veh/ln]	6.49	4.51	1.52	1.06	9.72	1.15	0.89	8.05	2.06	2.07	0.70
95th-Percentile Queue Length [ft/ln]	162.19	112.83	37.97	26.55	243.10	28.86	22.30	201.37	51.62	51.83	17.50

Movement, Approach, & Intersection Results

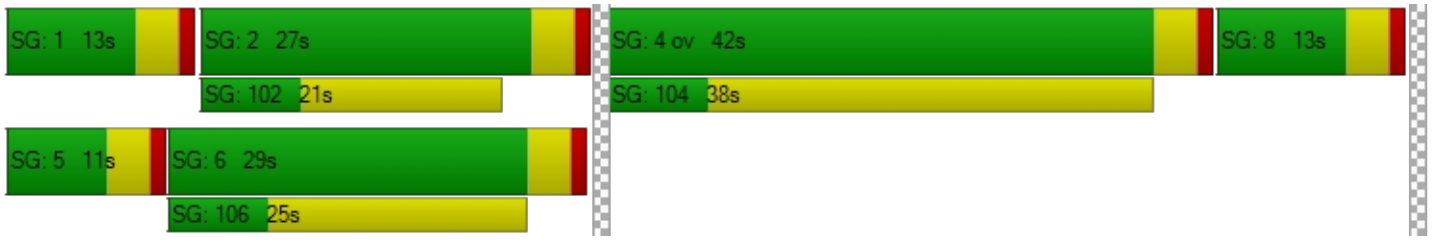
d_M, Delay for Movement [s/veh]	51.46	9.90	4.76	48.54	15.12	11.38	35.98	47.54	47.54	43.61	43.58	41.76
Movement LOS	D	A	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	16.12			15.69			46.19			43.33		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.41											
Intersection LOS	C											
Intersection V/C	0.558											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.700	2.078	2.204
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	484	189	799
d_b, Bicycle Delay [s]	25.83	27.32	38.97	17.13
l_b,int, Bicycle LOS Score for Intersection	2.223	2.346	1.900	1.749
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	52.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.998

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	389	559	0	0	659	491	0	0	0	554	10	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	389	559	0	0	659	491	0	0	0	554	10	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	140	0	0	165	123	0	0	0	139	3	91
Total Analysis Volume [veh/h]	389	559	0	0	659	491	0	0	0	554	10	362
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	28	71	0	0	43	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	110	110	110	110		110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	24	67	39	39		35	35
g / C, Green / Cycle	0.22	0.61	0.35	0.35		0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.22	0.16	0.31	0.35		0.32	0.23
s, saturation flow rate [veh/h]	1781	3560	1870	1625		1782	1589
c, Capacity [veh/h]	389	2169	663	576		567	506
d1, Uniform Delay [s]	42.97	9.96	33.10	35.47		37.40	33.11
k, delay calibration	0.30	0.50	0.50	0.50		0.45	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	35.57	0.29	14.36	37.15		34.75	4.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.26	0.87	1.00		0.99	0.72
d, Delay for Lane Group [s/veh]	78.54	10.25	47.46	72.62		72.15	37.40
Lane Group LOS	E	B	D	E		E	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	14.29	3.09	16.62	20.93		20.28	9.02
50th-Percentile Queue Length [ft/ln]	357.37	77.24	415.61	523.14		507.01	225.38
95th-Percentile Queue Length [veh/ln]	20.50	5.56	23.31	28.43		27.67	13.94
95th-Percentile Queue Length [ft/ln]	512.39	139.04	582.77	710.69		691.64	348.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.54	10.25	0.00	0.00	50.67	72.62	0.00	0.00	0.00	72.15	72.15	37.40
Movement LOS	E	B			D	E				E	E	D
d_A, Approach Delay [s/veh]	38.27			60.04			0.00			58.56		
Approach LOS	D			E			A			E		
d_I, Intersection Delay [s/veh]	52.76											
Intersection LOS	D											
Intersection V/C	0.998											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.301	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1218	709	0	636
d_b, Bicycle Delay [s]	8.40	22.91	54.99	25.56
l_b,int, Bicycle LOS Score for Intersection	2.342	2.508	4.132	3.088
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	763	76	294	878	0	182	0	394	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	763	76	294	878	0	182	0	394	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	191	19	74	220	0	46	0	99	0	0	0
Total Analysis Volume [veh/h]	0	763	76	294	878	0	182	0	394	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	23	34	0	0	56	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	36	36	17	57	25	25	
g / C, Green / Cycle	0.40	0.40	0.19	0.63	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.23	0.17	0.25	0.10	0.25	
s, saturation flow rate [veh/h]	1870	1812	1781	3560	1781	1589	
c, Capacity [veh/h]	753	730	331	2254	495	442	
d1, Uniform Delay [s]	20.70	20.90	35.75	8.05	26.13	31.19	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.96	3.28	8.08	0.51	0.46	6.37	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.56	0.57	0.89	0.39	0.37	0.89	
d, Delay for Lane Group [s/veh]	23.66	24.17	43.84	8.56	26.58	37.55	
Lane Group LOS	C	C	D	A	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.13	7.24	6.90	3.82	3.14	8.73	
50th-Percentile Queue Length [ft/ln]	178.29	180.94	172.48	95.62	78.44	218.21	
95th-Percentile Queue Length [veh/ln]	11.51	11.65	11.21	6.88	5.65	13.57	
95th-Percentile Queue Length [ft/ln]	287.78	291.24	280.17	172.12	141.20	339.34	

Movement, Approach, & Intersection Results

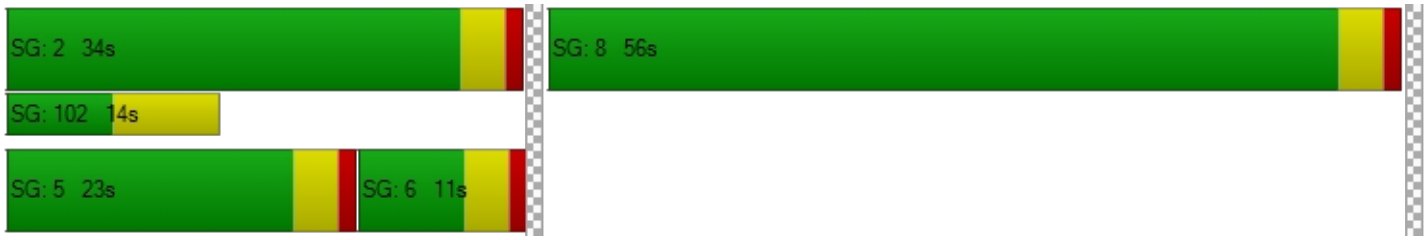
d_M, Delay for Movement [s/veh]	0.00	23.89	24.17	43.84	8.56	0.00	26.58	26.58	37.55	0.00	0.00	0.00
Movement LOS		C	C	D	A		C	C	D			
d_A, Approach Delay [s/veh]	23.92			17.41			34.09			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	23.23											
Intersection LOS	C											
Intersection V/C	0.744											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.127	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	666	1155	0
d_b, Bicycle Delay [s]	38.28	20.01	8.03	45.01
l_b,int, Bicycle LOS Score for Intersection	2.252	2.527	2.510	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	107	671	122	50	1063	64	39	29	75	81	37	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	671	122	50	1063	64	39	29	75	81	37	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	168	31	13	266	16	10	7	19	20	9	10
Total Analysis Volume [veh/h]	107	671	122	50	1063	64	39	29	75	81	37	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	36	0	11	29	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	7	56	56	5	54	54	17	7	7	17	8	8
g / C, Green / Cycle	0.08	0.63	0.63	0.06	0.60	0.60	0.19	0.07	0.07	0.19	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.08	0.03	0.30	0.04	0.03	0.02	0.05	0.05	0.02	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1500	1870	1589	1530	1870	1589
c, Capacity [veh/h]	139	2222	992	101	2147	958	371	137	116	389	172	146
d1, Uniform Delay [s]	40.78	7.85	6.90	41.27	10.14	7.41	30.56	39.36	40.67	31.30	37.94	38.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.67	0.35	0.25	3.69	0.82	0.13	0.12	0.77	5.91	0.26	0.62	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.30	0.12	0.49	0.50	0.07	0.11	0.21	0.65	0.21	0.22	0.27
d, Delay for Lane Group [s/veh]	49.45	8.20	7.16	44.96	10.96	7.54	30.68	40.12	46.57	31.57	38.56	39.15
Lane Group LOS	D	A	A	D	B	A	C	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.63	2.79	0.93	1.17	5.56	0.50	0.71	0.63	1.79	1.51	0.78	0.86
50th-Percentile Queue Length [ft/ln]	65.87	69.74	23.18	29.26	139.00	12.59	17.77	15.70	44.76	37.86	19.47	21.38
95th-Percentile Queue Length [veh/ln]	4.74	5.02	1.67	2.11	9.43	0.91	1.28	1.13	3.22	2.73	1.40	1.54
95th-Percentile Queue Length [ft/ln]	118.56	125.52	41.72	52.67	235.67	22.66	31.99	28.25	80.56	68.14	35.05	38.48

Movement, Approach, & Intersection Results

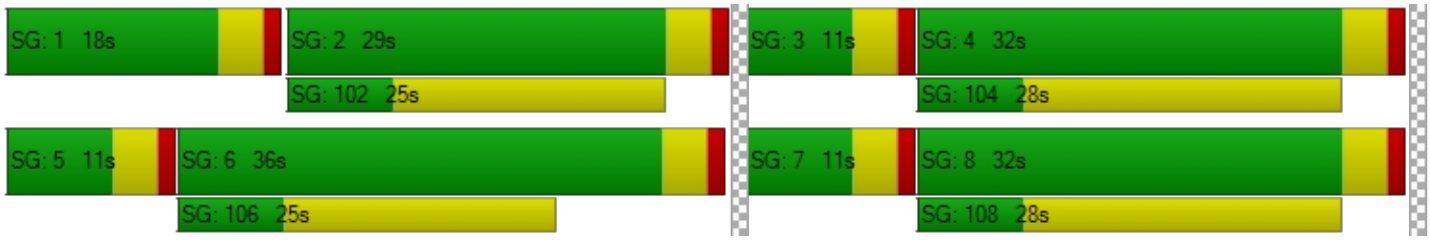
d_M, Delay for Movement [s/veh]	49.45	8.20	7.16	44.96	10.96	7.54	30.68	40.12	46.57	31.57	38.56	39.15
Movement LOS	D	A	A	D	B	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	12.97			12.21			40.93			35.12		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	15.75											
Intersection LOS	B											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.808	2.772	2.368	2.218
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	710	555	622	622
d_b, Bicycle Delay [s]	18.73	23.51	21.40	21.40
l_b,int, Bicycle LOS Score for Intersection	2.302	2.531	1.796	1.690
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	314.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.269

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	4	35	11	508	37	420	279	200	21	33	141	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	35	11	508	37	420	279	200	21	33	141	445
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	3	127	9	105	70	50	5	8	35	111
Total Analysis Volume [veh/h]	4	35	11	508	37	420	279	200	21	33	141	445
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	7	21	21	4	18	18
g / C, Green / Cycle	0.59	0.59	0.59	0.08	0.23	0.23	0.04	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.07	2.40	0.26	0.16	0.06	0.06	0.02	0.08	0.28
s, saturation flow rate [veh/h]	698	227	1589	1781	1870	1809	1781	1870	1589
c, Capacity [veh/h]	453	211	934	139	440	426	78	376	320
d1, Uniform Delay [s]	13.71	28.39	10.41	41.50	27.98	28.00	41.93	31.05	35.94
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	726.45	0.34	461.55	1.39	1.45	3.62	2.83	193.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	2.58	0.45	2.01	0.25	0.26	0.42	0.37	1.39
d, Delay for Lane Group [s/veh]	13.82	754.84	10.74	503.05	29.37	29.45	45.55	33.88	229.88
Lane Group LOS	B	F	B	F	C	C	D	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.46	47.23	4.32	20.80	2.10	2.06	0.79	2.90	24.09
50th-Percentile Queue Length [ft/ln]	11.61	1180.64	107.96	519.92	52.60	51.44	19.63	72.60	602.25
95th-Percentile Queue Length [veh/ln]	0.84	84.15	7.73	33.53	3.79	3.70	1.41	5.23	37.33
95th-Percentile Queue Length [ft/ln]	20.90	2103.76	193.16	838.20	94.67	92.59	35.33	130.68	933.33

Movement, Approach, & Intersection Results

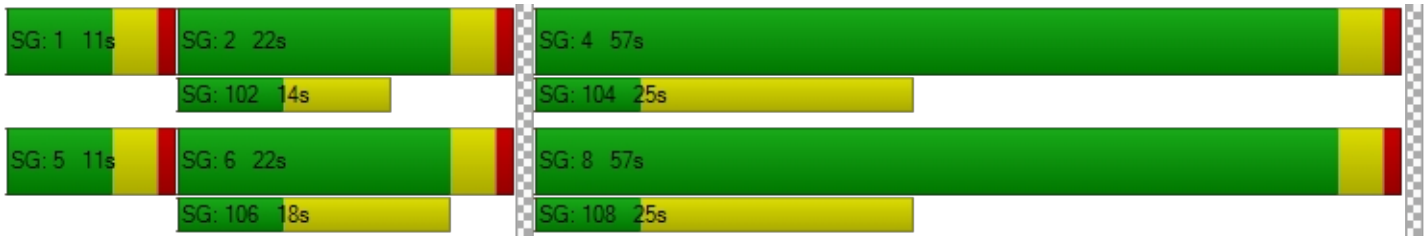
d_M, Delay for Movement [s/veh]	13.82	13.82	13.82	754.84	754.84	10.74	503.05	29.40	29.45	45.55	33.88	229.88
Movement LOS	B	B	B	F	F	B	F	C	C	D	C	F
d_A, Approach Delay [s/veh]	13.82			430.99			293.70			175.41		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	314.91											
Intersection LOS	F											
Intersection V/C	3.269											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.783	2.500	2.513	3.283
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1178	1178	400	400
d_b, Bicycle Delay [s]	7.61	7.61	28.80	28.80
l_b,int, Bicycle LOS Score for Intersection	1.642	3.152	1.972	2.070
Bicycle LOS	A	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	210	305	46	135	150	101	139	650	92	25	692	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	305	46	135	150	101	139	650	92	25	692	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	76	12	34	38	25	35	163	23	6	173	46
Total Analysis Volume [veh/h]	210	305	46	135	150	101	139	650	92	25	692	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	26	35	0	20	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	26	26	9	48	48	3	43	43
g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.54	0.54	0.04	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.19	0.10	0.10	0.13	0.07	0.07	0.08	0.14	0.14	0.01	0.17	0.17
s, saturation flow rate [veh/h]	1128	1870	1786	1030	1870	1628	1781	3560	1754	1781	3560	1678
c, Capacity [veh/h]	320	547	522	279	547	476	176	1911	942	67	1693	798
d1, Uniform Delay [s]	34.31	24.92	24.94	33.74	24.23	24.32	39.68	11.22	11.24	42.31	14.85	14.90
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.42	0.34	0.37	1.30	0.22	0.27	7.78	0.33	0.68	3.47	0.57	1.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.33	0.33	0.48	0.24	0.25	0.79	0.26	0.26	0.38	0.35	0.36
d, Delay for Lane Group [s/veh]	36.73	25.26	25.30	35.05	24.46	24.60	47.46	11.55	11.92	45.78	15.42	16.13
Lane Group LOS	D	C	C	D	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.55	2.98	2.88	2.79	2.12	1.95	3.34	2.58	2.67	0.60	3.76	3.76
50th-Percentile Queue Length [ft/ln]	113.85	74.54	71.89	69.73	53.09	48.81	83.61	64.62	66.66	15.04	94.12	93.97
95th-Percentile Queue Length [veh/ln]	8.05	5.37	5.18	5.02	3.82	3.51	6.02	4.65	4.80	1.08	6.78	6.77
95th-Percentile Queue Length [ft/ln]	201.34	134.17	129.39	125.51	95.56	87.86	150.49	116.32	119.98	27.08	169.41	169.15

Movement, Approach, & Intersection Results

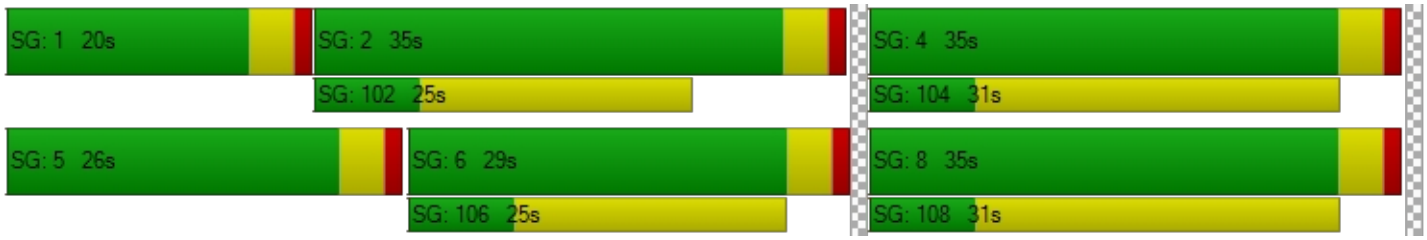
d_M, Delay for Movement [s/veh]	36.73	25.28	25.30	35.05	24.48	24.60	47.46	11.64	11.92	45.78	15.53	16.13
Movement LOS	D	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	29.57			28.20			17.32			16.49		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.10											
Intersection LOS	C											
Intersection V/C	0.500											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.461	2.497	3.155	3.027
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	689	555
d_b, Bicycle Delay [s]	19.35	19.35	19.35	23.48
l_b,int, Bicycle LOS Score for Intersection	2.022	1.878	2.044	2.055
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	149	252	157	94	210	95	54	290	41	18	556	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	252	157	94	210	95	54	290	41	18	556	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	63	39	24	53	24	14	73	10	5	139	31
Total Analysis Volume [veh/h]	149	252	157	94	210	95	54	290	41	18	556	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	27	0	18	32	0	11	34	0	11	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	6	40	40	5	22	22	3	20	20
g / C, Green / Cycle	0.10	0.47	0.07	0.44	0.44	0.06	0.25	0.25	0.03	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.05	0.08	0.09	0.03	0.16	0.03	0.01	0.19	0.19
s, saturation flow rate [veh/h]	1781	1751	1781	1870	1679	1781	1870	1589	1781	1870	1754
c, Capacity [veh/h]	179	827	127	828	743	105	466	396	53	412	386
d1, Uniform Delay [s]	39.79	16.40	41.04	15.29	15.34	41.18	30.07	26.08	42.89	33.73	33.77
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.47	2.11	8.06	0.51	0.60	3.86	1.36	0.11	3.77	5.03	5.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.49	0.74	0.19	0.20	0.51	0.62	0.10	0.34	0.85	0.85
d, Delay for Lane Group [s/veh]	49.26	18.51	49.10	15.80	15.94	45.04	31.43	26.19	46.66	38.76	39.36
Lane Group LOS	D	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.66	5.98	2.31	2.02	1.90	1.26	5.64	0.68	0.44	7.73	7.35
50th-Percentile Queue Length [ft/ln]	91.59	149.42	57.65	50.51	47.50	31.61	140.91	17.05	11.12	193.22	183.81
95th-Percentile Queue Length [veh/ln]	6.59	9.99	4.15	3.64	3.42	2.28	9.53	1.23	0.80	12.29	11.80
95th-Percentile Queue Length [ft/ln]	164.85	249.66	103.77	90.92	85.51	56.89	238.25	30.69	20.01	307.21	294.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.26	18.51	18.51	49.10	15.83	15.94	45.04	31.43	26.19	46.66	38.99	39.36
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	26.72			23.69			32.78			39.25		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.56											
Intersection LOS	C											
Intersection V/C	0.613											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.332	2.530	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	622	666	666
d_b, Bicycle Delay [s]	24.98	21.40	20.04	20.04
l_b,int, Bicycle LOS Score for Intersection	2.480	1.889	2.195	2.135
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	277.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.056

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	18	219	71	78	134	26	28	515	20	19	850	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	219	71	78	134	26	28	515	20	19	850	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	55	18	20	34	7	7	129	5	5	213	20
Total Analysis Volume [veh/h]	18	219	71	78	134	26	28	515	20	19	850	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	429	406	563	947
Degree of Utilization, x	0.72	0.59	1.23	2.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.60	3.63	22.46	66.17
95th-Percentile Queue Length [ft]	139.88	90.69	561.40	1654.26
Approach Delay [s/veh]	30.13	23.70	145.54	500.84
Approach LOS	D	C	F	F
Intersection Delay [s/veh]	277.80			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	34.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	311	565	412	73	334	224	128	506	321	155	404	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	565	412	73	334	224	128	506	321	155	404	277
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	141	103	18	84	56	32	127	80	39	101	69
Total Analysis Volume [veh/h]	311	565	412	73	334	224	128	506	321	155	404	277
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	15	38	0	15	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	53	53	10	34	34	11	35	35
g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.48	0.48	0.09	0.31	0.31	0.10	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.37	0.28	0.28	0.13	0.18	0.14	0.07	0.27	0.20	0.09	0.11	0.17
s, saturation flow rate [veh/h]	851	1870	1613	576	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	357	898	774	209	898	763	156	581	494	179	1151	514
d1, Uniform Delay [s]	37.27	20.60	20.72	35.43	18.10	17.30	49.34	35.84	32.76	48.76	28.40	30.50
k, delay calibration	0.29	0.15	0.16	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.41	0.84	1.05	0.99	0.26	0.21	10.21	16.39	6.52	11.90	0.84	4.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.58	0.59	0.35	0.37	0.29	0.82	0.87	0.65	0.87	0.35	0.54
d, Delay for Lane Group [s/veh]	52.69	21.45	21.78	36.42	18.35	17.51	59.55	52.23	39.28	60.66	29.25	34.51
Lane Group LOS	D	C	C	D	B	B	E	D	D	E	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.94	9.58	8.47	1.73	5.34	3.43	3.89	15.27	8.22	4.77	4.19	6.55
50th-Percentile Queue Length [ft/ln]	248.50	239.54	211.85	43.25	133.49	85.69	97.24	381.78	205.39	119.22	104.85	163.74
95th-Percentile Queue Length [veh/ln]	15.11	14.66	13.25	3.11	9.13	6.17	7.00	21.68	12.92	8.35	7.55	10.75
95th-Percentile Queue Length [ft/ln]	377.76	366.45	331.20	77.85	228.23	154.25	175.02	542.00	322.91	208.75	188.72	268.67

Movement, Approach, & Intersection Results

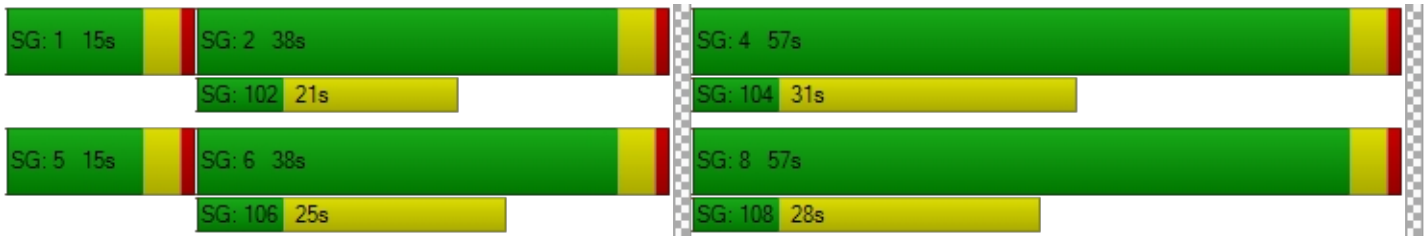
d_M, Delay for Movement [s/veh]	52.69	21.47	21.78	36.42	18.35	17.51	59.55	52.23	39.28	60.66	29.25	34.51
Movement LOS	D	C	C	D	B	B	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	29.11			20.14			48.86			36.82		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.40											
Intersection LOS	C											
Intersection V/C	0.812											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	2.652	2.622	3.121	2.770
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	964	964	618	618
d_b, Bicycle Delay [s]	14.77	14.77	26.25	26.25
l_b,int, Bicycle LOS Score for Intersection	2.622	2.601	3.135	2.249
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	49.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.938

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	126	757	130	159	605	92	96	423	139	177	392	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	757	130	159	605	92	96	423	139	177	392	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	189	33	40	151	23	24	106	35	44	98	44
Total Analysis Volume [veh/h]	126	757	130	159	605	92	96	423	139	177	392	175
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	44	0	15	46	0	24	40	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	37	37	11	39	39	8	39	12	43	43
g / C, Green / Cycle	0.08	0.32	0.32	0.10	0.34	0.34	0.07	0.34	0.10	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.24	0.09	0.32	0.06	0.05	0.31	0.10	0.16	0.16
s, saturation flow rate [veh/h]	1781	1870	1776	1781	1870	1589	1781	1792	1781	1870	1677
c, Capacity [veh/h]	140	602	572	171	634	539	122	607	186	701	629
d1, Uniform Delay [s]	52.56	34.94	34.94	51.63	37.11	26.65	52.76	36.64	51.21	26.74	26.77
k, delay calibration	0.11	0.24	0.24	0.11	0.38	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.17	4.25	4.47	19.19	21.70	0.15	10.68	22.26	20.89	1.89	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.76	0.76	0.93	0.95	0.17	0.79	0.93	0.95	0.43	0.43
d, Delay for Lane Group [s/veh]	70.73	39.20	39.42	70.82	58.81	26.80	63.43	58.91	72.10	28.63	28.90
Lane Group LOS	E	D	D	E	E	C	E	E	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.31	11.99	11.42	5.45	20.11	1.80	3.09	18.70	6.14	6.43	5.85
50th-Percentile Queue Length [ft/ln]	107.66	299.79	285.58	136.24	502.69	45.00	77.22	467.51	153.40	160.79	146.19
95th-Percentile Queue Length [veh/ln]	7.71	17.67	16.97	9.28	27.46	3.24	5.56	25.79	10.20	10.59	9.81
95th-Percentile Queue Length [ft/ln]	192.74	441.77	424.15	231.96	686.54	81.01	139.00	644.81	254.95	264.77	245.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.73	39.29	39.42	70.82	58.81	26.80	63.43	58.91	58.91	72.10	28.69	28.90
Movement LOS	E	D	D	E	E	C	E	E	E	E	C	C
d_A, Approach Delay [s/veh]	43.21			57.60			59.57			39.07		
Approach LOS	D			E			E			D		
d_I, Intersection Delay [s/veh]	49.33											
Intersection LOS	D											
Intersection V/C	0.938											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	47.03	0.00	47.03
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.679	0.000	2.498
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	696	730	626	487
d_b, Bicycle Delay [s]	24.46	23.17	27.14	32.91
l_b,int, Bicycle LOS Score for Intersection	2.395	2.972	2.645	2.173
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	99.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.165

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	23	326	32	222	238	192	97	593	17	21	791	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	326	32	222	238	192	97	593	17	21	791	339
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	82	8	56	60	48	24	148	4	5	198	85
Total Analysis Volume [veh/h]	23	326	32	222	238	192	97	593	17	21	791	339
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	24	0	17	29	0	11	68	0	11	68	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	20	13	29	7	67	4	64
g / C, Green / Cycle	0.03	0.17	0.11	0.24	0.06	0.56	0.03	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.12	0.25	0.05	0.33	0.01	0.64
s, saturation flow rate [veh/h]	1781	1841	1781	1733	1781	1861	1781	1776
c, Capacity [veh/h]	56	310	193	425	104	1043	52	944
d1, Uniform Delay [s]	57.05	49.91	53.50	45.28	56.27	17.22	57.20	28.09
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.16	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.84	100.34	80.71	46.48	27.44	0.77	4.90	98.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	1.16	1.15	1.01	0.93	0.58	0.40	1.20
d, Delay for Lane Group [s/veh]	61.88	150.24	134.21	91.76	83.71	18.00	62.10	126.92
Lane Group LOS	E	F	F	F	F	B	E	F
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.76	17.89	10.13	18.05	3.72	10.87	0.70	51.53
50th-Percentile Queue Length [ft/ln]	19.00	447.25	253.32	451.36	92.90	271.77	17.44	1288.37
95th-Percentile Queue Length [veh/ln]	1.37	26.62	16.21	25.19	6.69	16.28	1.26	72.50
95th-Percentile Queue Length [ft/ln]	34.20	665.57	405.21	629.82	167.22	406.95	31.38	1812.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.88	150.24	150.24	134.21	91.76	91.76	83.71	18.00	18.00	62.10	126.92	126.92
Movement LOS	E	F	F	F	F	F	F	B	B	E	F	F
d_A, Approach Delay [s/veh]	144.91			106.22			27.01			125.73		
Approach LOS	F			F			C			F		
d_I, Intersection Delay [s/veh]	99.72											
Intersection LOS	F											
Intersection V/C	1.165											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	417	1067	1067
d_b, Bicycle Delay [s]	41.67	37.60	13.07	13.07
l_b,int, Bicycle LOS Score for Intersection	2.188	2.635	2.726	3.459
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	29.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.895

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	477	17	359	3	21	15	23	229	719	395	292	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	477	17	359	3	21	15	23	229	719	395	292	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	4	90	1	5	4	6	57	180	99	73	0
Total Analysis Volume [veh/h]	477	17	359	3	21	15	23	229	719	395	292	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	21	21	21	11	11	0	11	32	32	41	62	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	21	51	1	5	5	3	41	62	26	64	64
g / C, Green / Cycle	0.16	0.20	0.49	0.01	0.04	0.04	0.03	0.39	0.59	0.25	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.14	0.01	0.23	0.00	0.01	0.01	0.01	0.12	0.45	0.22	0.08	0.08
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1868
c, Capacity [veh/h]	561	373	776	12	82	70	60	731	940	446	1137	1136
d1, Uniform Delay [s]	42.79	34.01	17.80	51.94	48.60	48.52	49.72	22.20	16.02	37.93	8.76	8.76
k, delay calibration	0.11	0.11	0.19	0.11	0.11	0.11	0.11	0.50	0.50	0.18	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.73	0.05	0.77	10.56	1.63	1.53	3.97	1.12	5.90	9.66	0.23	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.05	0.46	0.25	0.26	0.22	0.38	0.31	0.76	0.88	0.13	0.13
d, Delay for Lane Group [s/veh]	46.53	34.06	18.57	62.50	50.24	50.05	53.68	23.32	21.92	47.58	8.99	8.99
Lane Group LOS	D	C	B	E	D	D	D	C	C	D	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.26	0.36	5.76	0.11	0.57	0.41	0.66	4.11	13.39	10.84	1.43	1.43
50th-Percentile Queue Length [ft/ln]	156.45	8.91	144.00	2.84	14.22	10.21	16.41	102.66	334.73	270.97	35.76	35.72
95th-Percentile Queue Length [veh/ln]	10.36	0.64	9.70	0.20	1.02	0.74	1.18	7.39	19.39	16.24	2.57	2.57
95th-Percentile Queue Length [ft/ln]	259.02	16.04	242.40	5.11	25.59	18.38	29.54	184.78	484.75	405.95	64.37	64.30

Movement, Approach, & Intersection Results

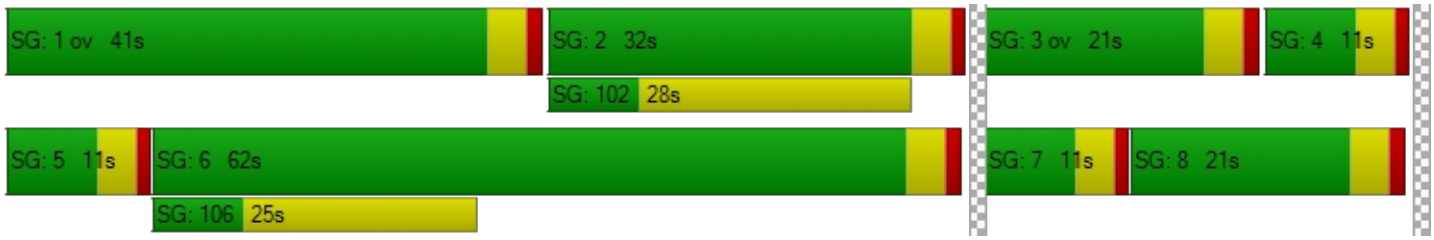
d_M, Delay for Movement [s/veh]	46.53	34.06	18.57	62.50	50.24	50.05	53.68	23.32	21.92	47.58	8.99	8.99
Movement LOS	D	C	B	E	D	D	D	C	C	D	A	A
d_A, Approach Delay [s/veh]	34.51			51.11			23.00			31.15		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	29.48											
Intersection LOS	C											
Intersection V/C	0.895											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.783	2.158	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	324	133	533	1104
d_b, Bicycle Delay [s]	36.91	45.76	28.26	10.54
l_b,int, Bicycle LOS Score for Intersection	2.967	1.624	3.162	2.127
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	593	1240	13	825	101	105	468
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	593	1240	13	825	101	105	468
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	310	3	206	25	26	117
Total Analysis Volume [veh/h]	593	1240	13	825	101	105	468
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	20	69	2	51	51	7	31
g / C, Green / Cycle	0.22	0.77	0.02	0.57	0.57	0.08	0.34
(v / s)_i Volume / Saturation Flow Rate	0.17	0.35	0.01	0.25	0.25	0.03	0.17
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1799	3459	2813
c, Capacity [veh/h]	763	2724	41	1061	1021	272	967
d1, Uniform Delay [s]	33.01	3.81	43.31	11.27	11.27	39.41	23.26
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.75	0.55	4.42	1.35	1.40	0.89	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.46	0.32	0.44	0.44	0.39	0.48
d, Delay for Lane Group [s/veh]	34.75	4.36	47.73	12.62	12.68	40.30	23.63
Lane Group LOS	C	A	D	B	B	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	6.13	3.03	0.33	5.40	5.21	1.13	3.85
50th-Percentile Queue Length [ft/ln]	153.22	75.65	8.31	134.92	130.21	28.14	96.29
95th-Percentile Queue Length [veh/ln]	10.19	5.45	0.60	9.21	8.95	2.03	6.93
95th-Percentile Queue Length [ft/ln]	254.73	136.17	14.96	230.17	223.77	50.65	173.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.75	4.36	47.73	12.65	12.68	40.30	23.63
Movement LOS	C	A	D	B	B	D	C
d_A, Approach Delay [s/veh]	14.19		13.13			26.69	
Approach LOS	B		B			C	
d_I, Intersection Delay [s/veh]	16.04						
Intersection LOS	B						
Intersection V/C	0.631						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.658
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	3.072	2.334	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	125	871	26	24	730	56	26	6	65	10	2	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	871	26	24	730	56	26	6	65	10	2	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	218	7	6	183	14	7	2	16	3	1	3
Total Analysis Volume [veh/h]	125	871	26	24	730	56	26	6	65	10	2	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	47	0	11	11	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	68	68	3	63	63	6	6	6	6
g / C, Green / Cycle	0.09	0.76	0.76	0.04	0.71	0.71	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.02	0.01	0.21	0.21	0.02	0.04	0.01	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1824	1402	1610	1329	1630
c, Capacity [veh/h]	161	2700	1206	65	1317	1284	145	116	95	117
d1, Uniform Delay [s]	40.05	3.48	2.67	42.38	5.00	5.00	41.72	40.57	44.36	39.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.73	0.32	0.03	3.50	0.59	0.61	0.59	5.17	0.48	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.32	0.02	0.37	0.30	0.30	0.18	0.61	0.11	0.10
d, Delay for Lane Group [s/veh]	47.78	3.79	2.70	45.88	5.59	5.61	42.30	45.73	44.84	39.44
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.02	1.92	0.09	0.58	2.48	2.43	0.58	1.68	0.23	0.26
50th-Percentile Queue Length [ft/ln]	75.43	48.06	2.34	14.48	62.12	60.76	14.48	41.92	5.82	6.45
95th-Percentile Queue Length [veh/ln]	5.43	3.46	0.17	1.04	4.47	4.37	1.04	3.02	0.42	0.46
95th-Percentile Queue Length [ft/ln]	135.78	86.52	4.22	26.07	111.81	109.37	26.07	75.45	10.48	11.62

Movement, Approach, & Intersection Results

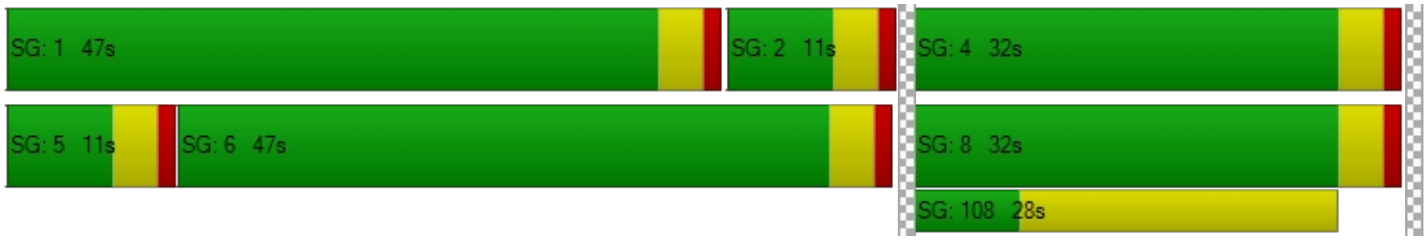
d_M, Delay for Movement [s/veh]	47.78	3.79	2.70	45.88	5.60	5.61	42.30	45.73	45.73	44.84	39.44	39.44
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	9.15			6.79			44.81			41.90		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.31											
Intersection LOS	B											
Intersection V/C	0.377											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.763	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	156	622	622
d_b, Bicycle Delay [s]	12.28	38.28	21.37	21.37
l_b,int, Bicycle LOS Score for Intersection	2.403	2.228	1.720	1.596
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	136	1555	1473	145	163	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	1555	1473	145	163	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	389	368	36	41	26
Total Analysis Volume [veh/h]	136	1555	1473	145	163	105
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	44	66	22	0	24	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	72	59	59	10	10
g / C, Green / Cycle	0.10	0.79	0.65	0.65	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.08	0.44	0.41	0.09	0.09	0.07
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	174	2828	2323	1037	208	186
d1, Uniform Delay [s]	39.71	3.38	9.28	5.99	38.65	37.60
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.53	0.77	1.33	0.28	6.34	2.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.55	0.63	0.14	0.78	0.57
d, Delay for Lane Group [s/veh]	47.23	4.16	10.61	6.27	45.00	40.29
Lane Group LOS	D	A	B	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.26	3.41	7.71	1.01	3.81	2.30
50th-Percentile Queue Length [ft/ln]	81.57	85.33	192.65	25.13	95.32	57.45
95th-Percentile Queue Length [veh/ln]	5.87	6.14	12.26	1.81	6.86	4.14
95th-Percentile Queue Length [ft/ln]	146.82	153.60	306.47	45.24	171.58	103.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.23	4.16	10.61	6.27	45.00	40.29
Movement LOS	D	A	B	A	D	D
d_A, Approach Delay [s/veh]	7.62		10.22		43.15	
Approach LOS	A		B		D	
d_I, Intersection Delay [s/veh]	11.46					
Intersection LOS	B					
Intersection V/C	0.671					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.118
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1377	400	444
d_b, Bicycle Delay [s]	4.36	28.81	27.23
l_b,int, Bicycle LOS Score for Intersection	2.955	2.894	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	210	476	732	45	50	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	476	732	45	50	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	119	183	11	13	16
Total Analysis Volume [veh/h]	210	476	732	45	50	65
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	57	79	22	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	13	76	59	59	6	23
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.21	0.03	0.03	0.04
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	256	3018	2348	1048	113	400
d1, Uniform Delay [s]	37.42	1.21	6.58	5.38	40.62	26.28
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.41	0.11	0.35	0.08	2.69	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.16	0.31	0.04	0.44	0.16
d, Delay for Lane Group [s/veh]	43.83	1.32	6.92	5.45	43.31	26.47
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.87	0.30	2.70	0.28	1.14	1.09
50th-Percentile Queue Length [ft/ln]	121.70	7.45	67.51	7.06	28.54	27.37
95th-Percentile Queue Length [veh/ln]	8.49	0.54	4.86	0.51	2.05	1.97
95th-Percentile Queue Length [ft/ln]	212.16	13.41	121.51	12.71	51.37	49.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.83	1.32	6.92	5.45	43.31	26.47
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	14.33		6.84		33.79	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	12.06					
Intersection LOS	B					
Intersection V/C	0.413					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.060
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	400	156
d_b, Bicycle Delay [s]	1.25	28.81	38.28
l_b,int, Bicycle LOS Score for Intersection	2.126	2.201	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	405	491	0	0	665	144	0	0	0	191	2	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	405	491	0	0	665	144	0	0	0	191	2	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	123	0	0	166	36	0	0	0	48	1	48
Total Analysis Volume [veh/h]	405	491	0	0	665	144	0	0	0	191	2	193
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	39	50	0	0	11	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	23	59	32	32		23
g / C, Green / Cycle	0.25	0.66	0.36	0.36		0.25
(v / s)_i Volume / Saturation Flow Rate	0.23	0.26	0.19	0.09		0.23
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1680
c, Capacity [veh/h]	449	1227	1280	572		428
d1, Uniform Delay [s]	32.58	7.21	22.71	20.30		32.46
k, delay calibration	0.15	0.50	0.50	0.50		0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	9.11	0.97	1.51	1.06		9.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.90	0.40	0.52	0.25		0.90
d, Delay for Lane Group [s/veh]	41.69	8.19	24.21	21.36		41.58
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	9.43	4.13	5.63	2.25		8.98
50th-Percentile Queue Length [ft/ln]	235.71	103.29	140.84	56.14		224.49
95th-Percentile Queue Length [veh/ln]	14.46	7.44	9.53	4.04		13.89
95th-Percentile Queue Length [ft/ln]	361.60	185.92	238.15	101.06		347.34

Movement, Approach, & Intersection Results

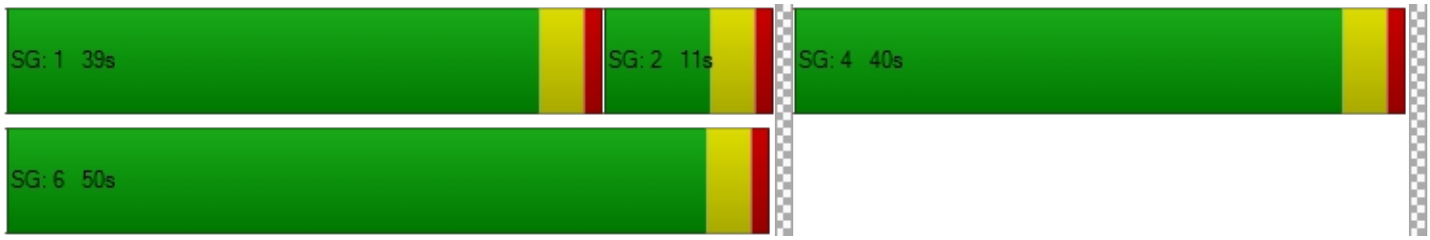
d_M, Delay for Movement [s/veh]	41.69	8.19	0.00	0.00	24.21	21.36	0.00	0.00	0.00	41.58	41.58	41.58
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	23.33			23.71			0.00			41.58		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	26.84											
Intersection LOS	C											
Intersection V/C	0.743											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	156	0	800
d_b, Bicycle Delay [s]	10.76	38.28	45.01	16.21
l_b,int, Bicycle LOS Score for Intersection	3.038	2.227	4.132	2.197
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	829	76	154	695	0	75	0	127	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	829	76	154	695	0	75	0	127	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	207	19	39	174	0	19	0	32	0	0	0
Total Analysis Volume [veh/h]	0	829	76	154	695	0	75	0	127	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	54	0	23	77	0	0	13	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	59	10	73	9	9	
g / C, Green / Cycle	0.66	0.11	0.81	0.10	0.10	
(v / s)_i Volume / Saturation Flow Rate	0.49	0.09	0.37	0.04	0.08	
s, saturation flow rate [veh/h]	1843	1781	1870	1781	1589	
c, Capacity [veh/h]	1214	191	1516	179	160	
d1, Uniform Delay [s]	10.29	39.27	2.57	38.03	39.60	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.19	7.72	1.00	1.56	8.66	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.75	0.81	0.46	0.42	0.80	
d, Delay for Lane Group [s/veh]	14.48	46.99	3.57	39.60	48.26	
Lane Group LOS	B	D	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.42	3.69	2.46	1.61	3.09	
50th-Percentile Queue Length [ft/ln]	285.59	92.21	61.44	40.34	77.30	
95th-Percentile Queue Length [veh/ln]	16.97	6.64	4.42	2.90	5.57	
95th-Percentile Queue Length [ft/ln]	424.17	165.97	110.60	72.62	139.14	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	14.48	14.48	46.99	3.57	0.00	39.60	39.60	48.26	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	14.48			11.44			45.04			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	16.32											
Intersection LOS	B											
Intersection V/C	0.759											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	1622	200	0
d_b, Bicycle Delay [s]	8.90	1.61	36.46	45.01
l_b,int, Bicycle LOS Score for Intersection	3.053	2.960	1.893	4.132
Bicycle LOS	C	C	A	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	29	1010	7	695	919	8	17	11	30	16	9	665
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1010	7	695	919	8	17	11	30	16	9	665
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	253	2	174	230	2	4	3	8	4	2	166
Total Analysis Volume [veh/h]	29	1010	7	695	919	8	17	11	30	16	9	665
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	18	0	55	62	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	44	44	43	83	83	6	6
g / C, Green / Cycle	0.04	0.42	0.42	0.41	0.79	0.79	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.02	0.27	0.27	0.39	0.25	0.25	0.03	0.01
s, saturation flow rate [veh/h]	1781	1870	1865	1781	1870	1864	1693	1738
c, Capacity [veh/h]	69	786	784	731	1482	1477	137	152
d1, Uniform Delay [s]	49.33	24.25	24.25	29.90	3.01	3.01	48.50	47.54
k, delay calibration	0.11	0.50	0.50	0.32	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.08	4.11	4.12	17.16	0.55	0.56	2.06	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.65	0.65	0.95	0.31	0.31	0.42	0.17
d, Delay for Lane Group [s/veh]	53.42	28.36	28.37	47.06	3.56	3.57	50.56	48.04
Lane Group LOS	D	C	C	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.82	10.70	10.68	19.79	2.18	2.17	1.56	0.65
50th-Percentile Queue Length [ft/ln]	20.49	267.62	267.03	494.73	54.40	54.35	38.96	16.17
95th-Percentile Queue Length [veh/ln]	1.48	16.07	16.04	27.08	3.92	3.91	2.81	1.16
95th-Percentile Queue Length [ft/ln]	36.89	401.76	401.02	677.12	97.93	97.84	70.14	29.11

Movement, Approach, & Intersection Results

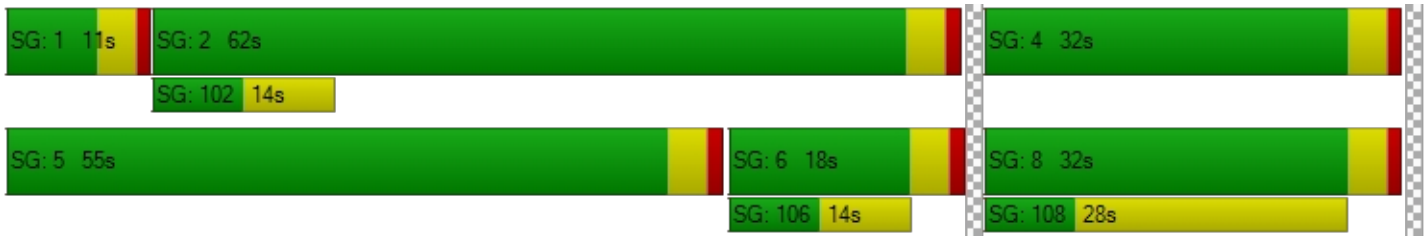
d_M, Delay for Movement [s/veh]	53.42	28.36	28.37	47.06	3.57	3.57	50.56	50.56	50.56	48.04	48.04	0.00
Movement LOS	D	C	C	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	29.06			22.20			50.56			48.04		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	25.64											
Intersection LOS	C											
Intersection V/C	0.787											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	0.00	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	2.722	0.000	1.773	2.187
Crosswalk LOS	B	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	267	1105	533	533
d_b, Bicycle Delay [s]	39.43	10.52	28.23	28.23
l_b,int, Bicycle LOS Score for Intersection	2.423	2.898	1.655	1.601
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	134	642	176	212	668	76	119	292	113	211	318	380
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	642	176	212	668	76	119	292	113	211	318	380
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	161	44	53	167	19	30	73	28	53	80	95
Total Analysis Volume [veh/h]	134	642	176	212	668	76	119	292	113	211	318	380
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	32	0	11	25	0	11	35	0	12	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	36	36	7	34	34	7	24	7	24	24
g / C, Green / Cycle	0.09	0.40	0.40	0.08	0.38	0.38	0.08	0.26	0.08	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.23	0.06	0.20	0.20	0.07	0.23	0.06	0.17	0.24
s, saturation flow rate [veh/h]	1781	1870	1733	3459	1870	1804	1781	1782	3459	1870	1589
c, Capacity [veh/h]	169	742	687	272	711	686	140	471	287	503	427
d1, Uniform Delay [s]	39.93	21.24	21.24	40.78	21.73	21.73	41.02	31.58	40.37	29.05	31.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.20	0.11	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.01	3.20	3.44	4.83	2.85	2.95	13.16	8.18	3.63	1.32	11.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.57	0.57	0.78	0.53	0.53	0.85	0.86	0.73	0.63	0.89
d, Delay for Lane Group [s/veh]	47.94	24.44	24.69	45.60	24.58	24.68	54.18	39.76	44.01	30.37	43.51
Lane Group LOS	D	C	C	D	C	C	D	D	D	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.24	7.36	6.87	2.46	6.55	6.33	3.09	9.21	2.40	6.09	9.10
50th-Percentile Queue Length [ft/ln]	81.07	183.89	171.63	61.54	163.67	158.37	77.15	230.21	60.02	152.33	227.61
95th-Percentile Queue Length [veh/ln]	5.84	11.80	11.16	4.43	10.74	10.46	5.55	14.18	4.32	10.14	14.05
95th-Percentile Queue Length [ft/ln]	145.92	295.08	279.05	110.77	268.57	261.56	138.86	354.62	108.03	253.54	351.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.94	24.52	24.69	45.60	24.62	24.68	54.18	39.76	39.76	44.01	30.37	43.51
Movement LOS	D	C	C	D	C	C	D	D	D	D	C	D
d_A, Approach Delay [s/veh]	27.85			29.28			43.03			39.03		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	33.68											
Intersection LOS	C											
Intersection V/C	0.723											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.678	2.793	2.282	2.711
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	466	688	710
d_b, Bicycle Delay [s]	21.40	26.49	19.38	18.73
l_b,int, Bicycle LOS Score for Intersection	2.345	2.348	2.424	3.059
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	118.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.145

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	227	488	205	149	330	94	177	654	195	340	815	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	488	205	149	330	94	177	654	195	340	815	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	122	51	37	83	24	44	164	49	85	204	40
Total Analysis Volume [veh/h]	227	488	205	149	330	94	177	654	195	340	815	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	17	29	0	13	25	0	0	35	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	25	25	9	21	21	31	31	39	39
g / C, Green / Cycle	0.11	0.21	0.21	0.08	0.17	0.17	0.26	0.26	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.13	0.19	0.19	0.08	0.12	0.12	0.29	0.31	0.36	0.40
s, saturation flow rate [veh/h]	1781	1870	1684	1781	1870	1730	1839	1592	1823	1632
c, Capacity [veh/h]	193	387	348	134	324	300	478	414	592	530
d1, Uniform Delay [s]	53.50	46.91	46.91	55.50	46.43	46.51	44.42	44.42	40.53	40.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	90.04	33.42	35.77	70.42	10.72	11.94	71.12	114.59	73.49	119.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.17	0.94	0.94	1.11	0.67	0.68	1.10	1.21	1.12	1.23
d, Delay for Lane Group [s/veh]	143.54	80.33	82.68	125.91	57.16	58.46	115.53	159.00	114.02	159.79
Lane Group LOS	F	F	F	F	E	E	F	F	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	10.66	14.25	13.06	6.68	7.08	6.73	23.53	25.37	29.29	32.95
50th-Percentile Queue Length [ft/ln]	266.47	356.18	326.61	166.96	176.92	168.28	588.30	634.25	732.16	823.76
95th-Percentile Queue Length [veh/ln]	17.03	20.44	18.99	11.30	11.44	10.99	33.33	37.38	41.01	48.03
95th-Percentile Queue Length [ft/ln]	425.73	510.93	474.80	282.45	286.00	274.65	833.26	934.45	1025.31	1200.71

Movement, Approach, & Intersection Results

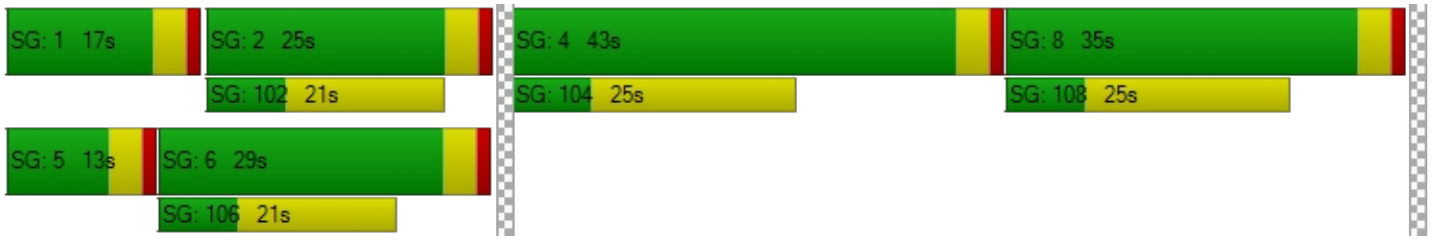
d_M, Delay for Movement [s/veh]	143.54	80.92	82.68	125.91	57.59	58.46	115.53	135.82	159.00	114.02	141.75	159.79
Movement LOS	F	F	F	F	E	E	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	96.76			75.50			136.73			136.74		
Approach LOS	F			E			F			F		
d_I, Intersection Delay [s/veh]	117.98											
Intersection LOS	F											
Intersection V/C	1.145											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.662	2.586	2.672	2.711
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	417	350	517	650
d_b, Bicycle Delay [s]	37.61	40.85	33.01	27.34
l_b,int, Bicycle LOS Score for Intersection	2.319	2.032	2.406	2.643
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	149	78	492	181	192	782
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	78	492	181	192	782
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	20	123	45	48	196
Total Analysis Volume [veh/h]	149	78	492	181	192	782
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	48	0	18	0	24	42
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	52	52	12	68
g / C, Green / Cycle	0.16	0.58	0.58	0.13	0.75
(v / s)_i Volume / Saturation Flow Rate	0.13	0.18	0.20	0.11	0.22
s, saturation flow rate [veh/h]	1710	1870	1708	1781	3560
c, Capacity [veh/h]	269	1084	990	231	2684
d1, Uniform Delay [s]	36.87	9.70	9.91	38.21	3.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.11	0.75	0.93	7.49	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.31	0.34	0.83	0.29
d, Delay for Lane Group [s/veh]	43.97	10.45	10.84	45.70	3.77
Lane Group LOS	D	B	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.29	3.35	3.45	4.54	1.74
50th-Percentile Queue Length [ft/ln]	132.33	83.75	86.21	113.62	43.47
95th-Percentile Queue Length [veh/ln]	9.07	6.03	6.21	8.04	3.13
95th-Percentile Queue Length [ft/ln]	226.66	150.74	155.18	201.02	78.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.97	43.97	10.57	10.84	45.70	3.77
Movement LOS	D	D	B	B	D	A
d_A, Approach Delay [s/veh]	43.97		10.65		12.04	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	15.41					
Intersection LOS	B					
Intersection V/C	0.505					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.007	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	978	311	844
d_b, Bicycle Delay [s]	11.76	32.10	15.03
I_b,int, Bicycle LOS Score for Intersection	1.934	2.115	2.363
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	35.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.095

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	198	747	587	104	20	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	747	587	104	20	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	187	147	26	5	64
Total Analysis Volume [veh/h]	198	747	587	104	20	256
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.01	0.01	0.00	0.09	0.54
d_M, Delay for Movement [s/veh]	10.10	0.00	0.00	0.00	35.22	25.73
Movement LOS	B	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.83	0.00	0.00	0.00	4.26	4.26
95th-Percentile Queue Length [ft/ln]	20.84	0.00	0.00	0.00	106.51	106.51
d_A, Approach Delay [s/veh]	2.12		0.00		26.41	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.86					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	11	46	21	89	145	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	46	21	89	145	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	5	22	36	2
Total Analysis Volume [veh/h]	11	46	21	89	145	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.69	9.23	7.56	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.16	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.07	4.04	1.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.32		1.44		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	389.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.070

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	68	889	36	13	1093	22	9	5	208	32	2	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	889	36	13	1093	22	9	5	208	32	2	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	222	9	3	273	6	2	1	52	8	1	1
Total Analysis Volume [veh/h]	68	889	36	13	1093	22	9	5	208	32	2	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.00	0.02	0.01	0.00	0.19	0.13	0.44	1.07	0.05	0.01
d_M, Delay for Movement [s/veh]	11.50	0.00	0.00	9.99	0.00	0.00	95.40	108.65	24.43	389.02	359.49	275.19
Movement LOS	B	A	A	A	A	A	F	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.37	0.00	0.00	0.05	0.00	0.00	0.61	3.37	3.37	4.05	4.05	4.05
95th-Percentile Queue Length [ft/ln]	9.16	0.00	0.00	1.35	0.00	0.00	15.21	84.21	84.21	101.36	101.36	101.36
d_A, Approach Delay [s/veh]	0.79			0.12			29.20			375.48		
Approach LOS	A			A			D			F		
d_I, Intersection Delay [s/veh]	9.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	1,784.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.499

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	254	975	0	0	593	691	0	0	0	60	15	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	254	975	0	0	593	691	0	0	0	60	15	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	244	0	0	148	173	0	0	0	15	4	20
Total Analysis Volume [veh/h]	254	975	0	0	593	691	0	0	0	60	15	80
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.47	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	2.20	1.50	0.15
d_M, Delay for Movement [s/veh]	17.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1556.46	1784.43	13.07
Movement LOS	C	A			A	A				F	F	B
95th-Percentile Queue Length [veh/ln]	2.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.73	9.73	0.53
95th-Percentile Queue Length [ft/ln]	63.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	243.20	243.20	13.33
d_A, Approach Delay [s/veh]	3.64			0.00			0.00			781.93		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	47.10											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	815.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	824	131	64	600	0	370	1	230	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	824	131	64	600	0	370	1	230	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	206	33	16	150	0	93	0	58	0	0	0
Total Analysis Volume [veh/h]	0	824	131	64	600	0	370	1	230	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.09	0.01	0.00	2.61	0.01	0.33	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.53	0.00	0.00	798.26	815.23	12.70	0.00	0.00	0.00
Movement LOS		A	A	B	A		F	F	B			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.29	0.00	0.00	32.90	32.90	1.44	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	7.34	0.00	0.00	822.53	822.53	36.11	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.01			497.66			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	135.03											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	374	338	0	587	0	592
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	374	338	0	587	0	592
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	85	0	147	0	148
Total Analysis Volume [veh/h]	374	338	0	587	0	592
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.92
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.36
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	2.44
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	61.00
d_A, Approach Delay [s/veh]	0.00		0.00		15.36	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	4.81					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	261.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.983

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	140	5	201	5	5	5	5	406	131	441	630	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	5	201	5	5	5	5	406	131	441	630	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	50	1	1	1	1	102	33	110	158	1
Total Analysis Volume [veh/h]	140	5	201	5	5	5	5	406	131	441	630	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	454	534	427	545	610	1076
Degree of Utilization, x	0.32	0.38	0.04	0.75	0.21	1.98

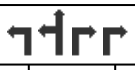
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.36	1.74	0.11	6.62	0.81	72.27
95th-Percentile Queue Length [ft]	33.97	43.54	2.72	165.38	20.26	1806.74
Approach Delay [s/veh]	13.82		11.73	22.85		465.16
Approach LOS	B		B	C		F
Intersection Delay [s/veh]	261.67					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	171	5	246	5	5	6	5	609	179	215	1176	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	5	246	5	5	6	5	609	179	215	1176	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	1	62	1	1	2	1	152	45	54	294	4
Total Analysis Volume [veh/h]	171	5	246	5	5	6	5	609	179	215	1176	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	12	12	0	32	0	11	39	0	17	45	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	22	3	3	1	64	64	10	73	73
g / C, Green / Cycle	0.08	0.08	0.22	0.03	0.03	0.01	0.64	0.64	0.10	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.09	0.00	0.01	0.00	0.17	0.11	0.06	0.33	0.01
s, saturation flow rate [veh/h]	1781	1786	2813	1781	1706	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	141	141	616	47	45	18	2260	1009	347	2580	1152
d1, Uniform Delay [s]	44.69	44.69	33.46	47.60	47.77	49.18	8.06	7.53	43.22	5.67	3.84
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.50	4.49	0.42	0.99	2.78	7.79	0.29	0.38	1.81	0.58	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.63	0.40	0.11	0.24	0.27	0.27	0.18	0.62	0.46	0.01
d, Delay for Lane Group [s/veh]	49.19	49.17	33.88	48.59	50.56	56.98	8.35	7.91	45.04	6.25	3.86
Lane Group LOS	D	D	C	D	D	E	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.28	2.28	2.58	0.13	0.30	0.16	2.75	1.57	2.62	4.36	0.09
50th-Percentile Queue Length [ft/ln]	56.93	57.07	64.39	3.35	7.57	4.08	68.75	39.18	65.61	108.98	2.22
95th-Percentile Queue Length [veh/ln]	4.10	4.11	4.64	0.24	0.54	0.29	4.95	2.82	4.72	7.78	0.16
95th-Percentile Queue Length [ft/ln]	102.47	102.72	115.90	6.04	13.62	7.34	123.75	70.53	118.11	194.58	3.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.18	49.17	33.88	48.59	50.56	50.56	56.98	8.35	7.91	45.04	6.25	3.86
Movement LOS	D	D	C	D	D	D	E	A	A	D	A	A
d_A, Approach Delay [s/veh]	40.26			49.94			8.56			12.14		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	15.79											
Intersection LOS	B											
Intersection V/C	0.496											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.591	1.959	2.806	0.000
Crosswalk LOS	B	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	560	700	819
d_b, Bicycle Delay [s]	42.35	25.95	21.16	17.43
l_b,int, Bicycle LOS Score for Intersection	2.256	1.586	2.214	2.721
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	244	748	447	124	81	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	244	748	447	124	81	287
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	187	112	31	20	72
Total Analysis Volume [veh/h]	244	748	447	124	81	287
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	47	79	32	32	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	11	75	60	71	7	22
g / C, Green / Cycle	0.12	0.83	0.66	0.79	0.08	0.25
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.24	0.08	0.02	0.10
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	429	2964	1242	1251	272	695
d1, Uniform Delay [s]	37.18	1.60	6.68	2.21	39.13	28.42
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.19	0.20	0.81	0.16	0.60	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.25	0.36	0.10	0.30	0.41
d, Delay for Lane Group [s/veh]	38.37	1.81	7.49	2.37	39.73	28.82
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.57	0.70	3.51	0.38	0.86	2.59
50th-Percentile Queue Length [ft/ln]	64.20	17.44	87.84	9.57	21.48	64.69
95th-Percentile Queue Length [veh/ln]	4.62	1.26	6.32	0.69	1.55	4.66
95th-Percentile Queue Length [ft/ln]	115.56	31.39	158.12	17.22	38.66	116.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.37	1.81	7.49	2.37	39.73	28.82
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	10.80		6.38		31.22	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	13.38					
Intersection LOS	B					
Intersection V/C	0.458					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.572
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	622	156
d_b, Bicycle Delay [s]	1.25	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	2.378	2.502	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	145	110	8	243	104	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	110	8	243	104	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	28	2	61	26	1
Total Analysis Volume [veh/h]	145	110	8	243	104	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.76	0.00	12.30	10.27
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.64	0.64
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	16.10	16.10
d_A, Approach Delay [s/veh]	0.00		0.25		12.23	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.25					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	39	283	342	110	54	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	283	342	110	54	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	71	86	28	14	10
Total Analysis Volume [veh/h]	39	283	342	110	54	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.15	0.06
d_M, Delay for Movement [s/veh]	8.37	0.00	0.00	0.00	17.09	12.66
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	0.79	0.79
95th-Percentile Queue Length [ft/ln]	2.73	0.00	0.00	0.00	19.66	19.66
d_A, Approach Delay [s/veh]	1.01		0.00		15.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	2.02					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	1	1	1	26	41	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	26	41	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	10	0
Total Analysis Volume [veh/h]	1	1	1	26	41	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.86	8.50	7.30	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	8.68		0.27		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	214	543	63	241	1301	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	214	543	63	241	1301	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	136	16	60	325	11
Total Analysis Volume [veh/h]	214	543	63	241	1301	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.63	0.00	0.00	1.04	0.00
d_M, Delay for Movement [s/veh]	10000.00	16.11	0.00	0.00	50.44	0.00
Movement LOS	F	C	A	A	F	A
95th-Percentile Queue Length [veh/ln]	29.47	4.62	0.00	0.00	24.26	24.26
95th-Percentile Queue Length [ft/ln]	736.82	115.42	0.00	0.00	606.49	606.49
d_A, Approach Delay [s/veh]	2838.50		0.00		48.76	
Approach LOS	F		A		E	
d_I, Intersection Delay [s/veh]	919.97					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	335.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.853

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	355	408	26	189	682	664	230	1213	250	134	2000	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	408	26	189	682	664	230	1213	250	134	2000	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	102	7	47	171	166	58	303	63	34	500	36
Total Analysis Volume [veh/h]	355	408	26	189	682	664	230	1213	250	134	2000	143
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	31	0	0	33	0	12	27	0	24	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	29	29	8	32	32	11	35	35
g / C, Green / Cycle	0.23	0.25	0.25	0.07	0.28	0.28	0.09	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.43	0.47	0.42	0.13	0.34	0.16	0.08	0.56	0.09
s, saturation flow rate [veh/h]	1818	1850	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	426	466	400	126	1005	449	165	1083	483
d1, Uniform Delay [s]	44.10	43.08	43.08	53.50	41.33	35.20	51.25	40.07	30.65
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	392.72	399.30	307.24	375.72	102.62	4.93	9.14	384.96	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.85	1.87	1.66	1.82	1.21	0.56	0.81	1.85	0.30
d, Delay for Lane Group [s/veh]	436.82	442.38	350.32	429.21	143.95	40.13	60.39	425.03	32.20
Lane Group LOS	F	F	F	F	F	D	E	F	C
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	58.46	64.78	45.42	16.84	28.37	6.56	4.21	72.94	3.25
50th-Percentile Queue Length [ft/ln]	1461.50	1619.49	1135.54	420.99	709.15	164.10	105.17	1823.39	81.27
95th-Percentile Queue Length [veh/ln]	91.03	100.87	70.73	27.39	41.38	10.77	7.57	114.11	5.85
95th-Percentile Queue Length [ft/ln]	2275.65	2521.76	1768.27	684.68	1034.52	269.15	189.26	2852.67	146.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	436.82	436.82	436.82	442.38	442.38	350.32	429.21	143.95	40.13	60.39	425.03	32.20
Movement LOS	F	F	F	F	F	F	F	F	D	E	F	C
d_A, Approach Delay [s/veh]	436.82			402.56			167.37			378.90		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	335.03											
Intersection LOS	F											
Intersection V/C	1.853											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	504	400	608
d_b, Bicycle Delay [s]	33.71	32.19	36.84	27.86
l_b,int, Bicycle LOS Score for Intersection	2.861	4.092	2.956	3.438
Bicycle LOS	C	D	C	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.818

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	15	5	5	135	22	517	201	583	37	5	863	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	5	5	135	22	517	201	583	37	5	863	108
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	1	34	6	129	50	146	9	1	216	27
Total Analysis Volume [veh/h]	15	5	5	135	22	517	201	583	37	5	863	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	48	0	0	48	0	16	36	0	11	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	12	48	48	1	37	37
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.13	0.50	0.50	0.01	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.10	0.34	0.11	0.17	0.17	0.00	0.26	0.26
s, saturation flow rate [veh/h]	866	1718	1405	1599	1781	1870	1831	1781	1870	1798
c, Capacity [veh/h]	91	623	550	580	226	937	917	18	718	691
d1, Uniform Delay [s]	46.69	19.42	23.08	29.12	40.82	14.22	14.22	46.67	24.51	24.51
k, delay calibration	0.11	0.11	0.11	0.26	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.85	0.01	0.23	14.68	11.21	0.96	0.98	7.73	5.35	5.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.02	0.25	0.93	0.89	0.33	0.33	0.27	0.69	0.69
d, Delay for Lane Group [s/veh]	47.53	19.43	23.31	43.80	52.03	15.18	15.20	54.39	29.86	30.06
Lane Group LOS	D	B	C	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.37	0.14	2.22	13.70	5.27	4.11	4.04	0.16	10.06	9.71
50th-Percentile Queue Length [ft/ln]	9.33	3.55	55.42	342.46	131.84	102.87	100.92	3.90	251.53	242.83
95th-Percentile Queue Length [veh/ln]	0.67	0.26	3.99	19.77	9.04	7.41	7.27	0.28	15.26	14.82
95th-Percentile Queue Length [ft/ln]	16.80	6.39	99.76	494.21	225.99	185.16	181.65	7.02	381.58	370.61

Movement, Approach, & Intersection Results

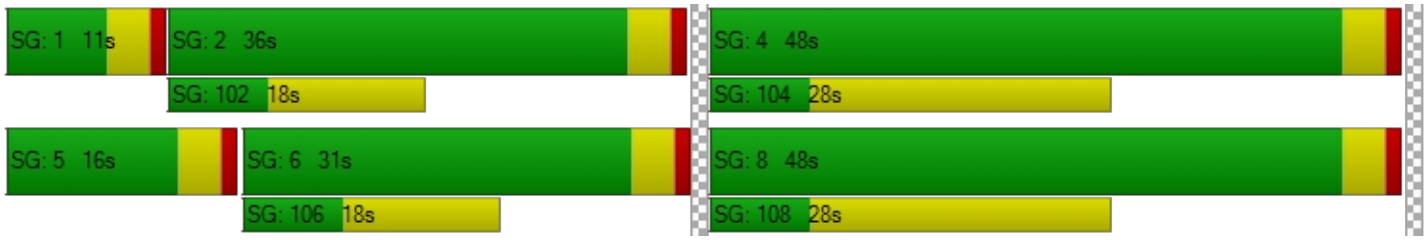
d_M, Delay for Movement [s/veh]	47.53	19.43	19.43	23.31	43.80	43.80	52.03	15.19	15.20	54.39	29.94	30.06
Movement LOS	D	B	B	C	D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	36.29			39.69			24.21			30.08		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.81											
Intersection LOS	C											
Intersection V/C	0.818											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	1.971	2.264	2.756	2.825
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	926	926	674	568
d_b, Bicycle Delay [s]	13.69	13.69	20.90	24.34
l_b,int, Bicycle LOS Score for Intersection	1.601	2.672	2.237	2.365
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	309.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.170

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	66	5	101	5	5	5	5	255	45	315	601	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	5	101	5	5	5	5	255	45	315	601	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	25	1	1	1	1	64	11	79	150	1
Total Analysis Volume [veh/h]	66	5	101	5	5	5	5	255	45	315	601	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.17	0.07	0.13	0.11	0.07	0.01	0.01	0.00	0.00	0.25	0.01	0.00
d_M, Delay for Movement [s/veh]	309.63	295.02	250.51	93.96	65.99	22.57	8.71	0.00	0.00	8.28	0.00	0.00
Movement LOS	F	F	F	F	F	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	11.46	11.46	11.46	0.65	0.65	0.65	0.01	0.01	0.01	0.64	0.64	0.64
95th-Percentile Queue Length [ft/ln]	286.38	286.38	286.38	16.23	16.23	16.23	0.22	0.22	0.22	15.89	15.89	15.89
d_A, Approach Delay [s/veh]	274.49			60.84			0.14			2.83		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	35.94											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	173.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.260

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	36	340	131	205	844	33
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	340	131	205	844	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	85	33	51	211	8
Total Analysis Volume [veh/h]	36	340	131	205	844	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.96	0.17	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	173.50	157.61	9.84	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	16.78	16.78	0.24	0.24	0.00	0.00
95th-Percentile Queue Length [ft/ln]	419.60	419.60	6.06	6.06	0.00	0.00
d_A, Approach Delay [s/veh]	159.13		3.84		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	38.47					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	318.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.658

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	134	1368	82	55	1134	244	359	196	41	43	579	566
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1368	82	55	1134	244	359	196	41	43	579	566
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	342	21	14	284	61	90	49	10	11	145	142
Total Analysis Volume [veh/h]	134	1368	82	55	1134	244	359	196	41	43	579	566
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	30	0	11	30	0	0	27	0	0	52	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	27	27	6	26	26	23	48
g / C, Green / Cycle	0.06	0.23	0.23	0.05	0.22	0.22	0.19	0.40
(v / s)_i Volume / Saturation Flow Rate	0.08	0.38	0.05	0.03	0.32	0.15	0.33	0.69
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1794	1722
c, Capacity [veh/h]	104	799	357	87	766	342	347	688
d1, Uniform Delay [s]	56.50	46.54	38.06	55.98	47.10	43.67	48.40	36.02
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	144.53	325.89	1.50	7.22	223.42	12.01	334.87	332.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.29	1.71	0.23	0.63	1.48	0.71	1.72	1.73
d, Delay for Lane Group [s/veh]	201.03	372.43	39.56	63.20	270.51	55.68	383.26	368.66
Lane Group LOS	F	F	D	E	F	E	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	7.33	47.98	2.13	1.81	35.11	7.84	42.62	83.25
50th-Percentile Queue Length [ft/ln]	183.18	1199.45	53.32	45.27	877.65	196.11	1065.39	2081.22
95th-Percentile Queue Length [veh/ln]	12.61	74.39	3.84	3.26	53.66	12.44	66.06	130.04
95th-Percentile Queue Length [ft/ln]	315.37	1859.67	95.97	81.48	1341.42	310.94	1651.52	3251.01

Movement, Approach, & Intersection Results

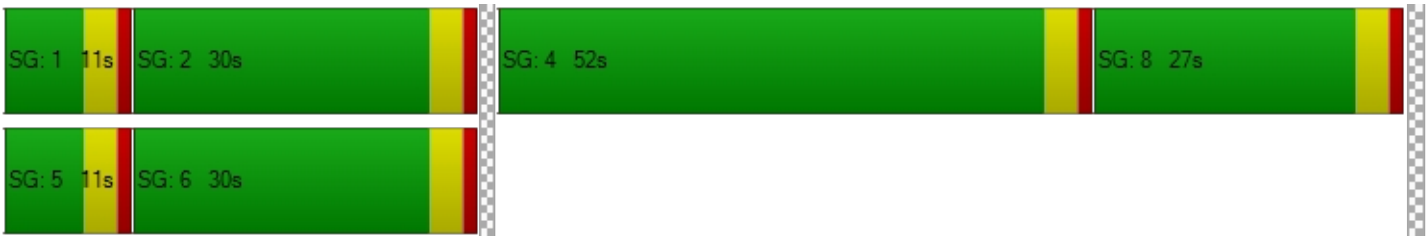
d_M, Delay for Movement [s/veh]	201.03	372.43	39.56	63.20	270.51	55.68	383.26	383.26	383.26	368.66	368.66	368.66
Movement LOS	F	F	D	E	F	E	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	340.70			225.98			383.26			368.66		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	318.66											
Intersection LOS	F											
Intersection V/C	1.658											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	433	383	800
d_b, Bicycle Delay [s]	36.82	36.82	39.21	21.60
l_b,int, Bicycle LOS Score for Intersection	2.866	2.742	2.543	3.520
Bicycle LOS	C	B	B	D

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	1,198.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.322

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	421	5	130	5	5	5	5	175	148	246	385	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	5	130	5	5	5	5	175	148	246	385	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	1	33	1	1	1	1	44	37	62	96	1
Total Analysis Volume [veh/h]	421	5	130	5	5	5	5	175	148	246	385	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.32	0.03	0.16	0.05	0.04	0.01	0.00	0.00	0.00	0.20	0.00	0.00
d_M, Delay for Movement [s/veh]	1198.29	1194.07	1174.44	44.59	34.12	12.89	8.09	0.00	0.00	8.23	0.00	0.00
Movement LOS	F	F	F	E	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	53.64	53.64	53.64	0.31	0.31	0.31	0.01	0.01	0.01	0.48	0.48	0.48
95th-Percentile Queue Length [ft/ln]	1341.03	1341.03	1341.03	7.84	7.84	7.84	0.23	0.23	0.23	11.88	11.88	11.88
d_A, Approach Delay [s/veh]	1192.68			30.53			0.12			3.18		
Approach LOS	F			D			A			A		
d_I, Intersection Delay [s/veh]	433.65											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	3,905.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	7.743

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	229	21	26	84	82	533	62	78	84	143	107	263
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	21	26	84	82	533	62	78	84	143	107	263
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	5	7	21	21	133	16	20	21	36	27	66
Total Analysis Volume [veh/h]	229	21	26	84	82	533	62	78	84	143	107	263
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.00	0.00	0.05	0.00	0.01	7.74	0.48	0.12	2.01	0.93	0.25
d_M, Delay for Movement [s/veh]	9.54	0.00	0.00	7.44	0.00	0.00	3905.62	3478.18	3461.19	1073.93	1054.77	1026.86
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.76	0.17	0.17	0.17	27.68	27.68	27.68	48.05	48.05	48.05
95th-Percentile Queue Length [ft/ln]	18.96	18.96	18.96	4.34	4.34	4.34	691.98	691.98	691.98	1201.13	1201.13	1201.13
d_A, Approach Delay [s/veh]	7.92			0.89			3590.11			1045.80		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	784.75											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 54: Avenue 50 at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.330

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	0	21	0	0	0	0	0	0	536	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	21	0	0	0	0	0	0	536	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	0	0	0	0	134	0	0
Total Analysis Volume [veh/h]	0	0	21	0	0	0	0	0	0	536	0	0
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	0	21	0	0	21	0	0	0	0	69	69	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	7	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	21	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C		L	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	53	53	53		29	29
g / C, Green / Cycle	0.58	0.58	0.58		0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00		0.30	0.00
s, saturation flow rate [veh/h]	5094	3560	1870		1781	1589
c, Capacity [veh/h]	2976	2080	1092		582	519
d1, Uniform Delay [s]	0.00	0.00	0.00		29.14	0.00
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00		6.56	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00		0.92	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00		35.71	0.00
Lane Group LOS	A	A	A		D	A
Critical Lane Group	No	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00		11.74	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00		293.52	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00		17.36	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00		434.01	0.00

Movement, Approach, & Intersection Results

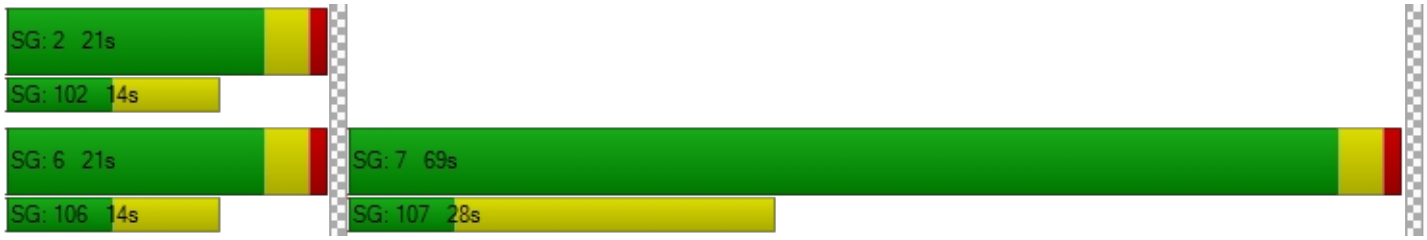
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.71	0.00	0.00
Movement LOS		A			A	A				D		A
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			35.71		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	35.71											
Intersection LOS	D											
Intersection V/C	0.330											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.452	1.423	2.114
Crosswalk LOS	F	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	378	378	0	1445
d_b, Bicycle Delay [s]	29.58	29.58	44.98	3.46
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	4.132	1.560
Bicycle LOS	A	A	D	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 55: Avenue 50 at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.242

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	21	285	0	536	0	0	0	97	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	285	0	536	0	0	0	97	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	5	71	0	134	0	0	0	24	0	0	0
Total Analysis Volume [veh/h]	0	21	285	0	536	0	0	0	97	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	3	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	7	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	47	0	11	58	0	32	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	7	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	21	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	72	72	0	76	6	6	6	
g / C, Green / Cycle	0.79	0.79	0.00	0.84	0.07	0.07	0.07	
(v / s)_i Volume / Saturation Flow Rate	0.01	0.18	0.00	0.11	0.00	0.03	0.03	
s, saturation flow rate [veh/h]	3560	1589	1781	5094	1781	1589	1589	
c, Capacity [veh/h]	2825	1261	2	4275	128	114	114	
d1, Uniform Delay [s]	1.93	2.34	0.00	1.30	0.00	40.00	40.00	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.00	0.42	0.00	0.06	0.00	2.48	2.48	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.01	0.23	0.00	0.13	0.00	0.42	0.42	
d, Delay for Lane Group [s/veh]	1.94	2.76	0.00	1.36	0.00	42.48	42.48	
Lane Group LOS	A	A	A	A	A	D	D	
Critical Lane Group	No	Yes	No	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	0.03	0.93	0.00	0.25	0.00	1.10	1.10	
50th-Percentile Queue Length [ft/ln]	0.64	23.19	0.00	6.21	0.00	27.40	27.40	
95th-Percentile Queue Length [veh/ln]	0.05	1.67	0.00	0.45	0.00	1.97	1.97	
95th-Percentile Queue Length [ft/ln]	1.15	41.74	0.00	11.18	0.00	49.33	49.33	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.94	2.76	0.00	1.36	0.00	21.24	0.00	42.48	0.00	0.00	0.00
Movement LOS		A	A	A	A		C		D			
d_A, Approach Delay [s/veh]	2.70			1.36			42.48			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.04											
Intersection LOS	A											
Intersection V/C	0.242											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.605	0.000	2.154	1.701
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	1200	622	0
d_b, Bicycle Delay [s]	12.28	7.21	21.37	45.01
l_b,int, Bicycle LOS Score for Intersection	1.728	1.854	1.720	4.132
Bicycle LOS	A	A	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.429

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	252	801	0	0	690	193	0	0	0	355	0	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	252	801	0	0	690	193	0	0	0	355	0	185
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	200	0	0	173	48	0	0	0	89	0	46
Total Analysis Volume [veh/h]	252	801	0	0	690	193	0	0	0	355	0	185
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	47	0	0	18	0	0	0	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	9	70	57	57		12	12	12
g / C, Green / Cycle	0.10	0.77	0.63	0.63		0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.19	0.12		0.11	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1761	1589
c, Capacity [veh/h]	347	2749	2234	997		247	245	221
d1, Uniform Delay [s]	39.31	3.01	7.75	7.11		37.30	37.31	37.31
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.90	0.27	0.36	0.43		4.70	4.75	5.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.29	0.31	0.19		0.76	0.76	0.76
d, Delay for Lane Group [s/veh]	42.21	3.28	8.11	7.55		42.00	42.05	42.57
Lane Group LOS	D	A	A	A		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.81	1.55	2.86	1.53		4.23	4.18	3.81
50th-Percentile Queue Length [ft/ln]	70.16	38.82	71.45	38.24		105.71	104.62	95.33
95th-Percentile Queue Length [veh/ln]	5.05	2.80	5.14	2.75		7.60	7.53	6.86
95th-Percentile Queue Length [ft/ln]	126.30	69.88	128.62	68.84		190.01	188.31	171.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.21	3.28	0.00	0.00	8.11	7.55	0.00	0.00	0.00	42.03	42.05	42.56
Movement LOS	D	A			A	A				D	D	D
d_A, Approach Delay [s/veh]	12.60			7.99			0.00			42.20		
Approach LOS	B			A			A			D		
d_I, Intersection Delay [s/veh]	17.41											
Intersection LOS	B											
Intersection V/C	0.429											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.931	2.115
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	311	0	866
d_b, Bicycle Delay [s]	12.28	32.10	45.01	14.46
l_b,int, Bicycle LOS Score for Intersection	2.428	2.288	4.132	2.451
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	843	469	260	792	0	292	5	405	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	843	469	260	792	0	292	5	405	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	211	117	65	198	0	73	1	101	0	0	0
Total Analysis Volume [veh/h]	0	843	469	260	792	0	292	5	405	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	14	32	0	0	58	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	53	53	9	66	16	16	16	
g / C, Green / Cycle	0.59	0.59	0.10	0.73	0.18	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.30	0.08	0.22	0.14	0.14	0.14	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1629	1589	
c, Capacity [veh/h]	2102	938	337	2607	319	292	285	
d1, Uniform Delay [s]	9.90	10.72	39.66	4.15	35.24	35.33	35.36	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.57	1.90	3.76	0.30	4.05	4.72	4.92	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.40	0.50	0.77	0.30	0.78	0.79	0.79	
d, Delay for Lane Group [s/veh]	10.47	12.62	43.42	4.45	39.28	40.05	40.28	
Lane Group LOS	B	B	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.23	5.38	2.94	2.05	5.42	5.10	5.02	
50th-Percentile Queue Length [ft/ln]	105.63	134.61	73.61	51.23	135.58	127.59	125.46	
95th-Percentile Queue Length [veh/ln]	7.60	9.19	5.30	3.69	9.24	8.81	8.69	
95th-Percentile Queue Length [ft/ln]	189.90	229.74	132.50	92.21	231.06	220.21	217.31	

Movement, Approach, & Intersection Results

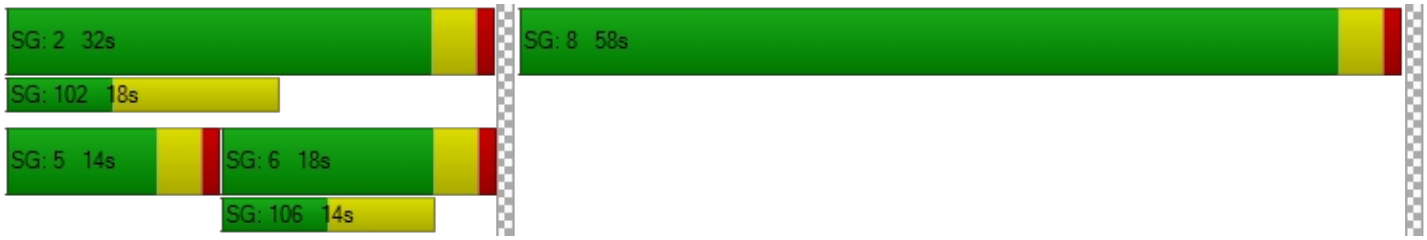
d_M, Delay for Movement [s/veh]	0.00	10.47	12.62	43.42	4.45	0.00	39.43	40.05	40.18	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	11.24			14.08			39.86			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	18.77											
Intersection LOS	B											
Intersection V/C	0.591											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.168	2.072
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	622	1200	0
d_b, Bicycle Delay [s]	32.10	21.37	7.21	45.01
l_b,int, Bicycle LOS Score for Intersection	2.642	2.428	2.718	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	115	475	60	139	568	158	213	468	51	88	350	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	475	60	139	568	158	213	468	51	88	350	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	119	15	35	142	40	53	117	13	22	88	21
Total Analysis Volume [veh/h]	115	475	60	139	568	158	213	468	51	88	350	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	12	42	0	11	41	0	15	35	0	12	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	58	58	7	58	58	8	13	13	6	11	22
g / C, Green / Cycle	0.07	0.58	0.58	0.07	0.58	0.58	0.08	0.13	0.13	0.06	0.11	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.15	0.04	0.20	0.20	0.06	0.10	0.10	0.03	0.07	0.05
s, saturation flow rate [veh/h]	3459	1870	1798	3459	1870	1732	3459	3560	1778	3459	5094	1589
c, Capacity [veh/h]	235	1083	1041	240	1086	1005	286	451	225	224	555	347
d1, Uniform Delay [s]	44.99	10.38	10.39	45.18	11.03	11.04	44.90	42.27	42.33	44.93	42.68	32.28
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.56	0.58	2.21	0.88	0.95	3.85	2.72	5.58	1.11	1.18	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.25	0.25	0.58	0.35	0.35	0.75	0.76	0.77	0.39	0.63	0.24
d, Delay for Lane Group [s/veh]	46.56	10.93	10.97	47.38	11.91	11.99	48.76	44.99	47.91	46.04	43.86	32.63
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.42	2.97	2.87	1.74	4.39	4.09	2.72	4.25	4.48	1.08	2.80	1.69
50th-Percentile Queue Length [ft/ln]	35.53	74.13	71.78	43.47	109.76	102.25	68.03	106.35	112.10	26.97	70.09	42.15
95th-Percentile Queue Length [veh/ln]	2.56	5.34	5.17	3.13	7.83	7.36	4.90	7.64	7.96	1.94	5.05	3.03
95th-Percentile Queue Length [ft/ln]	63.96	133.43	129.21	78.24	195.66	184.04	122.45	190.92	198.92	48.54	126.16	75.87

Movement, Approach, & Intersection Results

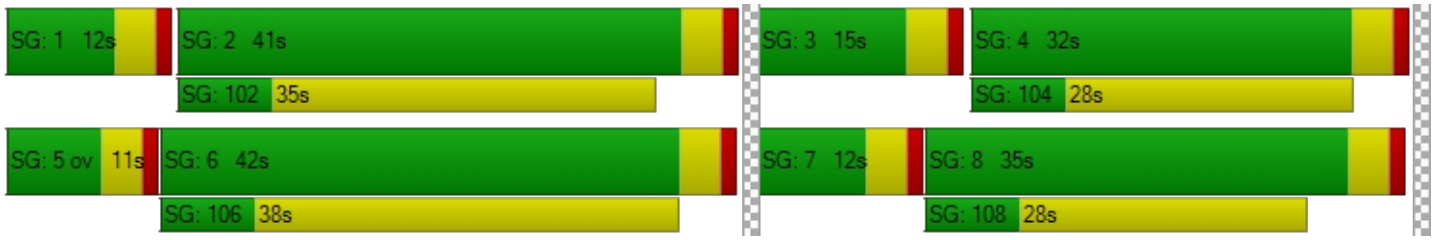
d_M, Delay for Movement [s/veh]	46.56	10.95	10.97	47.38	11.94	11.99	48.76	45.76	47.91	46.04	43.86	32.63
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	17.25			17.64			46.78			42.44		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	29.92											
Intersection LOS	C											
Intersection V/C	0.435											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.678	2.724	2.895	2.983
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	739	620	560
d_b, Bicycle Delay [s]	19.25	19.88	23.84	25.95
l_b,int, Bicycle LOS Score for Intersection	2.096	2.273	1.962	1.846
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	32.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.610

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	97	377	90	202	503	100	64	577	122	117	484	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	377	90	202	503	100	64	577	122	117	484	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	94	23	51	126	25	16	144	31	29	121	40
Total Analysis Volume [veh/h]	97	377	90	202	503	100	64	577	122	117	484	159
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	29	0	16	32	0	11	34	0	11	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	35	35	12	40	40	6	20	20	7	22	22
g / C, Green / Cycle	0.07	0.39	0.39	0.13	0.45	0.45	0.06	0.22	0.22	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.13	0.13	0.11	0.14	0.06	0.04	0.19	0.19	0.07	0.18	0.18
s, saturation flow rate [veh/h]	1781	1870	1748	1781	3560	1589	1781	1870	1758	1781	1870	1714
c, Capacity [veh/h]	128	722	675	238	1593	711	113	420	395	140	448	411
d1, Uniform Delay [s]	41.06	19.50	19.53	38.20	16.04	14.70	41.03	33.57	33.59	40.97	31.74	31.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.14	0.14	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.70	1.24	1.35	8.29	0.52	0.41	4.42	6.57	7.11	12.13	2.50	2.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.33	0.34	0.85	0.32	0.14	0.57	0.86	0.86	0.84	0.75	0.75
d, Delay for Lane Group [s/veh]	49.76	20.74	20.88	46.49	16.56	15.11	45.45	40.14	40.71	53.10	34.24	34.53
Lane Group LOS	D	C	C	D	B	B	D	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.40	3.68	3.50	4.83	3.31	1.25	1.50	8.13	7.73	3.00	6.90	6.38
50th-Percentile Queue Length [ft/ln]	59.94	91.95	87.52	120.84	82.81	31.17	37.60	203.23	193.20	74.98	172.40	159.51
95th-Percentile Queue Length [veh/ln]	4.32	6.62	6.30	8.44	5.96	2.24	2.71	12.81	12.29	5.40	11.20	10.52
95th-Percentile Queue Length [ft/ln]	107.90	165.50	157.54	210.98	149.07	56.10	67.69	320.13	307.18	134.97	280.07	263.07

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.76	20.79	20.88	46.49	16.56	15.11	45.45	40.35	40.71	53.10	34.33	34.53
Movement LOS	D	C	C	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	25.79			23.89			40.84			37.26		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.24											
Intersection LOS	C											
Intersection V/C	0.610											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.554	2.681	2.581	2.617
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	622	666	666
d_b, Bicycle Delay [s]	23.51	21.40	20.04	20.04
l_b,int, Bicycle LOS Score for Intersection	2.025	2.224	2.189	2.187
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	4.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	150	837	0	0	764	241	0	0	0	33	2	320
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	837	0	0	764	241	0	0	0	33	2	320
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	209	0	0	191	60	0	0	0	8	1	80
Total Analysis Volume [veh/h]	150	837	0	0	764	241	0	0	0	33	2	320
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	109	0	0	98	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	107	107	96	96		5
g / C, Green / Cycle	0.89	0.89	0.80	0.80		0.04
(v / s)_i Volume / Saturation Flow Rate	0.23	0.45	0.41	0.15		0.02
s, saturation flow rate [veh/h]	663	1870	1870	1589		1786
c, Capacity [veh/h]	600	1669	1498	1273		72
d1, Uniform Delay [s]	2.47	1.25	4.01	2.80		56.32
k, delay calibration	0.38	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.76	1.08	1.24	0.33		4.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.25	0.50	0.51	0.19		0.48
d, Delay for Lane Group [s/veh]	3.23	2.33	5.26	3.13		61.25
Lane Group LOS	A	A	A	A		E
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.24	1.53	5.34	1.18		1.14
50th-Percentile Queue Length [ft/ln]	5.96	38.37	133.44	29.42		28.45
95th-Percentile Queue Length [veh/ln]	0.43	2.76	9.13	2.12		2.05
95th-Percentile Queue Length [ft/ln]	10.73	69.07	228.17	52.95		51.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.23	2.33	0.00	0.00	5.26	3.13	0.00	0.00	0.00	61.25	61.25	0.00
Movement LOS	A	A			A	A				E	E	
d_A, Approach Delay [s/veh]	2.46			4.75			0.00			61.25		
Approach LOS	A			A			A			E		
d_I, Intersection Delay [s/veh]	4.61											
Intersection LOS	A											
Intersection V/C	0.519											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.995	0.000
Crosswalk LOS	F	F	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1750	1567	0	117
d_b, Bicycle Delay [s]	0.94	2.81	59.99	53.20
l_b,int, Bicycle LOS Score for Intersection	3.188	3.218	4.132	1.617
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	530	28	304	483	0	401	5	178	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	530	28	304	483	0	401	5	178	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	133	7	76	121	0	100	1	45	0	0	0
Total Analysis Volume [veh/h]	0	530	28	304	483	0	401	5	178	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	11	22	0	0	68	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	59	59	23	23	
g / C, Green / Cycle	0.53	0.65	0.65	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.31	0.26	0.23	0.11	
s, saturation flow rate [veh/h]	1854	995	1870	1782	1589	
c, Capacity [veh/h]	982	592	1221	460	411	
d1, Uniform Delay [s]	14.25	9.57	7.32	32.07	27.88	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.39	3.16	0.96	5.69	0.72	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.57	0.51	0.40	0.88	0.43	
d, Delay for Lane Group [s/veh]	16.64	12.74	8.28	37.76	28.61	
Lane Group LOS	B	B	A	D	C	
Critical Lane Group	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.73	2.65	4.10	8.96	3.22	
50th-Percentile Queue Length [ft/ln]	193.18	66.13	102.52	224.09	80.56	
95th-Percentile Queue Length [veh/ln]	12.29	4.76	7.38	13.87	5.80	
95th-Percentile Queue Length [ft/ln]	307.15	119.03	184.53	346.85	145.00	

Movement, Approach, & Intersection Results

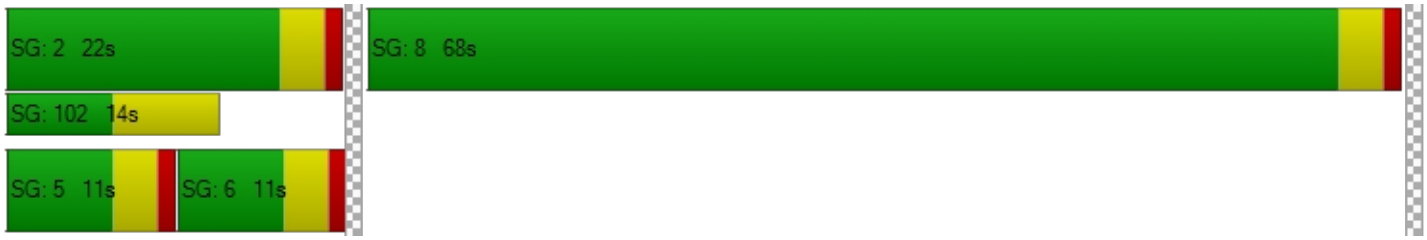
d_M, Delay for Movement [s/veh]	0.00	16.64	16.64	12.74	8.28	0.00	37.76	37.76	28.61	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	C			
d_A, Approach Delay [s/veh]	16.64			10.00			34.97			0.00		
Approach LOS	B			B			C			A		
d_I, Intersection Delay [s/veh]	19.48											
Intersection LOS	B											
Intersection V/C	0.698											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.130	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	400	1422	0
d_b, Bicycle Delay [s]	38.28	28.81	3.76	45.01
l_b,int, Bicycle LOS Score for Intersection	2.480	2.858	2.523	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	227	435	262	58	598	152	137	248	163	160	228	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	435	262	58	598	152	137	248	163	160	228	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	109	66	15	150	38	34	62	41	40	57	7
Total Analysis Volume [veh/h]	227	435	262	58	598	152	137	248	163	160	228	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	41	0	12	29	0	15	32	0	15	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	53	53	6	44	44	9	14	14	11	16	16
g / C, Green / Cycle	0.15	0.53	0.53	0.06	0.44	0.44	0.09	0.14	0.14	0.11	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.13	0.12	0.16	0.03	0.17	0.10	0.08	0.12	0.12	0.09	0.07	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1628	1781	1870	1802
c, Capacity [veh/h]	263	1887	843	102	1565	698	169	271	236	192	296	285
d1, Uniform Delay [s]	41.68	12.59	13.24	46.01	18.91	17.40	44.45	41.40	41.54	43.78	38.11	38.14
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.19	0.29	0.96	4.95	0.71	0.72	8.99	5.41	6.92	9.01	1.01	1.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.23	0.31	0.57	0.38	0.22	0.81	0.80	0.82	0.83	0.44	0.44
d, Delay for Lane Group [s/veh]	49.87	12.88	14.20	50.96	19.62	18.11	53.44	46.81	48.46	52.79	39.12	39.22
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.01	2.59	3.41	1.54	4.71	2.27	3.73	5.54	5.05	4.34	2.93	2.86
50th-Percentile Queue Length [ft/ln]	150.37	64.71	85.18	38.48	117.65	56.69	93.25	138.48	126.27	108.38	73.23	71.57
95th-Percentile Queue Length [veh/ln]	10.04	4.66	6.13	2.77	8.26	4.08	6.71	9.40	8.74	7.75	5.27	5.15
95th-Percentile Queue Length [ft/ln]	250.92	116.47	153.33	69.26	206.59	102.05	167.85	234.98	218.42	193.75	131.81	128.83

Movement, Approach, & Intersection Results

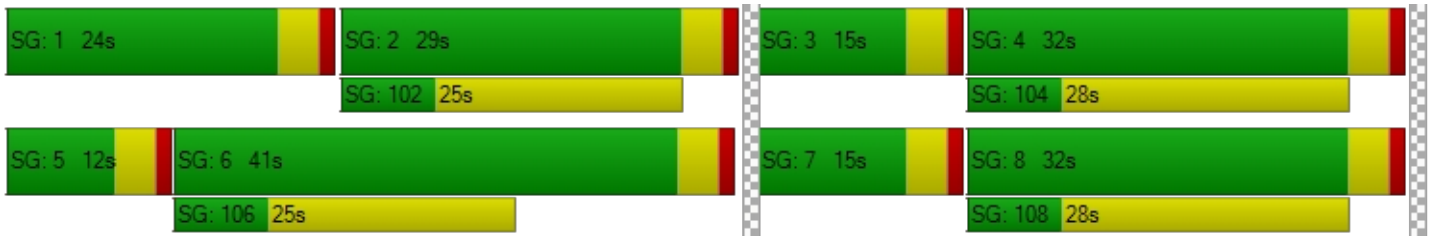
d_M, Delay for Movement [s/veh]	49.87	12.88	14.20	50.96	19.62	18.11	53.44	47.01	48.46	52.79	39.16	39.22
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	22.34			21.58			49.05			44.42		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.95											
Intersection LOS	C											
Intersection V/C	0.600											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.758	2.686	2.530	2.496
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	739	500	560	560
d_b, Bicycle Delay [s]	19.88	28.16	25.95	25.95
l_b,int, Bicycle LOS Score for Intersection	2.322	2.226	2.012	1.902
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	262	423	85	127	477	94	92	619	321	101	412	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	262	423	85	127	477	94	92	619	321	101	412	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	106	21	32	119	24	23	155	80	25	103	16
Total Analysis Volume [veh/h]	262	423	85	127	477	94	92	619	321	101	412	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	36	0	12	35	0	15	36	36	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	45	45	7	43	43	6	20	33	7	21	21
g / C, Green / Cycle	0.10	0.48	0.48	0.07	0.45	0.45	0.07	0.21	0.35	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.08	0.14	0.14	0.04	0.16	0.16	0.05	0.17	0.20	0.06	0.09	0.09
s, saturation flow rate [veh/h]	3459	1870	1763	3459	1870	1765	1781	3560	1589	1781	3560	1746
c, Capacity [veh/h]	330	889	838	249	846	798	122	753	555	129	769	377
d1, Uniform Delay [s]	42.12	15.21	15.21	42.53	16.93	16.95	43.56	35.81	25.27	43.37	32.11	32.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.33	0.84	0.89	1.61	1.12	1.20	9.19	2.32	1.65	9.71	0.35	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.29	0.29	0.51	0.35	0.35	0.76	0.82	0.58	0.78	0.41	0.42
d, Delay for Lane Group [s/veh]	46.45	16.05	16.11	44.15	18.06	18.15	52.74	38.12	26.92	53.09	32.46	32.94
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.18	3.53	3.35	1.48	4.28	4.08	2.42	6.97	6.02	2.66	3.14	3.20
50th-Percentile Queue Length [ft/ln]	79.43	88.16	83.65	37.05	107.03	101.92	60.48	174.16	150.42	66.61	78.45	80.07
95th-Percentile Queue Length [veh/ln]	5.72	6.35	6.02	2.67	7.67	7.34	4.35	11.30	10.04	4.80	5.65	5.76
95th-Percentile Queue Length [ft/ln]	142.98	158.70	150.58	66.69	191.86	183.46	108.86	282.38	250.99	119.90	141.22	144.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.45	16.07	16.11	44.15	18.09	18.15	52.74	38.12	26.92	53.09	32.57	32.94
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	26.41			22.84			35.94			36.20		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.63											
Intersection LOS	C											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.726	2.663	2.847	2.684
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	652	673	589
d_b, Bicycle Delay [s]	20.92	21.59	20.92	23.66
l_b,int, Bicycle LOS Score for Intersection	2.195	2.135	2.411	1.877
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	81.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.273

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	94	329	22	112	422	175	165	443	157	34	283	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	329	22	112	422	175	165	443	157	34	283	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	82	6	28	106	44	41	111	39	9	71	32
Total Analysis Volume [veh/h]	94	329	22	112	422	175	165	443	157	34	283	128
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	343	359	331	346	360	333	443	372	339	411
Degree of Utilization, x	0.27	0.98	0.34	0.86	0.83	0.50	1.27	0.42	0.10	1.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.09	10.99	1.46	8.02	7.44	2.62	20.14	2.04	0.33	15.92
95th-Percentile Queue Length [ft]	27.34	274.70	36.40	200.49	186.06	65.52	503.38	51.04	8.27	398.05
Approach Delay [s/veh]	62.28		44.94			109.29			113.54	
Approach LOS	F		E			F			F	
Intersection Delay [s/veh]	81.94									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	103.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.534

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	27	122	5	203	177	113	111	616	37	11	323	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	122	5	203	177	113	111	616	37	11	323	224
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	31	1	51	44	28	28	154	9	3	81	56
Total Analysis Volume [veh/h]	27	122	5	203	177	113	111	616	37	11	323	224
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	411	418	442	483	400	653	396	418	447
Degree of Utilization, x	0.37	0.49	0.40	0.23	0.28	1.53	0.03	0.65	0.61

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.71	2.59	1.89	0.90	1.12	35.34	0.09	4.54	3.99
95th-Percentile Queue Length [ft]	42.71	64.73	47.32	22.49	27.93	883.45	2.14	113.45	99.78
Approach Delay [s/veh]	16.93	16.56			236.06		24.16		
Approach LOS	C	C			F		C		
Intersection Delay [s/veh]	103.91								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	18.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	73	485	289	123	453	55	73	87	103	222	42	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	485	289	123	453	55	73	87	103	222	42	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	121	72	31	113	14	18	22	26	56	11	13
Total Analysis Volume [veh/h]	73	485	289	123	453	55	73	87	103	222	42	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	34	0	11	34	0	0	45	0	0	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	57	47	47	57	47	47	25	25	25	25	25
g / C, Green / Cycle	0.64	0.52	0.52	0.64	0.53	0.53	0.27	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.22	0.14	0.14	0.14	0.06	0.05	0.06	0.19	0.06
s, saturation flow rate [veh/h]	1015	1870	1639	862	1870	1800	1301	1870	1589	1193	1702
c, Capacity [veh/h]	699	966	847	575	983	946	347	514	437	334	468
d1, Uniform Delay [s]	6.48	13.49	13.50	7.39	11.76	11.77	30.13	24.83	25.31	34.28	25.07
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	1.38	1.58	0.85	0.65	0.68	0.30	0.15	0.27	2.28	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.43	0.43	0.21	0.26	0.26	0.21	0.17	0.24	0.67	0.20
d, Delay for Lane Group [s/veh]	6.55	14.87	15.08	8.24	12.41	12.45	30.43	24.98	25.59	36.56	25.28
Lane Group LOS	A	B	B	A	B	B	C	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.48	5.22	4.63	0.95	2.86	2.77	1.34	1.41	1.71	4.80	1.56
50th-Percentile Queue Length [ft/ln]	12.10	130.46	115.80	23.86	71.50	69.36	33.61	35.37	42.87	119.98	39.09
95th-Percentile Queue Length [veh/ln]	0.87	8.96	8.16	1.72	5.15	4.99	2.42	2.55	3.09	8.39	2.81
95th-Percentile Queue Length [ft/ln]	21.78	224.12	204.04	42.94	128.69	124.85	60.49	63.67	77.16	209.80	70.36

Movement, Approach, & Intersection Results

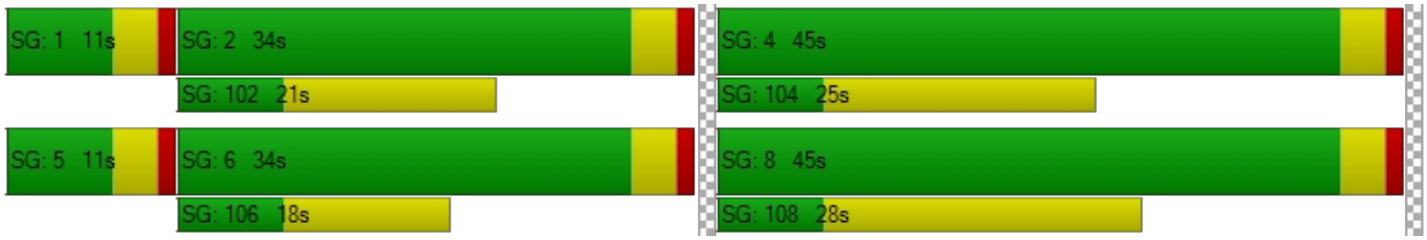
d_M, Delay for Movement [s/veh]	6.55	14.90	15.08	8.24	12.43	12.45	30.43	24.98	25.59	36.56	25.28	25.28
Movement LOS	A	B	B	A	B	B	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.24			11.61			26.73			33.18		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	17.95											
Intersection LOS	B											
Intersection V/C	0.506											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.932	2.645	2.293	2.299
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	666	911	911
d_b, Bicycle Delay [s]	20.01	20.01	13.35	13.35
l_b,int, Bicycle LOS Score for Intersection	2.258	2.080	1.994	2.083
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	80	778	223	47	701	52	23	5	122	247	16	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	778	223	47	701	52	23	5	122	247	16	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	195	56	12	175	13	6	1	31	62	4	13
Total Analysis Volume [veh/h]	80	778	223	47	701	52	23	5	122	247	16	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	29	29	11	27	0	0	13	0	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	68	5	53	53	10	10	10	10	10
g / C, Green / Cycle	0.07	0.57	0.72	0.05	0.56	0.56	0.10	0.10	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.22	0.14	0.03	0.20	0.03	0.01	0.08	0.07	0.07	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1599	1781	1791	1589
c, Capacity [veh/h]	117	2027	1142	95	1983	885	181	162	191	192	171
d1, Uniform Delay [s]	43.47	11.29	4.38	43.77	11.62	9.65	38.91	41.72	40.92	40.92	39.17
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.80	0.55	0.08	3.88	0.50	0.13	0.31	7.94	4.31	4.27	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.38	0.20	0.49	0.35	0.06	0.13	0.78	0.69	0.69	0.30
d, Delay for Lane Group [s/veh]	50.27	11.85	4.46	47.65	12.12	9.78	39.22	49.66	45.23	45.20	40.13
Lane Group LOS	D	B	A	D	B	A	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.05	4.36	1.20	1.17	3.97	0.50	0.50	3.24	3.16	3.17	1.14
50th-Percentile Queue Length [ft/ln]	51.19	109.08	29.95	29.28	99.18	12.58	12.54	80.90	79.01	79.37	28.42
95th-Percentile Queue Length [veh/ln]	3.69	7.79	2.16	2.11	7.14	0.91	0.90	5.82	5.69	5.71	2.05
95th-Percentile Queue Length [ft/ln]	92.14	194.72	53.92	52.70	178.53	22.64	22.58	145.62	142.21	142.86	51.15

Movement, Approach, & Intersection Results

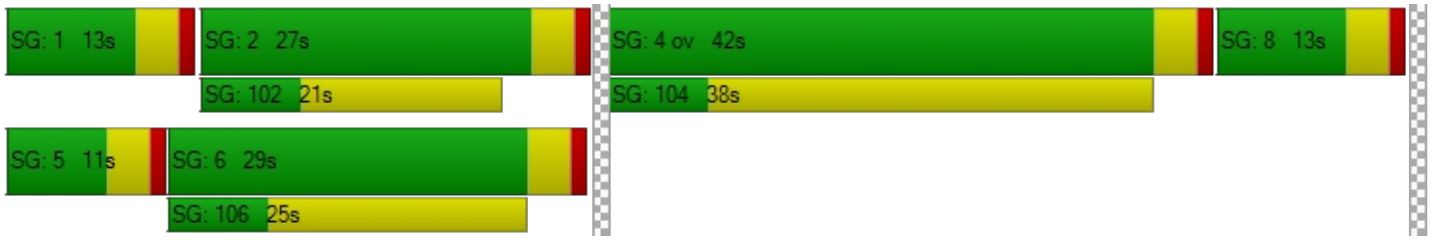
d_M, Delay for Movement [s/veh]	50.27	11.85	4.46	47.65	12.12	9.78	39.22	49.66	49.66	45.21	45.20	40.13
Movement LOS	D	B	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	13.17			14.05			48.06			44.39		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.88											
Intersection LOS	B											
Intersection V/C	0.479											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.724	2.039	2.277
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	484	189	799
d_b, Bicycle Delay [s]	25.83	27.32	38.97	17.13
l_b,int, Bicycle LOS Score for Intersection	2.451	2.220	1.807	2.078
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	342	899	0	0	790	309	0	0	0	161	0	223
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	899	0	0	790	309	0	0	0	161	0	223
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	225	0	0	198	77	0	0	0	40	0	56
Total Analysis Volume [veh/h]	342	899	0	0	790	309	0	0	0	161	0	223
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	34	71	0	0	37	0	0	0	0	0	19	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	19	68	44	44		14	14
g / C, Green / Cycle	0.22	0.75	0.49	0.49		0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.19	0.25	0.29	0.32		0.09	0.14
s, saturation flow rate [veh/h]	1781	3560	1870	1701		1781	1589
c, Capacity [veh/h]	385	2672	916	833		286	255
d1, Uniform Delay [s]	34.24	3.75	16.59	17.31		34.87	36.89
k, delay calibration	0.14	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	8.83	0.34	2.90	4.07		1.73	9.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.34	0.60	0.66		0.56	0.87
d, Delay for Lane Group [s/veh]	43.07	4.09	19.49	21.38		36.60	45.93
Lane Group LOS	D	A	B	C		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	8.02	2.14	8.41	8.95		3.34	5.34
50th-Percentile Queue Length [ft/ln]	200.56	53.54	210.32	223.72		83.58	133.46
95th-Percentile Queue Length [veh/ln]	12.67	3.85	13.17	13.85		6.02	9.13
95th-Percentile Queue Length [ft/ln]	316.69	96.37	329.25	346.37		150.44	228.20

Movement, Approach, & Intersection Results

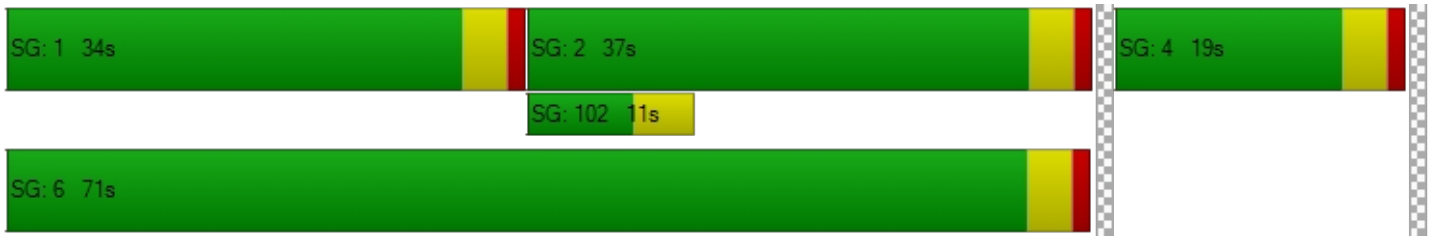
d_M, Delay for Movement [s/veh]	43.07	4.09	0.00	0.00	20.07	21.38	0.00	0.00	0.00	36.60	36.60	45.93
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	14.83			20.44			0.00			42.01		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	20.93											
Intersection LOS	C											
Intersection V/C	0.756											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1489	733	0	333
d_b, Bicycle Delay [s]	2.94	18.06	45.01	31.26
l_b,int, Bicycle LOS Score for Intersection	2.583	2.466	4.132	2.193
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	49.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	966	341	381	583	0	274	3	424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	966	341	381	583	0	274	3	424	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	242	85	95	146	0	69	1	106	0	0	0
Total Analysis Volume [veh/h]	0	966	341	381	583	0	274	3	424	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	51	0	31	82	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	27	78	34	34	
g / C, Green / Cycle	0.40	0.40	0.22	0.65	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.35	0.38	0.21	0.16	0.16	0.27	
s, saturation flow rate [veh/h]	1870	1712	1781	3560	1782	1589	
c, Capacity [veh/h]	739	677	401	2327	498	444	
d1, Uniform Delay [s]	33.70	35.45	45.82	8.60	36.85	42.44	
k, delay calibration	0.50	0.50	0.34	0.50	0.12	0.41	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	14.50	27.06	27.01	0.26	1.10	28.93	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.88	0.97	0.95	0.25	0.56	0.95	
d, Delay for Lane Group [s/veh]	48.20	62.51	72.84	8.86	37.95	71.37	
Lane Group LOS	D	E	E	A	D	E	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	20.33	23.34	14.13	3.10	7.08	15.78	
50th-Percentile Queue Length [ft/ln]	508.18	583.48	353.15	77.57	176.94	394.54	
95th-Percentile Queue Length [veh/ln]	27.72	31.26	20.29	5.58	11.44	22.30	
95th-Percentile Queue Length [ft/ln]	693.03	781.56	507.25	139.62	286.02	557.42	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	52.83	62.51	72.84	8.86	0.00	37.95	37.95	71.37	0.00	0.00	0.00
Movement LOS		D	E	E	A		D	D	E			
d_A, Approach Delay [s/veh]	55.35			34.14			58.16			0.00		
Approach LOS	E			C			E			A		
d_I, Intersection Delay [s/veh]	49.14											
Intersection LOS	D											
Intersection V/C	0.958											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.182	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	784	1300	567	0
d_b, Bicycle Delay [s]	22.19	7.34	30.80	59.98
l_b,int, Bicycle LOS Score for Intersection	2.638	2.355	2.716	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.536

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	63	1038	77	57	773	36	50	55	103	105	39	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1038	77	57	773	36	50	55	103	105	39	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	260	19	14	193	9	13	14	26	26	10	25
Total Analysis Volume [veh/h]	63	1038	77	57	773	36	50	55	103	105	39	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	29	0	11	29	0	17	39	0	11	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	5	54	54	19	8	8	19	10	10
g / C, Green / Cycle	0.06	0.60	0.60	0.06	0.60	0.60	0.21	0.09	0.09	0.21	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.29	0.05	0.03	0.22	0.02	0.03	0.03	0.06	0.07	0.02	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1451	1870	1589	1482	1870	1589
c, Capacity [veh/h]	112	2132	952	108	2123	948	349	169	143	398	199	169
d1, Uniform Delay [s]	41.04	10.24	7.62	41.13	9.39	7.52	29.28	38.46	39.92	30.11	36.76	38.44
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.35	0.80	0.17	4.00	0.48	0.07	0.19	1.11	6.60	0.35	0.47	3.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.49	0.08	0.53	0.36	0.04	0.14	0.33	0.72	0.26	0.20	0.60
d, Delay for Lane Group [s/veh]	45.40	11.04	7.79	45.13	9.87	7.59	29.46	39.57	46.52	30.46	37.24	41.78
Lane Group LOS	D	B	A	D	A	A	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.48	5.45	0.62	1.34	3.69	0.28	0.89	1.18	2.45	1.93	0.80	2.26
50th-Percentile Queue Length [ft/ln]	36.99	136.23	15.49	33.38	92.19	7.11	22.28	29.49	61.36	48.30	20.06	56.47
95th-Percentile Queue Length [veh/ln]	2.66	9.28	1.12	2.40	6.64	0.51	1.60	2.12	4.42	3.48	1.44	4.07
95th-Percentile Queue Length [ft/ln]	66.59	231.93	27.89	60.09	165.95	12.79	40.10	53.09	110.45	86.95	36.11	101.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.40	11.04	7.79	45.13	9.87	7.59	29.46	39.57	46.52	30.46	37.24	41.78
Movement LOS	D	B	A	D	A	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	12.66			12.10			40.58			36.20		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.10											
Intersection LOS	B											
Intersection V/C	0.536											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.820	2.795	2.367	2.236
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	777	644
d_b, Bicycle Delay [s]	23.51	23.51	16.84	20.71
l_b,int, Bicycle LOS Score for Intersection	2.531	2.274	1.903	1.762
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	484.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.941

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	8	70	39	573	36	294	444	201	10	17	148	499
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	70	39	573	36	294	444	201	10	17	148	499
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	18	10	143	9	74	111	50	3	4	37	125
Total Analysis Volume [veh/h]	8	70	39	573	36	294	444	201	10	17	148	499
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	12	23	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	52	8	24	24	2	18	18
g / C, Green / Cycle	0.58	0.58	0.58	0.09	0.26	0.26	0.03	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.15	2.85	0.18	0.25	0.06	0.06	0.01	0.08	0.31
s, saturation flow rate [veh/h]	782	214	1589	1781	1870	1839	1781	1870	1589
c, Capacity [veh/h]	493	201	916	159	493	484	48	377	320
d1, Uniform Delay [s]	13.31	29.28	9.92	41.00	25.89	25.89	43.01	31.16	35.93
k, delay calibration	0.11	0.50	0.11	0.27	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	929.01	0.20	819.79	1.00	1.02	4.32	3.05	265.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	3.04	0.32	2.80	0.22	0.22	0.35	0.39	1.56
d, Delay for Lane Group [s/veh]	13.56	958.28	10.12	860.79	26.89	26.91	47.33	34.21	301.76
Lane Group LOS	B	F	B	F	C	C	D	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.00	56.22	2.83	39.56	1.89	1.86	0.43	3.07	30.51
50th-Percentile Queue Length [ft/ln]	24.94	1405.42	70.64	988.91	47.24	46.60	10.65	76.69	762.79
95th-Percentile Queue Length [veh/ln]	1.80	99.65	5.09	61.57	3.40	3.36	0.77	5.52	47.73
95th-Percentile Queue Length [ft/ln]	44.88	2491.25	127.16	1539.24	85.02	83.88	19.17	138.04	1193.23

Movement, Approach, & Intersection Results

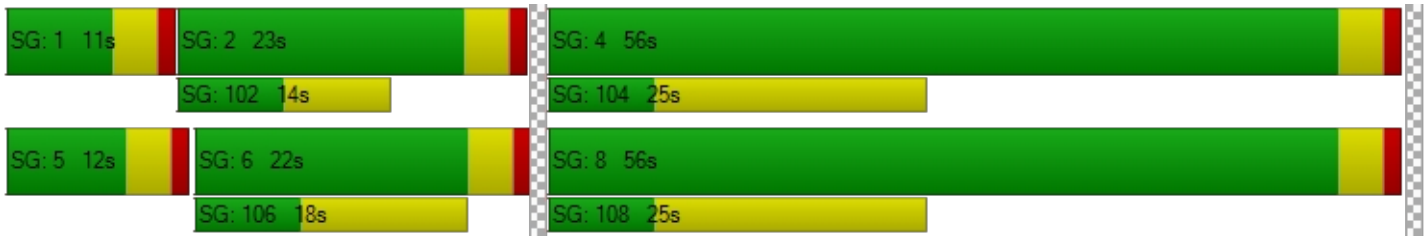
d_M, Delay for Movement [s/veh]	13.56	13.56	13.56	958.28	958.28	10.12	860.79	26.90	26.91	47.33	34.21	301.76
Movement LOS	B	B	B	F	F	B	F	C	C	D	C	F
d_A, Approach Delay [s/veh]	13.56			649.58			592.16			235.61		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	484.17											
Intersection LOS	F											
Intersection V/C	3.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.802	2.562	2.526	3.402
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1156	1156	422	400
d_b, Bicycle Delay [s]	8.02	8.02	28.01	28.80
l_b,int, Bicycle LOS Score for Intersection	1.753	3.050	2.100	2.107
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	112	186	31	147	272	113	118	605	189	30	582	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	186	31	147	272	113	118	605	189	30	582	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	47	8	37	68	28	30	151	47	8	146	29
Total Analysis Volume [veh/h]	112	186	31	147	272	113	118	605	189	30	582	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	26	42	0	13	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	8	51	51	4	47	47
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.57	0.57	0.04	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.06	0.06	0.13	0.11	0.11	0.07	0.15	0.15	0.02	0.13	0.13
s, saturation flow rate [veh/h]	998	1870	1779	1164	1870	1688	1781	3560	1653	1781	3560	1719
c, Capacity [veh/h]	218	481	458	292	481	434	152	2020	938	75	1866	901
d1, Uniform Delay [s]	37.68	26.39	26.43	34.45	27.82	27.89	40.34	9.94	9.97	42.01	11.73	11.77
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.87	0.24	0.26	1.34	0.58	0.66	8.23	0.32	0.71	3.38	0.32	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.23	0.23	0.50	0.42	0.43	0.78	0.27	0.27	0.40	0.25	0.25
d, Delay for Lane Group [s/veh]	39.55	26.63	26.69	35.78	28.40	28.55	48.58	10.26	10.68	45.39	12.05	12.45
Lane Group LOS	D	C	C	D	C	C	D	B	B	D	B	B
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.47	1.87	1.82	3.06	3.60	3.33	2.87	2.61	2.57	0.71	2.50	2.56
50th-Percentile Queue Length [ft/ln]	61.72	46.66	45.47	76.58	89.98	83.29	71.87	65.23	64.26	17.85	62.46	63.98
95th-Percentile Queue Length [veh/ln]	4.44	3.36	3.27	5.51	6.48	6.00	5.17	4.70	4.63	1.29	4.50	4.61
95th-Percentile Queue Length [ft/ln]	111.10	83.99	81.84	137.85	161.97	149.92	129.36	117.41	115.67	32.13	112.42	115.17

Movement, Approach, & Intersection Results

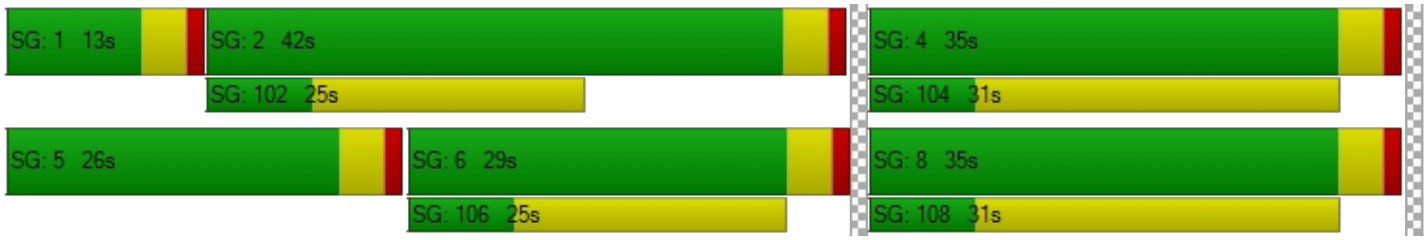
d_M, Delay for Movement [s/veh]	39.55	26.65	26.69	35.78	28.44	28.55	48.58	10.31	10.68	45.39	12.13	12.45
Movement LOS	D	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	31.05			30.49			15.34			13.55		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.11											
Intersection LOS	C											
Intersection V/C	0.376											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.459	2.485	2.992	3.013
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	844	555
d_b, Bicycle Delay [s]	19.35	19.35	15.03	23.48
l_b,int, Bicycle LOS Score for Intersection	1.831	1.999	2.061	1.959
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	31.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	66	140	45	106	215	53	54	418	67	11	354	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	140	45	106	215	53	54	418	67	11	354	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	35	11	27	54	13	14	105	17	3	89	24
Total Analysis Volume [veh/h]	66	140	45	106	215	53	54	418	67	11	354	96
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	19	0	24	32	0	18	36	0	11	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	43	7	44	44	5	23	23	2	19	19
g / C, Green / Cycle	0.06	0.48	0.08	0.49	0.49	0.06	0.25	0.25	0.02	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.06	0.07	0.08	0.03	0.22	0.04	0.01	0.12	0.13
s, saturation flow rate [veh/h]	1781	1793	1781	1870	1745	1781	1870	1589	1781	1870	1736
c, Capacity [veh/h]	113	852	137	914	853	104	469	398	35	396	367
d1, Uniform Delay [s]	41.03	13.83	40.79	12.69	12.72	41.19	32.58	26.41	43.58	31.94	32.03
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.12	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.70	0.58	8.78	0.35	0.38	3.98	6.65	0.20	5.16	1.37	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.22	0.77	0.15	0.15	0.52	0.89	0.17	0.32	0.58	0.60
d, Delay for Lane Group [s/veh]	45.73	14.42	49.56	13.04	13.10	45.18	39.23	26.61	48.74	33.31	33.58
Lane Group LOS	D	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.56	2.25	2.61	1.55	1.49	1.27	9.41	1.13	0.29	4.59	4.38
50th-Percentile Queue Length [ft/ln]	38.90	56.16	65.31	38.68	37.27	31.66	235.20	28.30	7.23	114.80	109.40
95th-Percentile Queue Length [veh/ln]	2.80	4.04	4.70	2.78	2.68	2.28	14.44	2.04	0.52	8.11	7.81
95th-Percentile Queue Length [ft/ln]	70.02	101.09	117.57	69.62	67.08	56.99	360.96	50.93	13.01	202.66	195.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.73	14.42	14.42	49.56	13.06	13.10	45.18	39.23	26.61	48.74	33.40	33.58
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	22.65			23.41			38.26			33.81		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.17											
Intersection LOS	C											
Intersection V/C	0.477											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.69	34.69	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.292	2.497	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	622	711	555
d_b, Bicycle Delay [s]	31.27	21.38	18.71	23.49
l_b,int, Bicycle LOS Score for Intersection	1.974	1.868	2.449	1.940
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	129.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.400

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	6	63	14	79	77	24	19	808	10	17	564	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	63	14	79	77	24	19	808	10	17	564	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	16	4	20	19	6	5	202	3	4	141	13
Total Analysis Volume [veh/h]	6	63	14	79	77	24	19	808	10	17	564	50
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	456	480	837	631
Degree of Utilization, x	0.18	0.37	1.40	1.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.66	1.72	38.13	17.32
95th-Percentile Queue Length [ft]	16.46	42.98	953.22	432.93
Approach Delay [s/veh]	12.65	14.92	208.11	74.15
Approach LOS	B	B	F	F
Intersection Delay [s/veh]	129.82			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	40.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	256	325	223	69	520	53	33	450	358	248	480	373
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	325	223	69	520	53	33	450	358	248	480	373
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	81	56	17	130	13	8	113	90	62	120	93
Total Analysis Volume [veh/h]	256	325	223	69	520	53	33	450	358	248	480	373
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	62	0	0	62	0	11	35	0	23	47	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	58	58	58	58	5	32	32	18	45	45
g / C, Green / Cycle	0.48	0.48	0.48	0.48	0.48	0.48	0.04	0.26	0.26	0.15	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.31	0.16	0.16	0.08	0.28	0.03	0.02	0.24	0.23	0.14	0.13	0.23
s, saturation flow rate [veh/h]	839	1870	1620	859	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	280	902	781	374	902	767	69	493	419	274	1348	602
d1, Uniform Delay [s]	46.50	19.06	19.08	26.25	22.26	16.63	56.46	42.83	41.98	49.91	26.78	30.27
k, delay calibration	0.19	0.11	0.11	0.11	0.15	0.11	0.11	0.50	0.50	0.13	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.18	0.21	0.24	0.24	0.82	0.04	4.98	23.72	19.38	12.24	0.74	4.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.32	0.33	0.18	0.58	0.07	0.48	0.91	0.85	0.91	0.36	0.62
d, Delay for Lane Group [s/veh]	64.67	19.27	19.32	26.49	23.09	16.67	61.44	66.55	61.36	62.15	27.51	35.01
Lane Group LOS	E	B	B	C	C	B	E	E	E	E	C	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.21	5.04	4.39	1.39	10.54	0.79	1.08	16.09	12.27	8.23	5.09	9.49
50th-Percentile Queue Length [ft/ln]	230.20	126.01	109.86	34.83	263.61	19.87	26.90	402.32	306.78	205.68	127.18	237.22
95th-Percentile Queue Length [veh/ln]	14.18	8.72	7.83	2.51	15.87	1.43	1.94	22.67	18.02	12.93	8.79	14.54
95th-Percentile Queue Length [ft/ln]	354.61	218.06	195.81	62.70	396.75	35.77	48.42	566.79	450.40	323.28	219.66	363.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.67	19.27	19.32	26.49	23.09	16.67	61.44	66.55	61.36	62.15	27.51	35.01
Movement LOS	E	B	B	C	C	B	E	E	E	E	C	D
d_A, Approach Delay [s/veh]	33.74			22.92			64.14			37.86		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	40.57											
Intersection LOS	D											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.615	2.581	2.996	2.771
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	967	517	717
d_b, Bicycle Delay [s]	16.02	16.02	33.00	24.70
l_b,int, Bicycle LOS Score for Intersection	2.223	2.619	2.947	2.468
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	83	616	95	184	692	67	44	385	118	93	347	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	616	95	184	692	67	44	385	118	93	347	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	154	24	46	173	17	11	96	30	23	87	31
Total Analysis Volume [veh/h]	83	616	95	184	692	67	44	385	118	93	347	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	50	0	17	56	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	37	37	13	43	43	5	37	7	39	39
g / C, Green / Cycle	0.06	0.33	0.33	0.12	0.39	0.39	0.05	0.34	0.06	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.10	0.37	0.04	0.02	0.28	0.05	0.13	0.13
s, saturation flow rate [veh/h]	1781	1870	1784	1781	1870	1589	1781	1796	1781	1870	1706
c, Capacity [veh/h]	106	620	591	211	730	620	85	612	114	668	609
d1, Uniform Delay [s]	51.05	30.53	30.54	47.69	32.47	21.35	51.18	33.22	50.86	26.15	26.21
k, delay calibration	0.11	0.11	0.11	0.11	0.30	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.79	0.89	0.93	10.64	16.13	0.08	4.86	11.85	13.05	1.54	1.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.59	0.59	0.87	0.95	0.11	0.52	0.82	0.82	0.37	0.37
d, Delay for Lane Group [s/veh]	62.84	31.42	31.47	58.33	48.60	21.43	56.04	45.07	63.91	27.69	27.94
Lane Group LOS	E	C	C	E	D	C	E	D	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.60	8.06	7.72	5.56	20.55	1.11	1.30	14.09	2.94	4.99	4.66
50th-Percentile Queue Length [ft/ln]	64.98	201.61	192.88	139.02	513.64	27.83	32.44	352.13	73.44	124.77	116.60
95th-Percentile Queue Length [veh/ln]	4.68	12.72	12.27	9.43	27.98	2.00	2.34	20.24	5.29	8.65	8.21
95th-Percentile Queue Length [ft/ln]	116.96	318.04	306.76	235.70	699.48	50.09	58.40	506.00	132.20	216.37	205.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.84	31.44	31.47	58.33	48.60	21.43	56.04	45.07	45.07	63.91	27.76	27.94
Movement LOS	E	C	C	E	D	C	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	34.73			48.56			45.95			33.77		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	41.28											
Intersection LOS	D											
Intersection V/C	0.876											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	44.56	0.00	44.56
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.646	0.000	2.440
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	836	945	509	509
d_b, Bicycle Delay [s]	18.63	15.30	30.58	30.58
l_b,int, Bicycle LOS Score for Intersection	2.215	3.116	2.462	2.024
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	41.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	9	250	20	240	298	79	80	791	13	21	533	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	250	20	240	298	79	80	791	13	21	533	219
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	63	5	60	75	20	20	198	3	5	133	55
Total Analysis Volume [veh/h]	9	250	20	240	298	79	80	791	13	21	533	219
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	11	0	19	15	0	11	59	0	11	59	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	18	15	32	6	48	3	45
g / C, Green / Cycle	0.02	0.18	0.15	0.32	0.06	0.48	0.03	0.45
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.13	0.21	0.04	0.43	0.01	0.42
s, saturation flow rate [veh/h]	1781	1846	1781	1803	1781	1865	1781	1779
c, Capacity [veh/h]	29	335	267	569	112	889	56	792
d1, Uniform Delay [s]	48.68	39.26	41.76	29.63	46.00	24.08	47.49	26.66
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.27	0.11	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.08	18.41	10.37	5.97	8.14	8.68	4.07	14.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.81	0.90	0.66	0.71	0.90	0.37	0.95
d, Delay for Lane Group [s/veh]	54.76	57.67	52.14	35.60	54.15	32.75	51.55	41.60
Lane Group LOS	D	E	D	D	D	C	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.27	7.99	6.52	8.63	2.19	18.60	0.57	19.60
50th-Percentile Queue Length [ft/ln]	6.74	199.83	163.04	215.75	54.84	465.11	14.36	490.01
95th-Percentile Queue Length [veh/ln]	0.49	12.63	10.71	13.45	3.95	25.68	1.03	26.86
95th-Percentile Queue Length [ft/ln]	12.14	315.75	267.74	336.19	98.71	641.96	25.84	671.53

Movement, Approach, & Intersection Results

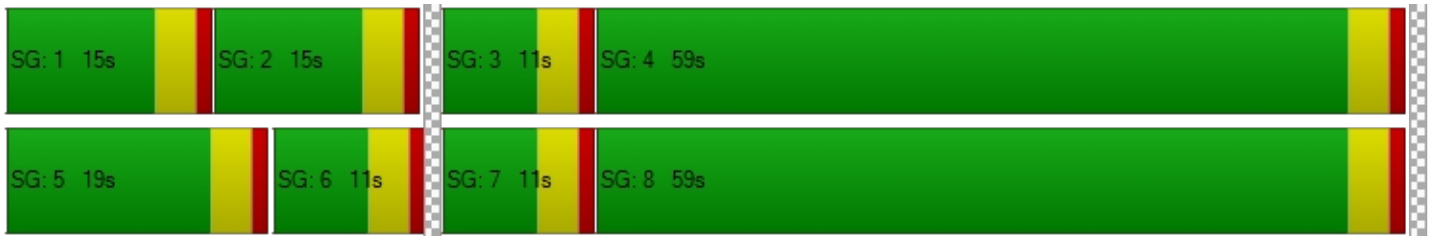
d_M, Delay for Movement [s/veh]	54.76	57.67	57.67	52.14	35.60	35.60	54.15	32.75	32.75	51.55	41.60	41.60
Movement LOS	D	E	E	D	D	D	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	57.58			42.03			34.69			41.87		
Approach LOS	E			D			C			D		
d_I, Intersection Delay [s/veh]	41.14											
Intersection LOS	D											
Intersection V/C	0.891											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	140	220	1100	1100
d_b, Bicycle Delay [s]	43.26	39.62	10.14	10.14
l_b,int, Bicycle LOS Score for Intersection	2.020	2.578	3.018	2.835
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	615	14	400	3	13	23	17	246	516	316	241	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	615	14	400	3	13	23	17	246	516	316	241	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	154	4	100	1	3	6	4	62	129	79	60	1
Total Analysis Volume [veh/h]	615	14	400	3	13	23	17	246	516	316	241	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	33	33	11	11	0	11	32	32	44	65	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	29	58	1	5	5	3	50	78	25	71	71
g / C, Green / Cycle	0.21	0.24	0.48	0.01	0.04	0.04	0.03	0.41	0.65	0.21	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.18	0.01	0.25	0.00	0.01	0.01	0.01	0.13	0.32	0.18	0.07	0.07
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1857
c, Capacity [veh/h]	716	453	766	11	77	65	46	771	1037	367	1108	1100
d1, Uniform Delay [s]	45.90	34.72	21.54	59.39	55.56	55.98	57.52	23.88	10.72	45.97	10.66	10.66
k, delay calibration	0.11	0.11	0.28	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.15	0.03	1.43	13.44	1.02	3.18	4.93	1.09	1.70	6.24	0.20	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.03	0.52	0.28	0.17	0.35	0.37	0.32	0.50	0.86	0.11	0.11
d, Delay for Lane Group [s/veh]	49.04	34.75	22.97	72.83	56.58	59.16	62.45	24.97	12.43	52.22	10.86	10.86
Lane Group LOS	D	C	C	E	E	E	E	C	B	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.12	0.32	8.00	0.13	0.40	0.74	0.57	4.96	7.13	9.69	1.47	1.46
50th-Percentile Queue Length [ft/ln]	228.09	7.98	199.95	3.28	10.07	18.42	14.27	124.11	178.34	242.34	36.80	36.60
95th-Percentile Queue Length [veh/ln]	14.08	0.57	12.64	0.24	0.72	1.33	1.03	8.62	11.51	14.80	2.65	2.64
95th-Percentile Queue Length [ft/ln]	351.93	14.36	315.90	5.90	18.12	33.15	25.69	215.46	287.85	369.99	66.24	65.88

Movement, Approach, & Intersection Results

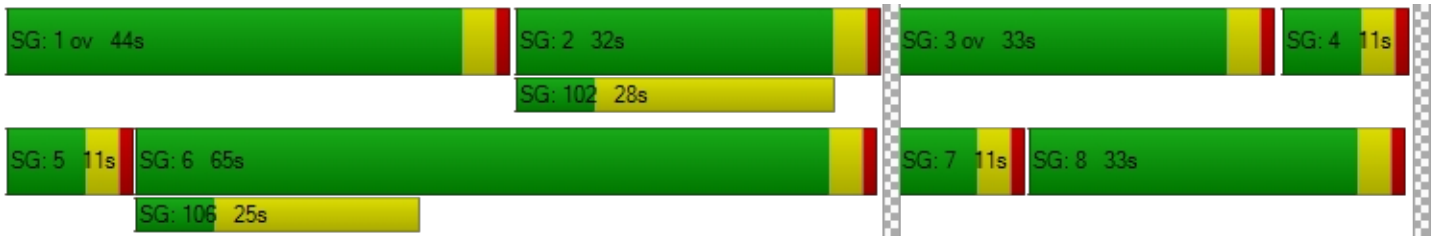
d_M, Delay for Movement [s/veh]	49.04	34.75	22.97	72.83	56.58	59.16	62.45	24.97	12.43	52.22	10.86	10.86
Movement LOS	D	C	C	E	E	E	E	C	B	D	B	B
d_A, Approach Delay [s/veh]	38.71			59.35			17.48			34.12		
Approach LOS	D			E			B			C		
d_I, Intersection Delay [s/veh]	31.11											
Intersection LOS	C											
Intersection V/C	0.723											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.771	2.163	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	117	467	1017
d_b, Bicycle Delay [s]	34.51	53.21	35.27	14.51
l_b,int, Bicycle LOS Score for Intersection	3.257	1.624	2.845	2.023
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.725

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	524	1017	15	1210	95	78	560
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	524	1017	15	1210	95	78	560
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	254	4	303	24	20	140
Total Analysis Volume [veh/h]	524	1017	15	1210	95	78	560
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	18	69	2	53	53	7	29
g / C, Green / Cycle	0.20	0.76	0.02	0.59	0.59	0.08	0.33
(v / s)_i Volume / Saturation Flow Rate	0.15	0.29	0.01	0.35	0.35	0.02	0.20
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1823	3459	2813
c, Capacity [veh/h]	703	2715	46	1093	1066	272	918
d1, Uniform Delay [s]	33.68	3.56	43.11	12.00	12.02	39.09	25.50
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.60	0.40	4.13	2.47	2.55	0.57	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.37	0.33	0.60	0.61	0.29	0.61
d, Delay for Lane Group [s/veh]	35.28	3.95	47.24	14.47	14.58	39.67	26.16
Lane Group LOS	D	A	D	B	B	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	5.42	2.31	0.38	8.38	8.23	0.83	4.97
50th-Percentile Queue Length [ft/ln]	135.47	57.66	9.44	209.54	205.78	20.66	124.25
95th-Percentile Queue Length [veh/ln]	9.24	4.15	0.68	13.13	12.94	1.49	8.63
95th-Percentile Queue Length [ft/ln]	230.91	103.80	16.99	328.24	323.41	37.18	215.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.28	3.95	47.24	14.52	14.58	39.67	26.16
Movement LOS	D	A	D	B	B	D	C
d_A, Approach Delay [s/veh]	14.61		14.89			27.81	
Approach LOS	B		B			C	
d_I, Intersection Delay [s/veh]	17.12						
Intersection LOS	B						
Intersection V/C	0.725						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.657
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	2.831	2.649	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	59	707	18	12	801	32	35	3	124	34	7	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	707	18	12	801	32	35	3	124	34	7	25
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	177	5	3	200	8	9	1	31	9	2	6
Total Analysis Volume [veh/h]	59	707	18	12	801	32	35	3	124	34	7	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	24	0	11	24	0	0	80	0	0	80	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	87	87	2	83	83	14	14	14	14
g / C, Green / Cycle	0.05	0.75	0.75	0.02	0.72	0.72	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.03	0.20	0.01	0.01	0.22	0.22	0.03	0.08	0.03	0.02
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1845	1377	1595	1263	1643
c, Capacity [veh/h]	92	2684	1198	35	1349	1331	182	195	98	201
d1, Uniform Delay [s]	53.49	4.35	3.52	55.67	5.74	5.74	49.22	48.12	55.83	45.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.25	0.24	0.02	5.89	0.60	0.61	0.51	3.62	2.10	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.26	0.02	0.35	0.31	0.31	0.19	0.65	0.35	0.16
d, Delay for Lane Group [s/veh]	60.74	4.59	3.55	61.55	6.34	6.35	49.73	51.74	57.93	45.53
Lane Group LOS	E	A	A	E	A	A	D	D	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.86	2.29	0.10	0.40	3.48	3.44	0.97	3.67	1.04	0.84
50th-Percentile Queue Length [ft/ln]	46.45	57.25	2.46	10.00	86.95	85.88	24.24	91.64	26.02	21.02
95th-Percentile Queue Length [veh/ln]	3.34	4.12	0.18	0.72	6.26	6.18	1.75	6.60	1.87	1.51
95th-Percentile Queue Length [ft/ln]	83.60	103.05	4.43	18.00	156.51	154.59	43.63	164.95	46.84	37.84

Movement, Approach, & Intersection Results

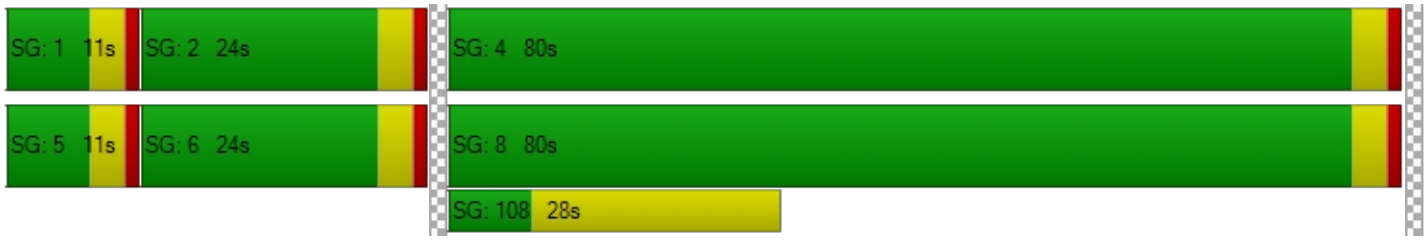
d_M, Delay for Movement [s/veh]	60.74	4.59	3.55	61.55	6.35	6.35	49.73	51.74	51.74	57.93	45.53	45.53
Movement LOS	E	A	A	E	A	A	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.79			7.13			51.31			51.92		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	13.28											
Intersection LOS	B											
Intersection V/C	0.376											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.796	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	348	348	1322	1322
d_b, Bicycle Delay [s]	39.24	39.24	6.61	6.61
l_b,int, Bicycle LOS Score for Intersection	2.206	2.257	1.827	1.669
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	93	1508	1614	220	150	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	1508	1614	220	150	148
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	377	404	55	38	37
Total Analysis Volume [veh/h]	93	1508	1614	220	150	148
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	33	22	0	57	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	71	61	61	11	11
g / C, Green / Cycle	0.07	0.79	0.68	0.68	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.45	0.14	0.08	0.09
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	127	2812	2401	1072	216	193
d1, Uniform Delay [s]	40.98	3.45	8.74	5.55	37.96	38.34
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.90	0.74	1.52	0.43	3.98	6.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.54	0.67	0.21	0.69	0.77
d, Delay for Lane Group [s/veh]	48.88	4.18	10.26	5.98	41.94	44.63
Lane Group LOS	D	A	B	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.28	3.38	8.25	1.47	3.37	3.45
50th-Percentile Queue Length [ft/ln]	56.89	84.49	206.17	36.69	84.17	86.34
95th-Percentile Queue Length [veh/ln]	4.10	6.08	12.96	2.64	6.06	6.22
95th-Percentile Queue Length [ft/ln]	102.41	152.08	323.92	66.05	151.50	155.41

Movement, Approach, & Intersection Results

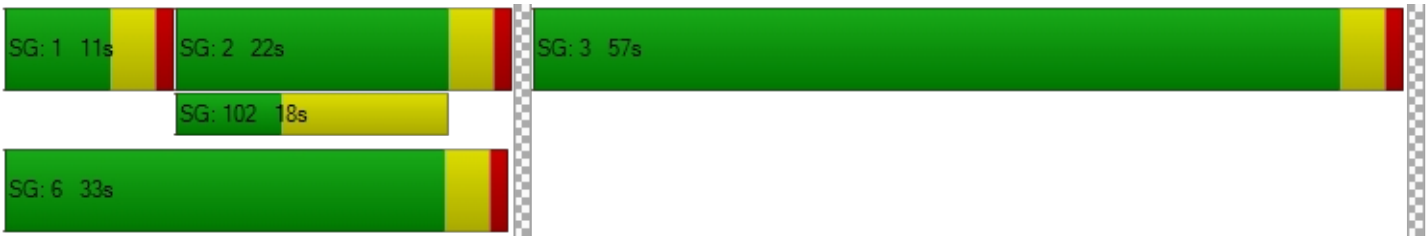
d_M, Delay for Movement [s/veh]	48.88	4.18	10.26	5.98	41.94	44.63
Movement LOS	D	A	B	A	D	D
d_A, Approach Delay [s/veh]	6.78		9.75		43.28	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.15					
Intersection LOS	B					
Intersection V/C	0.691					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.138
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	400	1177
d_b, Bicycle Delay [s]	20.68	28.81	7.61
I_b,int, Bicycle LOS Score for Intersection	2.880	3.073	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	146	448	595	51	53	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	448	595	51	53	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	112	149	13	13	49
Total Analysis Volume [veh/h]	146	448	595	51	53	194
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	39	83	44	0	12	12
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	79	63	63	8	24
g / C, Green / Cycle	0.13	0.83	0.66	0.66	0.08	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.13	0.17	0.03	0.03	0.12
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	232	2958	2345	1047	152	409
d1, Uniform Delay [s]	39.16	1.56	6.65	5.73	40.99	29.85
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	0.11	0.26	0.09	1.37	0.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.15	0.25	0.05	0.35	0.47
d, Delay for Lane Group [s/veh]	41.97	1.67	6.91	5.81	42.37	30.71
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.37	0.45	2.27	0.35	1.22	3.79
50th-Percentile Queue Length [ft/ln]	84.33	11.19	56.77	8.70	30.50	94.83
95th-Percentile Queue Length [veh/ln]	6.07	0.81	4.09	0.63	2.20	6.83
95th-Percentile Queue Length [ft/ln]	151.79	20.14	102.19	15.66	54.90	170.69

Movement, Approach, & Intersection Results

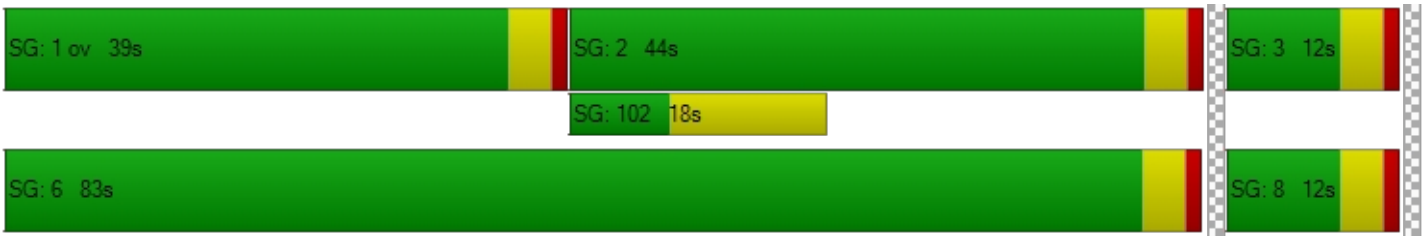
d_M, Delay for Movement [s/veh]	41.97	1.67	6.91	5.81	42.37	30.71
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	11.57		6.83		33.21	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	13.10					
Intersection LOS	B					
Intersection V/C	0.404					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.087
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1663	842	168
d_b, Bicycle Delay [s]	1.35	15.93	39.84
l_b,int, Bicycle LOS Score for Intersection	2.050	2.093	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	288	413	0	0	664	150	0	0	0	154	6	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	288	413	0	0	664	150	0	0	0	154	6	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	103	0	0	166	38	0	0	0	39	2	46
Total Analysis Volume [veh/h]	288	413	0	0	664	150	0	0	0	154	6	184
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	34	45	0	0	11	0	0	0	0	0	45	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	17	61	41	41		21
g / C, Green / Cycle	0.19	0.68	0.45	0.45		0.23
(v / s)_i Volume / Saturation Flow Rate	0.16	0.22	0.19	0.09		0.21
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1674
c, Capacity [veh/h]	331	1272	1601	715		387
d1, Uniform Delay [s]	35.59	5.91	16.76	15.05		33.50
k, delay calibration	0.11	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	7.00	0.68	0.79	0.67		7.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.87	0.32	0.41	0.21		0.89
d, Delay for Lane Group [s/veh]	42.59	6.59	17.55	15.72		40.56
Lane Group LOS	D	A	B	B		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	6.65	2.95	4.61	1.93		7.84
50th-Percentile Queue Length [ft/ln]	166.21	73.74	115.30	48.32		195.91
95th-Percentile Queue Length [veh/ln]	10.88	5.31	8.13	3.48		12.43
95th-Percentile Queue Length [ft/ln]	271.92	132.74	203.35	86.97		310.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.59	6.59	0.00	0.00	17.55	15.72	0.00	0.00	0.00	40.56	40.56	40.56
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	21.38			17.22			0.00			40.56		
Approach LOS	C			B			A			D		
d_I, Intersection Delay [s/veh]	23.11											
Intersection LOS	C											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	156	0	911
d_b, Bicycle Delay [s]	13.35	38.28	45.01	13.35
l_b,int, Bicycle LOS Score for Intersection	2.716	2.231	4.132	2.127
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	629	144	159	657	0	73	0	192	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	629	144	159	657	0	73	0	192	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	157	36	40	164	0	18	0	48	0	0	0
Total Analysis Volume [veh/h]	0	629	144	159	657	0	73	0	192	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	39	0	23	62	0	0	28	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	55	10	69	13	13	
g / C, Green / Cycle	0.61	0.11	0.77	0.15	0.15	
(v / s)_i Volume / Saturation Flow Rate	0.43	0.09	0.35	0.04	0.12	
s, saturation flow rate [veh/h]	1810	1781	1870	1781	1589	
c, Capacity [veh/h]	1106	197	1431	259	232	
d1, Uniform Delay [s]	11.91	39.12	3.82	34.26	37.37	
k, delay calibration	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.68	7.68	1.06	0.59	7.43	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.70	0.81	0.46	0.28	0.83	
d, Delay for Lane Group [s/veh]	15.59	46.81	4.88	34.85	44.80	
Lane Group LOS	B	D	A	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.36	3.80	3.44	1.45	4.51	
50th-Percentile Queue Length [ft/ln]	258.90	95.03	85.89	36.23	112.87	
95th-Percentile Queue Length [veh/ln]	15.63	6.84	6.18	2.61	8.00	
95th-Percentile Queue Length [ft/ln]	390.84	171.05	154.60	65.22	199.99	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	15.59	15.59	46.81	4.88	0.00	34.85	34.85	44.80	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]	15.59			13.05			42.06			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	18.26											
Intersection LOS	B											
Intersection V/C	0.735											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	1289	533	0
d_b, Bicycle Delay [s]	16.82	5.70	24.21	45.01
l_b,int, Bicycle LOS Score for Intersection	2.835	2.906	1.997	4.132
Bicycle LOS	C	C	A	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	71	1045	7	751	1218	22	18	14	47	11	12	593
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	1045	7	751	1218	22	18	14	47	11	12	593
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	261	2	188	305	6	5	4	12	3	3	148
Total Analysis Volume [veh/h]	71	1045	7	751	1218	22	18	14	47	11	12	593
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	57	18	0	60	21	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	43	43	49	85	85	7	7
g / C, Green / Cycle	0.06	0.39	0.39	0.44	0.77	0.77	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.04	0.28	0.28	0.42	0.33	0.33	0.05	0.01
s, saturation flow rate [veh/h]	1781	1870	1866	1781	1870	1858	1668	1737
c, Capacity [veh/h]	101	729	727	785	1447	1438	141	153
d1, Uniform Delay [s]	50.96	28.50	28.51	29.73	4.21	4.22	50.90	49.17
k, delay calibration	0.11	0.50	0.50	0.34	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.52	6.13	6.14	18.01	0.93	0.95	3.48	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.72	0.72	0.96	0.43	0.43	0.56	0.15
d, Delay for Lane Group [s/veh]	59.48	34.63	34.65	47.74	5.14	5.17	54.37	49.62
Lane Group LOS	E	C	C	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.16	12.79	12.76	22.36	4.09	4.11	2.28	0.62
50th-Percentile Queue Length [ft/ln]	53.94	319.67	319.02	559.10	102.25	102.64	56.91	15.52
95th-Percentile Queue Length [veh/ln]	3.88	18.65	18.62	30.12	7.36	7.39	4.10	1.12
95th-Percentile Queue Length [ft/ln]	97.10	466.28	465.48	752.99	184.04	184.75	102.43	27.94

Movement, Approach, & Intersection Results

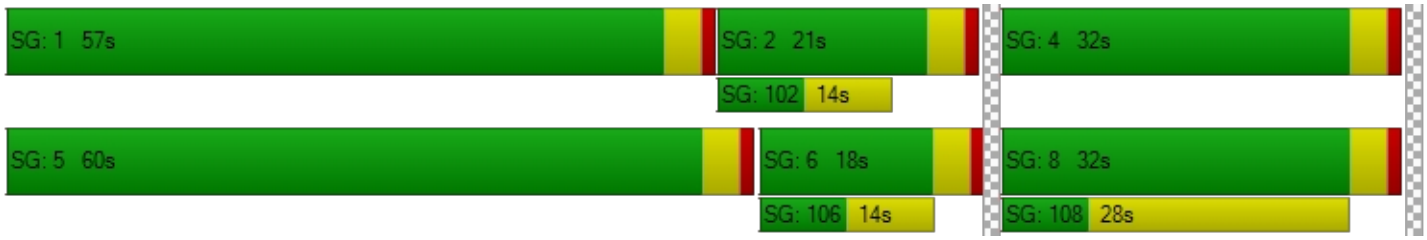
d_M, Delay for Movement [s/veh]	59.48	34.64	34.65	47.74	5.15	5.17	54.37	54.37	54.37	49.62	49.62	0.00
Movement LOS	E	C	C	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	36.21			21.22			54.37			49.62		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	27.47											
Intersection LOS	C											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	2.793	0.000	1.814	2.208
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	255	309	509	509
d_b, Bicycle Delay [s]	41.89	39.31	30.56	30.56
l_b,int, Bicycle LOS Score for Intersection	2.486	3.202	1.690	1.598
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	39.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.819

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	146	742	229	319	809	127	166	334	122	241	289	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	742	229	319	809	127	166	334	122	241	289	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	186	57	80	202	32	42	84	31	60	72	61
Total Analysis Volume [veh/h]	146	742	229	319	809	127	166	334	122	241	289	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	33	0	15	34	0	20	40	0	12	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	37	37	11	38	38	11	28	8	25	25
g / C, Green / Cycle	0.10	0.37	0.37	0.11	0.38	0.38	0.11	0.28	0.08	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.27	0.09	0.26	0.26	0.09	0.26	0.07	0.15	0.15
s, saturation flow rate [veh/h]	1781	1870	1721	3459	1870	1783	1781	1786	3459	1870	1589
c, Capacity [veh/h]	177	695	640	382	716	682	201	495	279	459	390
d1, Uniform Delay [s]	44.21	27.08	27.10	43.63	25.64	25.68	43.48	35.13	45.48	33.73	33.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.25	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.12	6.54	7.12	4.80	4.91	5.20	8.42	14.78	7.79	1.43	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.73	0.73	0.83	0.67	0.67	0.83	0.92	0.86	0.63	0.63
d, Delay for Lane Group [s/veh]	53.33	33.63	34.22	48.43	30.55	30.88	51.90	49.91	53.27	35.16	35.34
Lane Group LOS	D	C	C	D	C	C	D	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.97	11.34	10.56	4.09	10.13	9.76	4.46	12.57	3.24	6.37	5.40
50th-Percentile Queue Length [ft/ln]	99.33	283.59	264.08	102.34	253.36	244.07	111.47	314.33	80.99	159.20	134.88
95th-Percentile Queue Length [veh/ln]	7.15	16.87	15.89	7.37	15.36	14.89	7.92	18.39	5.83	10.51	9.20
95th-Percentile Queue Length [ft/ln]	178.79	421.68	397.34	184.22	383.88	372.17	198.05	459.72	145.78	262.67	230.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.33	33.82	34.22	48.43	30.68	30.88	51.90	49.91	49.91	53.27	35.16	35.34
Movement LOS	D	C	C	D	C	C	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	36.45			35.22			50.44			40.85		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	39.25											
Intersection LOS	D											
Intersection V/C	0.819											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.751	2.849	2.330	2.727
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	600	719	560
d_b, Bicycle Delay [s]	25.24	24.53	20.51	25.95
l_b,int, Bicycle LOS Score for Intersection	2.481	2.595	2.586	2.837
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	107.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.129

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	284	364	222	199	428	175	137	760	154	238	749	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	284	364	222	199	428	175	137	760	154	238	749	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	91	56	50	107	44	34	190	39	60	187	27
Total Analysis Volume [veh/h]	284	364	222	199	428	175	137	760	154	238	749	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	28	0	17	25	0	0	37	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	24	24	13	21	21	33	33	34	34
g / C, Green / Cycle	0.13	0.20	0.20	0.11	0.17	0.17	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.17	0.11	0.17	0.17	0.29	0.32	0.30	0.33
s, saturation flow rate [veh/h]	1781	1870	1636	1781	1870	1688	1846	1616	1830	1645
c, Capacity [veh/h]	239	371	325	195	325	293	510	447	518	465
d1, Uniform Delay [s]	52.01	46.33	46.34	53.50	49.37	49.40	43.47	43.47	43.08	43.08
k, delay calibration	0.19	0.50	0.50	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	100.05	20.12	22.56	35.68	43.88	47.13	53.44	92.12	57.49	96.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.19	0.84	0.84	1.02	0.97	0.98	1.05	1.15	1.06	1.17
d, Delay for Lane Group [s/veh]	152.05	66.44	68.90	89.18	93.25	96.52	96.91	135.59	100.57	140.05
Lane Group LOS	F	E	E	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	13.81	11.01	9.86	7.80	13.35	12.35	22.56	24.55	23.44	26.16
50th-Percentile Queue Length [ft/ln]	345.26	275.22	246.59	194.91	333.78	308.68	564.02	613.74	586.01	654.01
95th-Percentile Queue Length [veh/ln]	21.42	16.45	15.01	12.48	19.34	18.11	31.30	35.55	32.63	37.89
95th-Percentile Queue Length [ft/ln]	535.45	411.26	375.35	312.12	483.60	452.75	782.50	888.82	815.63	947.20

Movement, Approach, & Intersection Results

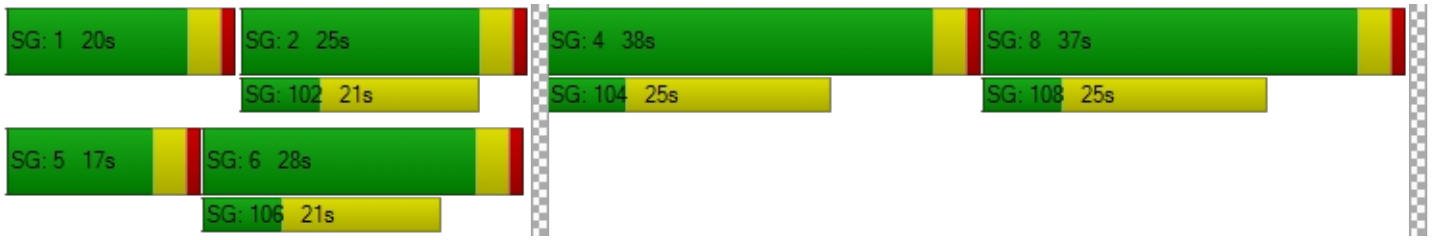
d_M, Delay for Movement [s/veh]	152.05	66.79	68.90	89.18	94.10	96.52	96.91	115.30	135.59	100.57	123.58	140.05
Movement LOS	F	E	E	F	F	F	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	95.16			93.41			115.88			120.19		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	107.67											
Intersection LOS	F											
Intersection V/C	1.129											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	49.54	49.54	49.54
l_p,int, Pedestrian LOS Score for Intersection	2.643	2.589	2.696	2.699
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	350	550	566
d_b, Bicycle Delay [s]	38.43	40.87	31.57	30.85
l_b,int, Bicycle LOS Score for Intersection	2.277	2.221	2.427	2.462
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	113	136	721	170	120	685
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	136	721	170	120	685
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	34	180	43	30	171
Total Analysis Volume [veh/h]	113	136	721	170	120	685
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	61	0	18	0	11	29
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	55	55	7	66
g / C, Green / Cycle	0.17	0.61	0.61	0.08	0.74
(v / s)_i Volume / Saturation Flow Rate	0.15	0.24	0.25	0.07	0.19
s, saturation flow rate [veh/h]	1671	1870	1752	1781	3560
c, Capacity [veh/h]	291	1148	1076	140	2624
d1, Uniform Delay [s]	36.09	8.81	9.00	40.97	3.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.15	0.99	1.18	13.61	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.39	0.41	0.86	0.26
d, Delay for Lane Group [s/veh]	43.24	9.80	10.18	54.58	4.10
Lane Group LOS	D	A	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.78	4.27	4.39	3.12	1.65
50th-Percentile Queue Length [ft/ln]	144.46	106.67	109.69	78.12	41.30
95th-Percentile Queue Length [veh/ln]	9.72	7.65	7.82	5.62	2.97
95th-Percentile Queue Length [ft/ln]	243.01	191.35	195.57	140.61	74.34

Movement, Approach, & Intersection Results

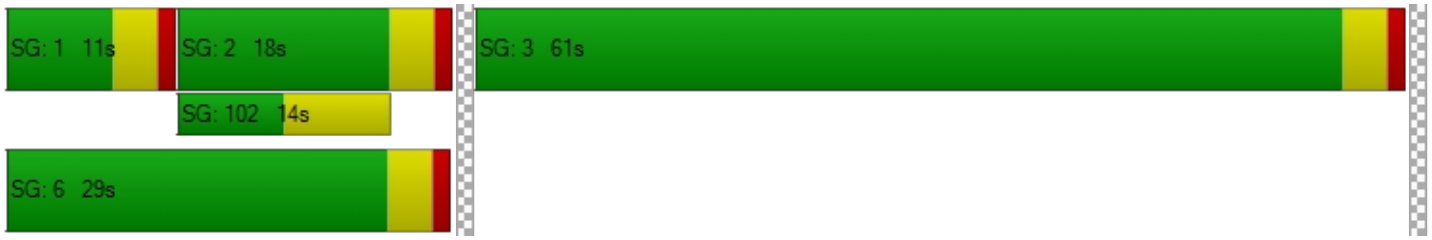
d_M, Delay for Movement [s/veh]	43.24	43.24	9.95	10.18	54.58	4.10
Movement LOS	D	D	A	B	D	A
d_A, Approach Delay [s/veh]	43.24		9.99		11.62	
Approach LOS	D		A		B	
d_I, Intersection Delay [s/veh]	14.92					
Intersection LOS	B					
Intersection V/C	0.543					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.977	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	311	555
d_b, Bicycle Delay [s]	6.06	32.10	23.48
l_b,int, Bicycle LOS Score for Intersection	1.970	2.295	2.224
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	47.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	92	640	698	145	6	322
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	640	698	145	6	322
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	160	175	36	2	81
Total Analysis Volume [veh/h]	92	640	698	145	6	322
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.00	0.02	0.80
d_M, Delay for Movement [s/veh]	10.13	0.00	0.00	0.00	47.92	44.67
Movement LOS	B	A	A	A	E	E
95th-Percentile Queue Length [veh/ln]	0.39	0.00	0.00	0.00	7.56	7.56
95th-Percentile Queue Length [ft/ln]	9.80	0.00	0.00	0.00	189.01	189.01
d_A, Approach Delay [s/veh]	1.27		0.00		44.73	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	8.20					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	5	28	42	121	88	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	28	42	121	88	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	11	30	22	2
Total Analysis Volume [veh/h]	5	28	42	121	88	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.85	8.84	7.47	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.51	2.24	2.16	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.99		1.92		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	187.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	94	951	33	9	724	19	13	3	228	27	1	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	951	33	9	724	19	13	3	228	27	1	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	238	8	2	181	5	3	1	57	7	0	0
Total Analysis Volume [veh/h]	94	951	33	9	724	19	13	3	228	27	1	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.01	0.00	0.01	0.01	0.00	0.15	0.05	0.36	0.64	0.02	0.00
d_M, Delay for Movement [s/veh]	9.70	0.00	0.00	10.23	0.00	0.00	55.41	71.45	15.29	187.39	163.30	108.90
Movement LOS	A	A	A	B	A	A	F	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.37	0.00	0.00	0.04	0.00	0.00	0.52	2.03	2.03	2.49	2.49	2.49
95th-Percentile Queue Length [ft/ln]	9.17	0.00	0.00	0.98	0.00	0.00	12.94	50.86	50.86	62.29	62.29	62.29
d_A, Approach Delay [s/veh]	0.85			0.12			18.12			183.85		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	5.11											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	738.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.337

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	164	951	0	0	578	373	0	0	0	105	11	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	951	0	0	578	373	0	0	0	105	11	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	238	0	0	145	93	0	0	0	26	3	35
Total Analysis Volume [veh/h]	164	951	0	0	578	373	0	0	0	105	11	140
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	1.82	0.34	0.26
d_M, Delay for Movement [s/veh]	11.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	690.02	738.02	14.08
Movement LOS	B	A			A	A				F	F	B
95th-Percentile Queue Length [veh/ln]	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.54	11.54	1.04
95th-Percentile Queue Length [ft/ln]	21.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	288.40	288.40	26.00
d_A, Approach Delay [s/veh]	1.69			0.00			0.00			322.43		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	36.36											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	867.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.788

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	668	171	82	578	0	434	0	441	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	668	171	82	578	0	434	0	441	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	167	43	21	145	0	109	0	110	0	0	0
Total Analysis Volume [veh/h]	0	668	171	82	578	0	434	0	441	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.10	0.01	0.00	2.79	0.00	0.62	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.07	0.00	0.00	867.49	881.58	18.12	0.00	0.00	0.00
Movement LOS		A	A	B	A		F	F	C			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.35	0.00	0.00	38.97	38.97	4.39	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	8.63	0.00	0.00	974.27	974.27	109.63	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.25			439.41			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	162.30											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	390	464	0	653	0	388
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	390	464	0	653	0	388
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	116	0	163	0	97
Total Analysis Volume [veh/h]	390	464	0	653	0	388
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.67
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.39
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	1.48
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	36.95
d_A, Approach Delay [s/veh]	0.00		0.00		14.39	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.95					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	239.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.958

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	135	5	256	5	5	5	5	500	134	395	604	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	135	5	256	5	5	5	5	500	134	395	604	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	1	64	1	1	1	1	125	34	99	151	1
Total Analysis Volume [veh/h]	135	5	256	5	5	5	5	500	134	395	604	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	442	517	404	527	588	1004
Degree of Utilization, x	0.32	0.50	0.04	0.96	0.23	1.96

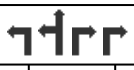
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.34	2.72	0.12	12.42	0.87	67.02
95th-Percentile Queue Length [ft]	33.52	67.88	2.89	310.42	21.79	1675.58
Approach Delay [s/veh]	15.68		12.26	45.62		455.04
Approach LOS	C		B	E		F
Intersection Delay [s/veh]	239.73					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	166	5	209	8	5	6	6	775	220	180	642	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	5	209	8	5	6	6	775	220	180	642	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	1	52	2	1	2	2	194	55	45	161	5
Total Analysis Volume [veh/h]	166	5	209	8	5	6	6	775	220	180	642	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	11	0	33	0	11	39	0	12	40	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	19	3	3	1	61	61	8	68	68
g / C, Green / Cycle	0.08	0.08	0.20	0.03	0.03	0.01	0.64	0.64	0.08	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.07	0.00	0.01	0.00	0.22	0.14	0.05	0.18	0.01
s, saturation flow rate [veh/h]	1781	1786	2813	1781	1706	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	139	139	577	54	52	22	2273	1015	294	2533	1131
d1, Uniform Delay [s]	42.48	42.48	32.49	44.93	45.02	46.59	7.95	7.22	42.03	4.83	4.01
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.36	4.34	0.38	1.24	2.01	6.85	0.41	0.49	2.07	0.24	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.61	0.36	0.15	0.21	0.28	0.34	0.22	0.61	0.25	0.02
d, Delay for Lane Group [s/veh]	46.84	46.83	32.87	46.18	47.03	53.44	8.36	7.71	44.10	5.08	4.04
Lane Group LOS	D	D	C	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.09	2.10	2.08	0.20	0.28	0.18	3.41	1.83	2.11	1.92	0.10
50th-Percentile Queue Length [ft/ln]	52.36	52.49	51.94	5.04	7.02	4.52	85.29	45.76	52.65	48.09	2.60
95th-Percentile Queue Length [veh/ln]	3.77	3.78	3.74	0.36	0.51	0.33	6.14	3.29	3.79	3.46	0.19
95th-Percentile Queue Length [ft/ln]	94.25	94.48	93.50	9.06	12.63	8.13	153.52	82.37	94.77	86.56	4.68

Movement, Approach, & Intersection Results

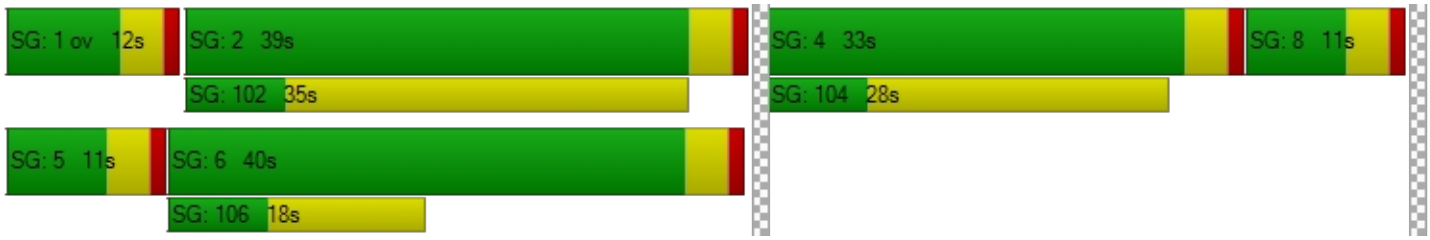
d_M, Delay for Movement [s/veh]	46.84	46.83	32.87	46.18	47.03	47.03	53.44	8.36	7.71	44.10	5.08	4.04
Movement LOS	D	D	C	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	39.15			46.67			8.48			13.39		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	15.85											
Intersection LOS	B											
Intersection V/C	0.412											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.583	1.959	2.750	0.000
Crosswalk LOS	B	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	610	736	757
d_b, Bicycle Delay [s]	40.80	22.96	18.98	18.36
l_b,int, Bicycle LOS Score for Intersection	2.187	1.591	2.385	2.254
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.577

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	176	446	680	158	55	309
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	446	680	158	55	309
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	112	170	40	14	77
Total Analysis Volume [veh/h]	176	446	680	158	55	309
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	93	78	78	12	12
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	11	89	74	86	8	23
g / C, Green / Cycle	0.10	0.85	0.70	0.82	0.08	0.22
(v / s)_i Volume / Saturation Flow Rate	0.05	0.13	0.36	0.10	0.02	0.11
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	363	3016	1317	1301	265	618
d1, Uniform Delay [s]	44.30	1.40	7.23	1.91	45.49	35.90
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.00	0.10	1.45	0.19	0.38	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.15	0.52	0.12	0.21	0.50
d, Delay for Lane Group [s/veh]	45.30	1.50	8.68	2.11	45.87	36.53
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.20	0.44	6.66	0.49	0.69	3.50
50th-Percentile Queue Length [ft/ln]	55.09	11.07	166.53	12.24	17.16	87.62
95th-Percentile Queue Length [veh/ln]	3.97	0.80	10.89	0.88	1.24	6.31
95th-Percentile Queue Length [ft/ln]	99.16	19.92	272.35	22.04	30.88	157.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.30	1.50	8.68	2.11	45.87	36.53
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	13.90		7.44		37.94	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	15.73					
Intersection LOS	B					
Intersection V/C	0.577					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.07
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.574
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1695	1410	152
d_b, Bicycle Delay [s]	1.22	4.58	44.80
l_b,int, Bicycle LOS Score for Intersection	2.073	2.942	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	175	6	1	146	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	6	1	146	18	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	2	0	37	5	1
Total Analysis Volume [veh/h]	175	6	1	146	18	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.58	0.00	10.53	9.30
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.04	2.25	2.25
d_A, Approach Delay [s/veh]	0.00		0.05		10.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	41	192	196	48	77	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	192	196	48	77	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	48	49	12	19	13
Total Analysis Volume [veh/h]	41	192	196	48	77	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.15	0.06
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	0.00	13.53	10.97
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.79	0.79
95th-Percentile Queue Length [ft/ln]	2.40	0.00	0.00	0.00	19.78	19.78
d_A, Approach Delay [s/veh]	1.37		0.00		12.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.18					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	1	1	1	46	21	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	46	21	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	5	0
Total Analysis Volume [veh/h]	1	1	1	46	21	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.86	8.42	7.26	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.15	0.15	0.04	0.04	0.00	0.00
d_A, Approach Delay [s/veh]	8.64		0.15		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	825.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.590

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	223	1087	55	184	594	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	1087	55	184	594	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	272	14	46	149	11
Total Analysis Volume [veh/h]	223	1087	55	184	594	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.59	1.21	0.00	0.00	0.45	0.00
d_M, Delay for Movement [s/veh]	825.07	121.81	0.00	0.00	9.62	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	21.08	35.02	0.00	0.00	2.18	2.18
95th-Percentile Queue Length [ft/ln]	527.01	875.56	0.00	0.00	54.59	54.59
d_A, Approach Delay [s/veh]	241.53		0.00		8.94	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	147.22					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	273.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.719

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	192	651	55	65	489	209	530	1578	396	120	1437	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	651	55	65	489	209	530	1578	396	120	1437	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	163	14	16	122	52	133	395	99	30	359	34
Total Analysis Volume [veh/h]	192	651	55	65	489	209	530	1578	396	120	1437	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	38	0	0	25	0	25	46	0	11	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	21	21	21	42	42	7	28	28
g / C, Green / Cycle	0.28	0.18	0.18	0.18	0.35	0.35	0.06	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.49	0.30	0.13	0.30	0.44	0.25	0.07	0.40	0.09
s, saturation flow rate [veh/h]	1831	1859	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	516	326	278	312	1251	558	105	836	373
d1, Uniform Delay [s]	43.11	49.51	47.02	49.51	38.94	33.64	56.49	45.92	38.45
k, delay calibration	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	341.74	328.72	4.07	328.26	124.38	7.44	88.36	328.45	2.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.74	1.70	0.75	1.70	1.26	0.71	1.15	1.72	0.37
d, Delay for Lane Group [s/veh]	384.85	378.23	51.09	377.76	163.31	41.08	144.86	374.37	41.22
Lane Group LOS	F	F	D	F	F	D	F	F	D
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	64.05	39.44	6.24	37.74	39.69	11.05	5.73	50.52	3.68
50th-Percentile Queue Length [ft/ln]	1601.15	985.97	155.96	943.53	992.19	276.23	143.27	1262.91	92.06
95th-Percentile Queue Length [veh/ln]	99.21	61.05	10.33	58.62	57.75	16.50	10.05	78.29	6.63
95th-Percentile Queue Length [ft/ln]	2480.31	1526.19	258.36	1465.56	1443.84	412.52	251.14	1957.24	165.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	384.85	384.85	384.85	378.23	378.23	51.09	377.76	163.31	41.08	144.86	374.37	41.22
Movement LOS	F	F	F	F	F	D	F	F	D	F	F	D
d_A, Approach Delay [s/veh]	384.85			288.62			189.37			331.17		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	273.25											
Intersection LOS	F											
Intersection V/C	1.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	567	350	700	467
d_b, Bicycle Delay [s]	30.82	40.85	25.36	35.27
l_b,int, Bicycle LOS Score for Intersection	3.041	2.819	3.625	2.957
Bicycle LOS	C	C	D	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	44	23	5	52	10	406	388	571	24	5	389	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	23	5	52	10	406	388	571	24	5	389	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	6	1	13	3	102	97	143	6	1	97	15
Total Analysis Volume [veh/h]	44	23	5	52	10	406	388	571	24	5	389	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	29	23	0	28	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	22	51	51	1	31	31
g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.24	0.57	0.57	0.01	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.05	0.02	0.04	0.26	0.22	0.16	0.16	0.00	0.12	0.12
s, saturation flow rate [veh/h]	970	1813	1382	1595	1781	1870	1844	1781	1870	1786
c, Capacity [veh/h]	93	519	431	456	426	1066	1051	19	639	610
d1, Uniform Delay [s]	44.85	23.31	26.05	31.04	33.32	9.90	9.90	44.21	22.23	22.27
k, delay calibration	0.11	0.11	0.11	0.21	0.20	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.72	0.04	0.12	13.07	12.88	0.66	0.67	7.54	1.55	1.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.05	0.12	0.91	0.91	0.28	0.28	0.27	0.36	0.36
d, Delay for Lane Group [s/veh]	48.56	23.35	26.17	44.11	46.20	10.56	10.57	51.75	23.78	23.93
Lane Group LOS	D	C	C	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.07	0.43	0.87	10.08	9.53	2.99	2.95	0.15	3.80	3.69
50th-Percentile Queue Length [ft/ln]	26.73	10.80	21.68	252.06	238.34	74.84	73.85	3.71	94.89	92.30
95th-Percentile Queue Length [veh/ln]	1.92	0.78	1.56	15.29	14.60	5.39	5.32	0.27	6.83	6.65
95th-Percentile Queue Length [ft/ln]	48.11	19.44	39.03	382.24	364.93	134.71	132.93	6.69	170.80	166.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.56	23.35	23.35	26.17	44.11	44.11	46.20	10.57	10.57	51.75	23.84	23.93
Movement LOS	D	C	C	C	D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	38.76			42.12			24.63			24.16		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	29.18											
Intersection LOS	C											
Intersection V/C	0.695											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	1.976	2.245	2.717	2.584
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	422	400
d_b, Bicycle Delay [s]	16.82	16.82	28.02	28.81
l_b,int, Bicycle LOS Score for Intersection	1.678	2.332	2.371	1.933
Bicycle LOS	A	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	39.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	20	5	189	5	5	5	5	521	100	75	248	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	5	189	5	5	5	5	521	100	75	248	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	47	1	1	1	1	130	25	19	62	1
Total Analysis Volume [veh/h]	20	5	189	5	5	5	5	521	100	75	248	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.02	0.36	0.05	0.02	0.01	0.00	0.01	0.00	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	30.57	28.52	19.41	39.02	23.57	11.03	7.75	0.00	0.00	8.84	0.00	0.00
Movement LOS	D	D	C	E	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.60	2.60	2.60	0.24	0.24	0.24	0.01	0.01	0.01	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	64.95	64.95	64.95	6.05	6.05	6.05	0.22	0.22	0.22	3.27	3.27	3.27
d_A, Approach Delay [s/veh]	20.66			24.54			0.06			2.02		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	4.64											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	110.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	88	84	202	487	507	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	84	202	487	507	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	21	51	122	127	2
Total Analysis Volume [veh/h]	88	84	202	487	507	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.77	0.15	0.19	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	110.33	85.09	8.67	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	7.18	7.18	0.38	0.38	0.00	0.00
95th-Percentile Queue Length [ft/ln]	179.39	179.39	9.46	9.46	0.00	0.00
d_A, Approach Delay [s/veh]	98.00		2.54		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	13.54					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	221.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.484

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	46	1202	38	278	1232	195	257	447	85	44	228	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	1202	38	278	1232	195	257	447	85	44	228	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	301	10	70	308	49	64	112	21	11	57	80
Total Analysis Volume [veh/h]	46	1202	38	278	1232	195	257	447	85	44	228	318
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	30	0	16	31	0	0	38	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	26	26	12	33	33	34	27
g / C, Green / Cycle	0.05	0.23	0.23	0.10	0.28	0.28	0.30	0.23
(v / s)_i Volume / Saturation Flow Rate	0.03	0.34	0.02	0.16	0.35	0.12	0.44	0.35
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1806	1702
c, Capacity [veh/h]	85	808	361	187	1011	451	532	399
d1, Uniform Delay [s]	53.56	44.49	35.24	51.51	41.20	33.62	40.60	44.04
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.25	226.21	0.59	228.55	107.38	3.00	227.42	227.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	1.49	0.11	1.49	1.22	0.43	1.48	1.48
d, Delay for Lane Group [s/veh]	58.81	270.70	35.82	280.05	148.58	36.62	268.02	271.87
Lane Group LOS	E	F	D	F	F	D	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	1.43	36.78	0.91	17.23	29.20	4.82	48.41	36.54
50th-Percentile Queue Length [ft/ln]	35.63	919.61	22.72	430.69	730.09	120.54	1210.34	913.44
95th-Percentile Queue Length [veh/ln]	2.57	56.22	1.64	27.48	42.68	8.42	73.37	55.86
95th-Percentile Queue Length [ft/ln]	64.14	1405.49	40.89	686.99	1066.88	210.57	1834.31	1396.49

Movement, Approach, & Intersection Results

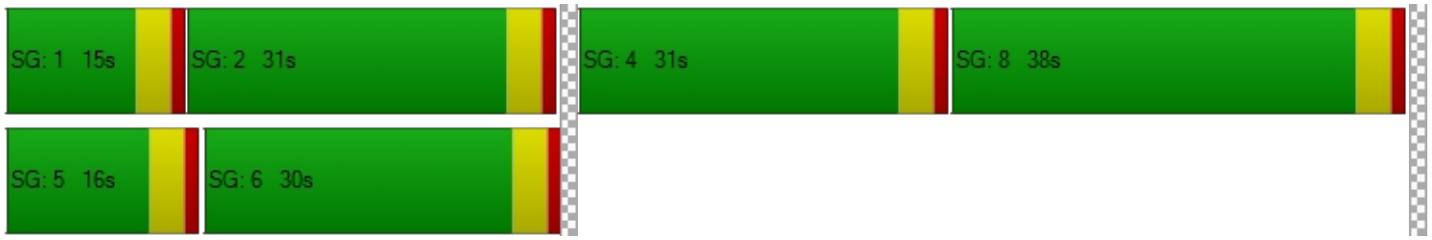
d_M, Delay for Movement [s/veh]	58.81	270.70	35.82	280.05	148.58	36.62	268.02	268.02	268.02	271.87	271.87	271.87
Movement LOS	E	F	D	F	F	D	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	256.18			157.21			268.02			271.87		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	221.82											
Intersection LOS	F											
Intersection V/C	1.484											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	452	469	591	469
d_b, Bicycle Delay [s]	34.46	33.69	28.54	33.69
l_b,int, Bicycle LOS Score for Intersection	2.621	2.966	2.861	2.533
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	104.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	127	5	176	5	5	5	5	256	368	172	171	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	5	176	5	5	5	5	256	368	172	171	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	1	44	1	1	1	1	64	92	43	43	1
Total Analysis Volume [veh/h]	127	5	176	5	5	5	5	256	368	172	171	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.71	0.02	0.29	0.04	0.03	0.01	0.00	0.00	0.00	0.18	0.00	0.00
d_M, Delay for Movement [s/veh]	104.00	101.72	89.69	38.60	29.61	10.88	7.58	0.00	0.00	8.99	0.00	0.00
Movement LOS	F	F	F	E	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	11.15	11.15	11.15	0.26	0.26	0.26	0.01	0.01	0.01	0.33	0.33	0.33
95th-Percentile Queue Length [ft/ln]	278.66	278.66	278.66	6.60	6.60	6.60	0.23	0.23	0.23	8.18	8.18	8.18
d_A, Approach Delay [s/veh]	95.79			26.36			0.06			4.44		
Approach LOS	F			D			A			A		
d_I, Intersection Delay [s/veh]	24.22											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	2,464.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.273

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	144	81	72	189	67	238	304	134	170	19	94	141
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	81	72	189	67	238	304	134	170	19	94	141
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	20	18	47	17	60	76	34	43	5	24	35
Total Analysis Volume [veh/h]	144	81	72	189	67	238	304	134	170	19	94	141
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.13	0.00	0.00	5.27	0.76	0.20	0.59	0.60	0.15
d_M, Delay for Movement [s/veh]	8.08	0.00	0.00	7.84	0.00	0.00	2464.86	2422.85	2406.63	322.41	233.98	214.96
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.29	0.41	0.41	0.41	67.20	67.20	67.20	14.53	14.53	14.53
95th-Percentile Queue Length [ft/ln]	7.18	7.18	7.18	10.34	10.34	10.34	1679.93	1679.93	1679.93	363.25	363.25	363.25
d_A, Approach Delay [s/veh]	3.92			3.00			2439.32			230.04		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	934.17											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 54: Avenue 50 at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	43.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.165

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	0	17	0	0	0	0	0	0	267	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	17	0	0	0	0	0	0	267	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	4	0	0	0	0	0	0	67	0	0
Total Analysis Volume [veh/h]	0	0	17	0	0	0	0	0	0	267	0	0
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	0	18	0	0	18	0	0	0	0	72	72	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	7	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	21	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C		L	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	66	66	66		16	16
g / C, Green / Cycle	0.74	0.74	0.74		0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00		0.15	0.00
s, saturation flow rate [veh/h]	5094	3560	1870		1781	1589
c, Capacity [veh/h]	3757	2626	1379		309	275
d1, Uniform Delay [s]	0.00	0.00	0.00		36.04	0.00
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00		7.23	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.00	0.00	0.00		0.87	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00		43.27	0.00
Lane Group LOS	A	A	A		D	A
Critical Lane Group	No	No	No		Yes	No
50th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00		6.19	0.00
50th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00		154.72	0.00
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00		10.27	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00		256.72	0.00

Movement, Approach, & Intersection Results

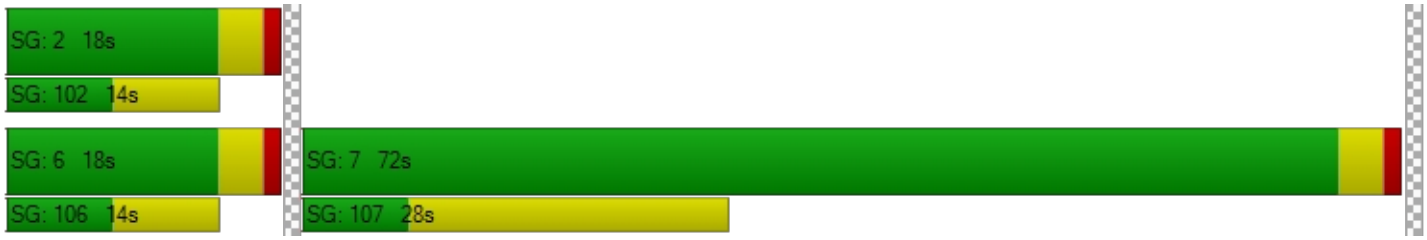
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.27	0.00	0.00
Movement LOS		A			A	A				D		A
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			43.27		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	43.27											
Intersection LOS	D											
Intersection V/C	0.165											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.59	34.59	34.59
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.452	1.423	2.026
Crosswalk LOS	F	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	312	312	0	1514
d_b, Bicycle Delay [s]	32.01	32.01	44.91	2.65
l_b,int, Bicycle LOS Score for Intersection	1.560	1.560	4.132	1.560
Bicycle LOS	A	A	D	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 55: Avenue 50 at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	17	413	0	267	0	0	0	76	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	17	413	0	267	0	0	0	76	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	103	0	67	0	0	0	19	0	0	0
Total Analysis Volume [veh/h]	0	17	413	0	267	0	0	0	76	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	3	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	7	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	47	0	11	58	0	32	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	7	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	21	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	72	72	0	76	6	6	6	
g / C, Green / Cycle	0.80	0.80	0.00	0.84	0.07	0.07	0.07	
(v / s)_i Volume / Saturation Flow Rate	0.00	0.26	0.00	0.05	0.00	0.02	0.02	
s, saturation flow rate [veh/h]	3560	1589	1781	5094	1781	1589	1589	
c, Capacity [veh/h]	2842	1269	2	4299	120	107	107	
d1, Uniform Delay [s]	1.84	2.48	0.00	1.16	0.00	40.13	40.13	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.00	0.68	0.00	0.03	0.00	1.99	1.99	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.01	0.33	0.00	0.06	0.00	0.36	0.36	
d, Delay for Lane Group [s/veh]	1.85	3.16	0.00	1.19	0.00	42.13	42.13	
Lane Group LOS	A	A	A	A	A	D	D	
Critical Lane Group	No	Yes	No	No	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	0.02	1.43	0.00	0.11	0.00	0.86	0.86	
50th-Percentile Queue Length [ft/ln]	0.49	35.78	0.00	2.64	0.00	21.39	21.39	
95th-Percentile Queue Length [veh/ln]	0.04	2.58	0.00	0.19	0.00	1.54	1.54	
95th-Percentile Queue Length [ft/ln]	0.89	64.40	0.00	4.75	0.00	38.50	38.50	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.85	3.16	0.00	1.19	0.00	21.06	0.00	42.13	0.00	0.00	0.00
Movement LOS		A	A	A	A		C		D			
d_A, Approach Delay [s/veh]	3.11			1.19			42.13			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.28											
Intersection LOS	A											
Intersection V/C	0.327											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.578	0.000	2.149	1.826
Crosswalk LOS	B	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	1200	622	0
d_b, Bicycle Delay [s]	12.28	7.21	21.37	45.01
l_b,int, Bicycle LOS Score for Intersection	1.796	1.706	1.685	4.132
Bicycle LOS	A	A	A	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX E-II

YEAR 2045 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	461	738	0	0	758	381	0	0	0	572	0	344
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	461	738	0	0	758	381	0	0	0	572	0	344
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	185	0	0	190	95	0	0	0	143	0	86
Total Analysis Volume [veh/h]	461	738	0	0	758	381	0	0	0	572	0	344
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	26	44	0	0	18	0	0	0	0	0	46	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	15	61	43	43		21	21	21
g / C, Green / Cycle	0.16	0.68	0.48	0.48		0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.13	0.21	0.21	0.24		0.17	0.18	0.19
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1751	1589
c, Capacity [veh/h]	561	2429	1693	756		408	401	364
d1, Uniform Delay [s]	36.46	5.74	15.74	16.29		32.37	32.46	32.99
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.08	0.32	0.86	2.40		2.88	3.09	4.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.30	0.45	0.50		0.76	0.77	0.82
d, Delay for Lane Group [s/veh]	39.54	6.06	16.60	18.69		35.25	35.55	37.73
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.05	2.46	5.12	5.63		6.45	6.46	6.55
50th-Percentile Queue Length [ft/ln]	126.15	61.62	128.11	140.64		161.14	161.40	163.72
95th-Percentile Queue Length [veh/ln]	8.73	4.44	8.84	9.52		10.61	10.62	10.75
95th-Percentile Queue Length [ft/ln]	218.25	110.92	220.92	237.89		265.23	265.58	268.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.54	6.06	0.00	0.00	16.60	18.69	0.00	0.00	0.00	35.39	35.55	37.48
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	18.93			17.30			0.00			36.16		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	23.21											
Intersection LOS	C											
Intersection V/C	0.648											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.125	2.237
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	889	311	0	933
d_b, Bicycle Delay [s]	13.90	32.10	45.01	12.81
l_b,int, Bicycle LOS Score for Intersection	2.549	2.499	4.132	3.071
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.551

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1066	325	241	1097	0	181	7	340	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1066	325	241	1097	0	181	7	340	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	267	81	60	274	0	45	2	85	0	0	0
Total Analysis Volume [veh/h]	0	1066	325	241	1097	0	181	7	340	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	14	32	0	0	58	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	57	57	8	69	13	13	13	
g / C, Green / Cycle	0.63	0.63	0.09	0.77	0.14	0.14	0.14	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.20	0.07	0.31	0.10	0.11	0.11	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1599	1589	
c, Capacity [veh/h]	2249	1004	319	2736	254	228	227	
d1, Uniform Delay [s]	8.72	7.68	39.88	3.49	36.83	37.12	37.12	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.72	0.86	3.65	0.44	3.67	5.20	5.23	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.47	0.32	0.76	0.40	0.71	0.76	0.76	
d, Delay for Lane Group [s/veh]	9.44	8.53	43.53	3.93	40.50	42.32	42.35	
Lane Group LOS	A	A	D	A	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.03	2.82	2.73	2.47	4.00	3.95	3.93	
50th-Percentile Queue Length [ft/ln]	125.65	70.43	68.24	61.72	99.95	98.84	98.29	
95th-Percentile Queue Length [veh/ln]	8.70	5.07	4.91	4.44	7.20	7.12	7.08	
95th-Percentile Queue Length [ft/ln]	217.57	126.77	122.83	111.10	179.91	177.91	176.93	

Movement, Approach, & Intersection Results

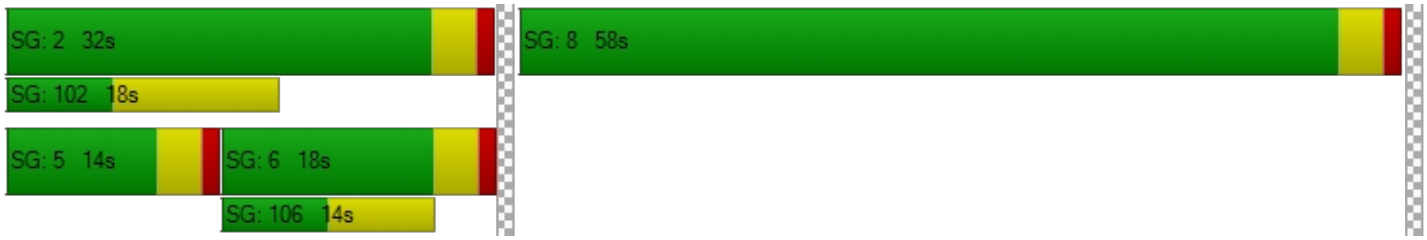
d_M, Delay for Movement [s/veh]	0.00	9.44	8.53	43.53	3.93	0.00	40.54	42.32	42.34	0.00	0.00	0.00
Movement LOS		A	A	D	A		D	D	D			
d_A, Approach Delay [s/veh]	9.22			11.06			41.71			0.00		
Approach LOS	A			B			D			A		
d_I, Intersection Delay [s/veh]	15.25											
Intersection LOS	B											
Intersection V/C	0.551											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.111	1.994
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	622	1200	0
d_b, Bicycle Delay [s]	32.10	21.37	7.21	45.01
l_b,int, Bicycle LOS Score for Intersection	2.707	2.663	2.431	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	206	661	42	149	613	189	132	282	28	56	337	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	661	42	149	613	189	132	282	28	56	337	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	165	11	37	153	47	33	71	7	14	84	13
Total Analysis Volume [veh/h]	206	661	42	149	613	189	132	282	28	56	337	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	23	50	0	12	39	0	11	32	0	11	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	65	65	7	64	64	7	11	11	6	10	21
g / C, Green / Cycle	0.08	0.62	0.62	0.07	0.61	0.61	0.07	0.10	0.10	0.05	0.09	0.20
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.19	0.04	0.22	0.22	0.04	0.06	0.06	0.02	0.07	0.03
s, saturation flow rate [veh/h]	3459	1870	1831	3459	1870	1721	3459	3560	1786	3459	5094	1589
c, Capacity [veh/h]	283	1163	1139	230	1135	1044	229	372	187	189	475	314
d1, Uniform Delay [s]	47.13	9.28	9.28	47.85	10.46	10.46	47.66	44.71	44.77	47.74	46.28	34.92
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.60	0.68	0.69	3.03	0.92	1.00	2.30	1.27	2.64	0.86	1.97	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.31	0.31	0.65	0.37	0.37	0.58	0.55	0.56	0.30	0.71	0.16
d, Delay for Lane Group [s/veh]	50.73	9.95	9.97	50.89	11.38	11.46	49.96	45.98	47.41	48.61	48.26	35.15
Lane Group LOS	D	A	A	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.76	3.78	3.71	1.99	4.89	4.53	1.75	2.59	2.73	0.73	2.92	1.08
50th-Percentile Queue Length [ft/ln]	69.05	94.49	92.64	49.85	122.34	113.15	43.65	64.84	68.33	18.15	73.11	27.03
95th-Percentile Queue Length [veh/ln]	4.97	6.80	6.67	3.59	8.52	8.01	3.14	4.67	4.92	1.31	5.26	1.95
95th-Percentile Queue Length [ft/ln]	124.28	170.08	166.76	89.74	213.03	200.37	78.58	116.71	123.00	32.68	131.59	48.65

Movement, Approach, & Intersection Results

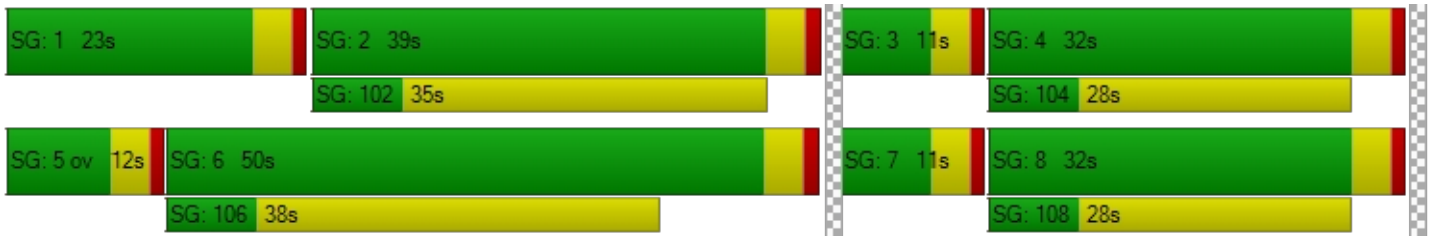
d_M, Delay for Movement [s/veh]	50.73	9.96	9.97	50.89	11.41	11.46	49.96	46.37	47.41	48.61	48.26	35.15
Movement LOS	D	A	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.20			17.60			47.51			46.82		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	27.66											
Intersection LOS	C											
Intersection V/C	0.457											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	2.721	2.752	2.876	2.956
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	876	666	533	533
d_b, Bicycle Delay [s]	16.60	23.36	28.26	28.26
l_b,int, Bicycle LOS Score for Intersection	2.310	2.344	1.803	1.803
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	148	627	163	176	423	126	130	440	68	85	692	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	627	163	176	423	126	130	440	68	85	692	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	157	41	44	106	32	33	110	17	21	173	57
Total Analysis Volume [veh/h]	148	627	163	176	423	126	130	440	68	85	692	228
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	30	0	15	32	0	12	35	0	15	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	33	33	11	35	35	8	29	29	6	27	27
g / C, Green / Cycle	0.10	0.34	0.34	0.12	0.37	0.37	0.08	0.31	0.31	0.07	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.08	0.22	0.22	0.10	0.12	0.08	0.07	0.14	0.14	0.05	0.26	0.26
s, saturation flow rate [veh/h]	1781	1870	1739	1781	3560	1589	1781	1870	1784	1781	1870	1713
c, Capacity [veh/h]	170	643	597	207	1298	579	151	570	544	119	536	492
d1, Uniform Delay [s]	42.46	26.24	26.24	41.22	21.80	20.87	42.97	26.69	26.71	43.50	32.55	32.55
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.25	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.66	4.78	5.13	9.29	0.67	0.86	13.00	0.57	0.60	7.66	11.52	12.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.64	0.64	0.85	0.33	0.22	0.86	0.45	0.46	0.71	0.89	0.89
d, Delay for Lane Group [s/veh]	55.12	31.02	31.37	50.52	22.47	21.73	55.97	27.25	27.31	51.16	44.07	44.95
Lane Group LOS	E	C	C	D	C	C	E	C	C	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.99	8.42	7.89	4.53	3.45	2.04	3.53	4.75	4.56	2.20	12.02	11.13
50th-Percentile Queue Length [ft/ln]	99.75	210.47	197.16	113.28	86.31	50.96	88.31	118.68	114.05	54.93	300.49	278.34
95th-Percentile Queue Length [veh/ln]	7.18	13.18	12.49	8.02	6.21	3.67	6.36	8.32	8.06	3.95	17.71	16.61
95th-Percentile Queue Length [ft/ln]	179.54	329.43	312.30	200.55	155.36	91.72	158.96	208.01	201.62	98.87	442.63	415.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.12	31.14	31.37	50.52	22.47	21.73	55.97	27.28	27.31	51.16	44.34	44.95
Movement LOS	E	C	C	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	34.97			29.15			33.13			45.06		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	36.40											
Intersection LOS	D											
Intersection V/C	0.779											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.597	2.733	2.615	2.650
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	547	589	652	715
d_b, Bicycle Delay [s]	25.09	23.66	21.59	19.62
l_b,int, Bicycle LOS Score for Intersection	2.333	2.158	2.086	2.389
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	7.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	239	740	0	0	705	432	0	0	0	88	0	310
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	740	0	0	705	432	0	0	0	88	0	310
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	185	0	0	176	108	0	0	0	22	0	78
Total Analysis Volume [veh/h]	239	740	0	0	705	432	0	0	0	88	0	310
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	79	0	0	68	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	76	76	65	65		6
g / C, Green / Cycle	0.84	0.84	0.72	0.72		0.07
(v / s)_i Volume / Saturation Flow Rate	0.37	0.40	0.38	0.27		0.05
s, saturation flow rate [veh/h]	649	1870	1870	1589		1781
c, Capacity [veh/h]	575	1573	1343	1141		125
d1, Uniform Delay [s]	4.23	1.89	5.75	4.92		40.95
k, delay calibration	0.50	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	2.21	1.01	1.47	0.96		7.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.42	0.47	0.53	0.38		0.70
d, Delay for Lane Group [s/veh]	6.44	2.90	7.22	5.88		47.96
Lane Group LOS	A	A	A	A		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	0.65	1.77	5.24	2.76		2.13
50th-Percentile Queue Length [ft/ln]	16.28	44.16	130.97	69.05		53.26
95th-Percentile Queue Length [veh/ln]	1.17	3.18	8.99	4.97		3.83
95th-Percentile Queue Length [ft/ln]	29.31	79.48	224.81	124.29		95.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.44	2.90	0.00	0.00	7.22	5.88	0.00	0.00	0.00	47.96	47.96	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	3.76			6.71			0.00			47.96		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	7.05											
Intersection LOS	A											
Intersection V/C	0.532											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.329	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	1422	0	156
d_b, Bicycle Delay [s]	1.25	3.76	45.01	38.28
l_b,int, Bicycle LOS Score for Intersection	3.175	3.436	4.132	1.705
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	767	34	300	492	0	197	2	231	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	767	34	300	492	0	197	2	231	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	192	9	75	123	0	49	1	58	0	0	0
Total Analysis Volume [veh/h]	0	767	34	300	492	0	197	2	231	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	14	0	11	25	0	0	65	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	55	66	66	16	16	
g / C, Green / Cycle	0.61	0.74	0.74	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.43	0.36	0.26	0.11	0.15	
s, saturation flow rate [veh/h]	1856	830	1870	1782	1589	
c, Capacity [veh/h]	1137	524	1376	312	279	
d1, Uniform Delay [s]	11.88	11.20	4.26	34.47	35.83	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.67	4.49	0.73	2.16	6.26	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.70	0.57	0.36	0.64	0.83	
d, Delay for Lane Group [s/veh]	15.55	15.69	4.99	36.63	42.09	
Lane Group LOS	B	B	A	D	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.72	1.99	2.76	4.16	5.28	
50th-Percentile Queue Length [ft/ln]	267.96	49.86	68.98	104.05	132.01	
95th-Percentile Queue Length [veh/ln]	16.09	3.59	4.97	7.49	9.05	
95th-Percentile Queue Length [ft/ln]	402.19	89.75	124.17	187.29	226.22	

Movement, Approach, & Intersection Results

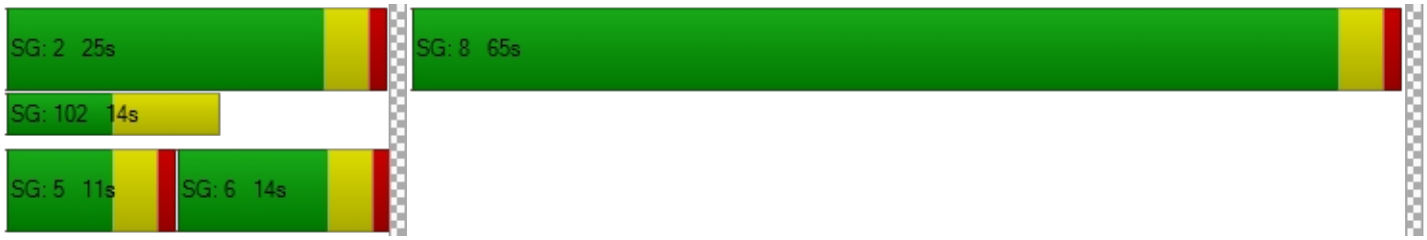
d_M, Delay for Movement [s/veh]	0.00	15.55	15.55	15.69	4.99	0.00	36.63	36.63	42.09	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	D			
d_A, Approach Delay [s/veh]	15.55			9.04			39.56			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	18.10											
Intersection LOS	B											
Intersection V/C	0.736											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.079	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	222	467	1355	0
d_b, Bicycle Delay [s]	35.57	26.46	4.68	45.01
l_b,int, Bicycle LOS Score for Intersection	2.881	2.866	2.269	4.132
Bicycle LOS	C	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	43.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	424	596	277	26	577	239	54	141	163	316	198	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	424	596	277	26	577	239	54	141	163	316	198	21
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	149	69	7	144	60	14	35	41	79	50	5
Total Analysis Volume [veh/h]	424	596	277	26	577	239	54	141	163	316	198	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	33	51	0	11	29	0	13	32	0	26	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	63	63	4	38	38	6	15	15	22	31	31
g / C, Green / Cycle	0.24	0.53	0.53	0.03	0.32	0.32	0.05	0.12	0.12	0.18	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.24	0.17	0.17	0.01	0.16	0.15	0.03	0.08	0.10	0.18	0.06	0.06
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1589	1781	1870	1808
c, Capacity [veh/h]	430	1873	836	62	1136	507	88	229	195	327	480	464
d1, Uniform Delay [s]	45.32	16.20	16.34	56.76	33.21	32.76	55.93	49.99	51.50	48.65	35.27	35.29
k, delay calibration	0.42	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.24	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.18	0.45	1.06	4.49	1.62	3.12	6.71	2.67	9.10	27.15	0.24	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.32	0.33	0.42	0.51	0.47	0.61	0.62	0.84	0.97	0.23	0.23
d, Delay for Lane Group [s/veh]	81.50	16.65	17.40	61.25	34.84	35.88	62.64	52.66	60.60	75.80	35.52	35.54
Lane Group LOS	F	B	B	E	C	D	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.79	4.73	4.57	0.85	7.08	6.01	1.77	4.19	5.28	11.82	2.62	2.55
50th-Percentile Queue Length [ft/ln]	419.76	118.32	114.34	21.26	176.93	150.32	44.23	104.82	132.09	295.39	65.41	63.72
95th-Percentile Queue Length [veh/ln]	23.51	8.30	8.08	1.53	11.44	10.03	3.18	7.55	9.05	17.45	4.71	4.59
95th-Percentile Queue Length [ft/ln]	587.77	207.52	202.02	38.28	286.00	250.85	79.62	188.67	226.33	436.33	117.73	114.70

Movement, Approach, & Intersection Results

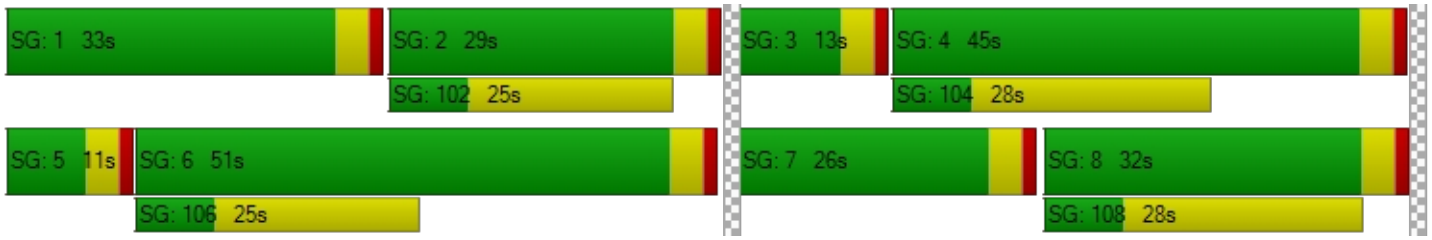
d_M, Delay for Movement [s/veh]	81.50	16.65	17.40	61.25	34.84	35.88	62.64	52.66	60.60	75.80	35.53	35.54
Movement LOS	F	B	B	E	C	D	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	38.01			35.95			57.78			59.32		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	43.53											
Intersection LOS	D											
Intersection V/C	0.785											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.849	2.713	2.551	2.505
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	417	467	683
d_b, Bicycle Delay [s]	22.22	37.62	35.28	26.02
l_b,int, Bicycle LOS Score for Intersection	2.630	2.254	1.855	2.001
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	35.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	418	487	165	110	406	113	110	447	202	107	671	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	418	487	165	110	406	113	110	447	202	107	671	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	122	41	28	102	28	28	112	51	27	168	23
Total Analysis Volume [veh/h]	418	487	165	110	406	113	110	447	202	107	671	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	23	46	0	12	35	0	14	32	32	15	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	56	56	7	47	47	8	18	38	8	18	18
g / C, Green / Cycle	0.15	0.53	0.53	0.06	0.45	0.45	0.08	0.18	0.36	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.12	0.18	0.18	0.03	0.14	0.14	0.06	0.13	0.13	0.06	0.14	0.14
s, saturation flow rate [veh/h]	3459	1870	1710	3459	1870	1732	1781	3560	1589	1781	3560	1759
c, Capacity [veh/h]	505	993	908	224	841	779	139	627	572	135	621	307
d1, Uniform Delay [s]	43.61	14.14	14.15	47.48	18.58	18.61	47.65	40.80	24.66	47.74	41.80	41.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.54	0.94	1.03	1.66	1.00	1.09	9.80	1.52	0.37	9.79	2.74	5.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.34	0.34	0.49	0.32	0.32	0.79	0.71	0.35	0.79	0.82	0.83
d, Delay for Lane Group [s/veh]	47.15	15.09	15.18	49.14	19.58	19.70	57.45	42.33	25.03	57.53	44.54	47.52
Lane Group LOS	D	B	B	D	B	B	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.49	4.75	4.37	1.44	4.35	4.09	3.20	5.54	3.72	3.11	6.53	6.77
50th-Percentile Queue Length [ft/ln]	137.26	118.64	109.17	35.97	108.77	102.30	79.90	138.57	92.91	77.77	163.21	169.22
95th-Percentile Queue Length [veh/ln]	9.33	8.32	7.79	2.59	7.77	7.37	5.75	9.40	6.69	5.60	10.72	11.04
95th-Percentile Queue Length [ft/ln]	233.33	207.96	194.85	64.75	194.29	184.14	143.81	235.10	167.24	139.99	267.97	275.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.15	15.11	15.18	49.14	19.62	19.70	57.45	42.33	25.03	57.53	45.26	47.52
Movement LOS	D	B	B	D	B	B	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	27.64			24.80			39.91			47.01		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	34.96											
Intersection LOS	C											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	2.750	2.674	2.874	2.719
Crosswalk LOS	C	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	590	533	552
d_b, Bicycle Delay [s]	18.93	26.10	28.26	27.53
l_b,int, Bicycle LOS Score for Intersection	2.442	2.079	2.186	2.038
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	133.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.700

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	114	10	19	84	50	48	64	35	18	154	31
Total Analysis Volume [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	405	494	347	363	381	345	361	385	411	738
Degree of Utilization, x	0.37	1.16	0.22	0.73	0.70	0.55	0.71	0.36	0.17	1.70

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.66	18.52	0.83	5.65	5.14	3.16	5.29	1.61	0.62	44.24
95th-Percentile Queue Length [ft]	41.46	462.93	20.83	141.37	128.56	79.11	132.20	40.27	15.43	1106.02
Approach Delay [s/veh]	98.11		31.28			27.17			315.88	
Approach LOS	F		D			D			F	
Intersection Delay [s/veh]	133.51									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	107.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.440

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	43	4	47	25	46	41	119	13	6	162	57
Total Analysis Volume [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	346	367	387	419	347	527	363	439	439
Degree of Utilization, x	0.66	0.51	0.26	0.44	0.47	1.44	0.06	1.15	1.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.49	2.82	1.00	2.21	2.41	27.35	0.19	16.85	15.69
95th-Percentile Queue Length [ft]	112.33	70.50	25.08	55.32	60.28	683.75	4.82	421.23	392.28
Approach Delay [s/veh]	31.61	19.16			187.47		112.30		
Approach LOS	D	C			F		F		
Intersection Delay [s/veh]	107.65								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.617

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	71	320	210	69	535	191	65	61	58	393	247	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	320	210	69	535	191	65	61	58	393	247	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	80	53	17	134	48	16	15	15	98	62	30
Total Analysis Volume [veh/h]	71	320	210	69	535	191	65	61	58	393	247	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	31	0	11	31	0	0	48	0	0	48	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	48	38	38	48	38	38	34	34	34	34	34
g / C, Green / Cycle	0.53	0.42	0.42	0.53	0.42	0.42	0.38	0.38	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.08	0.15	0.15	0.07	0.20	0.20	0.06	0.03	0.04	0.31	0.21
s, saturation flow rate [veh/h]	901	1870	1628	1021	1870	1704	1014	1870	1589	1273	1767
c, Capacity [veh/h]	487	790	688	567	789	719	281	710	604	512	671
d1, Uniform Delay [s]	11.47	17.67	17.73	10.87	18.88	18.89	30.94	17.90	17.97	28.44	21.87
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	1.25	1.48	0.44	2.10	2.31	0.42	0.05	0.07	4.26	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.36	0.36	0.12	0.48	0.48	0.23	0.09	0.10	0.77	0.55
d, Delay for Lane Group [s/veh]	11.61	18.92	19.21	11.31	20.98	21.20	31.36	17.95	18.04	32.70	22.57
Lane Group LOS	B	B	B	B	C	C	C	B	B	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.67	4.08	3.67	0.70	5.95	5.49	1.23	0.81	0.77	8.37	6.01
50th-Percentile Queue Length [ft/ln]	16.75	102.11	91.87	17.55	148.82	137.17	30.67	20.19	19.32	209.31	150.18
95th-Percentile Queue Length [veh/ln]	1.21	7.35	6.61	1.26	9.95	9.33	2.21	1.45	1.39	13.12	10.03
95th-Percentile Queue Length [ft/ln]	30.16	183.80	165.37	31.58	248.85	233.21	55.20	36.33	34.77	327.95	250.67

Movement, Approach, & Intersection Results

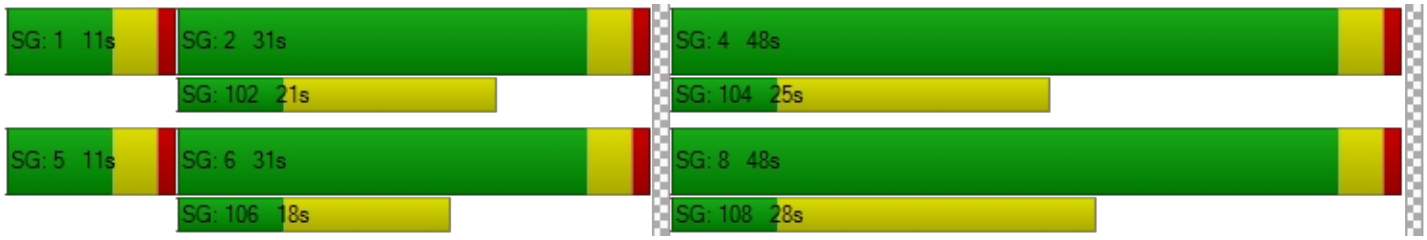
d_M, Delay for Movement [s/veh]	11.61	18.96	19.21	11.31	21.04	21.20	31.36	17.95	18.04	32.70	22.57	22.57
Movement LOS	B	B	B	B	C	C	C	B	B	C	C	C
d_A, Approach Delay [s/veh]	18.18			20.24			22.71			27.80		
Approach LOS	B			C			C			C		
d_I, Intersection Delay [s/veh]	22.36											
Intersection LOS	C											
Intersection V/C	0.617											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	3.168	2.646	2.344	2.341
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	978	978
d_b, Bicycle Delay [s]	22.06	22.06	11.76	11.76
l_b,int, Bicycle LOS Score for Intersection	2.055	2.215	1.863	2.815
Bicycle LOS	B	B	A	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	132	537	169	28	930	60	24	5	176	87	12	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	537	169	28	930	60	24	5	176	87	12	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	134	42	7	233	15	6	1	44	22	3	5
Total Analysis Volume [veh/h]	132	537	169	28	930	60	24	5	176	87	12	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	29	29	11	25	0	0	13	0	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	55	66	4	50	50	13	13	7	7	7
g / C, Green / Cycle	0.09	0.58	0.70	0.04	0.53	0.53	0.14	0.14	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.07	0.15	0.11	0.02	0.26	0.04	0.01	0.11	0.03	0.03	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1596	1781	1802	1589
c, Capacity [veh/h]	165	2065	1107	71	1877	838	245	219	133	134	119
d1, Uniform Delay [s]	42.32	9.88	4.90	44.57	14.39	11.05	35.89	39.93	41.91	41.90	41.27
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.65	0.31	0.06	3.54	0.94	0.17	0.17	7.64	1.72	1.68	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.26	0.15	0.39	0.50	0.07	0.10	0.83	0.37	0.37	0.17
d, Delay for Lane Group [s/veh]	50.97	10.19	4.96	48.10	15.33	11.21	36.06	47.57	43.63	43.59	41.93
Lane Group LOS	D	B	A	D	B	B	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.40	2.67	0.98	0.71	6.26	0.63	0.50	4.53	1.16	1.16	0.46
50th-Percentile Queue Length [ft/ln]	85.09	66.75	24.59	17.74	156.57	15.87	12.40	113.25	28.97	29.09	11.47
95th-Percentile Queue Length [veh/ln]	6.13	4.81	1.77	1.28	10.37	1.14	0.89	8.02	2.09	2.09	0.83
95th-Percentile Queue Length [ft/ln]	153.17	120.15	44.27	31.93	259.18	28.56	22.33	200.52	52.15	52.36	20.65

Movement, Approach, & Intersection Results

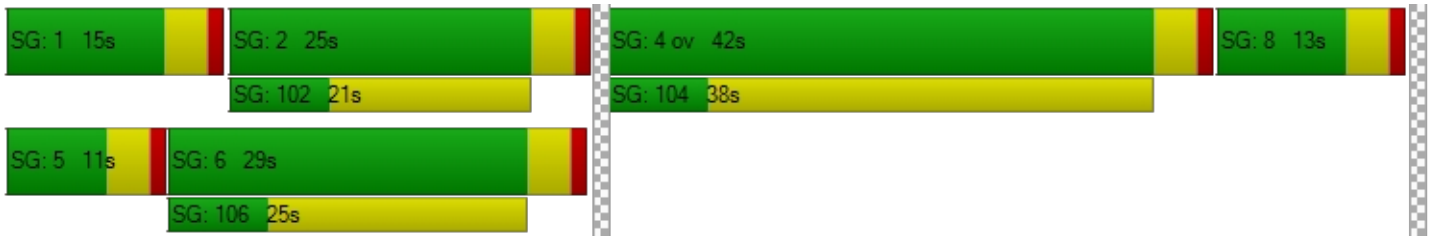
d_M, Delay for Movement [s/veh]	50.97	10.19	4.96	48.10	15.33	11.21	36.06	47.57	47.57	43.61	43.59	41.93
Movement LOS	D	B	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	15.56			15.99			46.22			43.33		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.16											
Intersection LOS	C											
Intersection V/C	0.573											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.715	2.075	2.212
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	442	189	799
d_b, Bicycle Delay [s]	25.83	28.86	38.97	17.13
l_b,int, Bicycle LOS Score for Intersection	2.251	2.399	1.898	1.756
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	77.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.113

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	135	0	0	177	124	0	0	0	176	3	102
Total Analysis Volume [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	69	0	0	42	0	0	0	0	0	46	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	115	115	115	115		115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	23	65	38	38		42	42
g / C, Green / Cycle	0.20	0.57	0.33	0.33		0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.23	0.15	0.32	0.37		0.40	0.26
s, saturation flow rate [veh/h]	1781	3560	1870	1632		1782	1589
c, Capacity [veh/h]	357	2017	619	540		648	578
d1, Uniform Delay [s]	45.92	12.72	37.91	38.43		36.55	31.28
k, delay calibration	0.35	0.50	0.50	0.50		0.50	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	78.93	0.33	29.98	73.90		67.90	3.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	1.12	0.27	0.97	1.11		1.11	0.71
d, Delay for Lane Group [s/veh]	124.86	13.05	67.89	112.33		104.45	34.79
Lane Group LOS	F	B	E	F		F	C
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	17.96	3.59	21.57	26.03		29.97	10.12
50th-Percentile Queue Length [ft/ln]	449.02	89.63	539.20	650.66		749.35	252.96
95th-Percentile Queue Length [veh/ln]	26.49	6.45	29.18	36.88		41.72	15.33
95th-Percentile Queue Length [ft/ln]	662.24	161.33	729.60	922.04		1042.96	383.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	124.86	13.05	0.00	0.00	74.49	112.33	0.00	0.00	0.00	104.45	104.45	34.79
Movement LOS	F	B			E	F				F	F	C
d_A, Approach Delay [s/veh]	60.76			90.11			0.00			79.19		
Approach LOS	E			F			A			E		
d_I, Intersection Delay [s/veh]	77.90											
Intersection LOS	E											
Intersection V/C	1.113											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	47.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.323	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1131	661	0	731
d_b, Bicycle Delay [s]	10.85	25.76	57.47	23.15
l_b,int, Bicycle LOS Score for Intersection	2.337	2.553	4.132	3.416
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	199	28	88	256	0	38	0	108	0	0	0
Total Analysis Volume [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	29	40	0	0	55	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	34	34	21	59	28	28	
g / C, Green / Cycle	0.36	0.36	0.22	0.62	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.25	0.20	0.29	0.09	0.27	
s, saturation flow rate [veh/h]	1870	1792	1781	3560	1781	1589	
c, Capacity [veh/h]	667	639	390	2198	532	474	
d1, Uniform Delay [s]	25.97	26.34	36.17	9.76	25.57	32.06	
k, delay calibration	0.50	0.50	0.18	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.53	6.56	12.28	0.71	0.29	6.83	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.68	0.71	0.91	0.47	0.29	0.91	
d, Delay for Lane Group [s/veh]	31.50	32.90	48.45	10.47	25.86	38.88	
Lane Group LOS	C	C	D	B	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	9.46	9.72	9.14	5.39	2.64	10.12	
50th-Percentile Queue Length [ft/ln]	236.56	243.06	228.45	134.86	66.03	252.88	
95th-Percentile Queue Length [veh/ln]	14.51	14.84	14.10	9.20	4.75	15.33	
95th-Percentile Queue Length [ft/ln]	362.68	370.90	352.40	230.08	118.85	383.28	

Movement, Approach, & Intersection Results

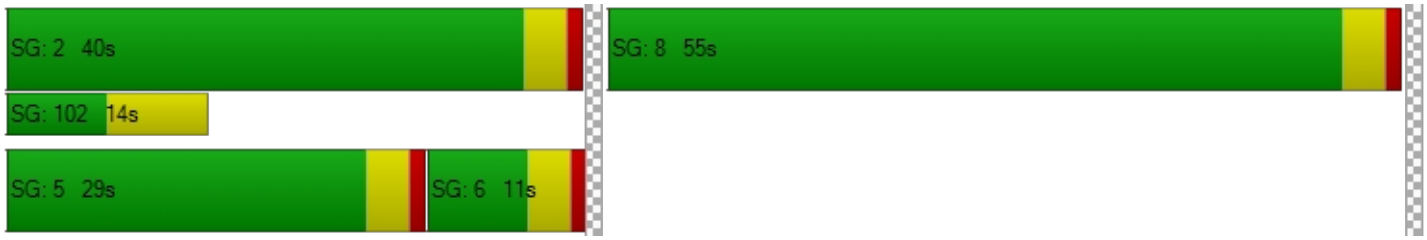
d_M, Delay for Movement [s/veh]	0.00	32.11	32.90	48.45	10.47	0.00	25.86	25.86	38.88	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	D			
d_A, Approach Delay [s/veh]	32.20			20.22			35.48			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	27.11											
Intersection LOS	C											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.132	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	758	1074	0
d_b, Bicycle Delay [s]	40.76	18.33	10.19	47.51
l_b,int, Bicycle LOS Score for Intersection	2.308	2.695	2.520	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	107	702	168	96	1161	64	39	29	75	114	37	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	702	168	96	1161	64	39	29	75	114	37	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	176	42	24	290	16	10	7	19	29	9	16
Total Analysis Volume [veh/h]	107	702	168	96	1161	64	39	29	75	114	37	65
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	29	0	18	29	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	7	54	54	6	54	54	17	7	7	17	9	9
g / C, Green / Cycle	0.08	0.60	0.60	0.07	0.60	0.60	0.19	0.07	0.07	0.19	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.11	0.05	0.33	0.04	0.03	0.02	0.05	0.07	0.02	0.04
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1476	1870	1589	1537	1870	1589
c, Capacity [veh/h]	139	2148	959	128	2127	949	356	137	116	399	182	155
d1, Uniform Delay [s]	40.78	8.84	7.93	41.05	10.85	7.62	30.18	39.36	40.67	31.48	37.47	38.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.67	0.41	0.40	8.47	1.01	0.14	0.13	0.77	5.91	0.39	0.54	1.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.33	0.18	0.75	0.55	0.07	0.11	0.21	0.65	0.29	0.20	0.42
d, Delay for Lane Group [s/veh]	49.45	9.24	8.33	49.52	11.86	7.76	30.31	40.12	46.57	31.87	38.01	40.10
Lane Group LOS	D	A	A	D	B	A	C	D	D	C	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.63	3.18	1.42	2.37	6.46	0.51	0.71	0.63	1.79	2.16	0.77	1.41
50th-Percentile Queue Length [ft/ln]	65.87	79.61	35.56	59.17	161.61	12.84	17.64	15.70	44.76	53.96	19.29	35.33
95th-Percentile Queue Length [veh/ln]	4.74	5.73	2.56	4.26	10.63	0.92	1.27	1.13	3.22	3.89	1.39	2.54
95th-Percentile Queue Length [ft/ln]	118.56	143.31	64.01	106.50	265.85	23.10	31.76	28.25	80.56	97.13	34.71	63.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.45	9.24	8.33	49.52	11.86	7.76	30.31	40.12	46.57	31.87	38.01	40.10
Movement LOS	D	A	A	D	B	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	13.49			14.40			40.83			35.40		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.20											
Intersection LOS	B											
Intersection V/C	0.597											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.846	2.805	2.368	2.255
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	622	622
d_b, Bicycle Delay [s]	23.51	23.51	21.40	21.40
l_b,int, Bicycle LOS Score for Intersection	2.366	2.649	1.796	1.738
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	324.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.148

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	3	129	13	132	82	50	7	9	35	113
Total Analysis Volume [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	57	0	0	57	0	11	22	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	7	21	21	4	18	18
g / C, Green / Cycle	0.59	0.59	0.59	0.08	0.23	0.23	0.05	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.09	2.26	0.33	0.18	0.06	0.06	0.02	0.08	0.28
s, saturation flow rate [veh/h]	622	250	1589	1781	1870	1796	1781	1870	1589
c, Capacity [veh/h]	409	223	933	139	437	419	82	378	321
d1, Uniform Delay [s]	14.62	27.84	11.49	41.50	28.16	28.18	41.78	31.00	35.91
k, delay calibration	0.11	0.50	0.14	0.12	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	703.19	0.71	616.91	1.46	1.54	3.62	2.81	201.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	2.53	0.56	2.36	0.26	0.26	0.44	0.37	1.41
d, Delay for Lane Group [s/veh]	14.76	731.03	12.20	658.41	29.63	29.72	45.40	33.81	237.16
Lane Group LOS	B	F	B	F	C	C	D	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	48.58	6.03	26.79	2.17	2.11	0.85	2.90	24.82
50th-Percentile Queue Length [ft/ln]	13.47	1214.42	150.80	669.68	54.32	52.76	21.32	72.53	620.53
95th-Percentile Queue Length [veh/ln]	0.97	86.27	10.06	42.55	3.91	3.80	1.54	5.22	38.50
95th-Percentile Queue Length [ft/ln]	24.24	2156.69	251.50	1063.84	97.77	94.97	38.38	130.56	962.52

Movement, Approach, & Intersection Results

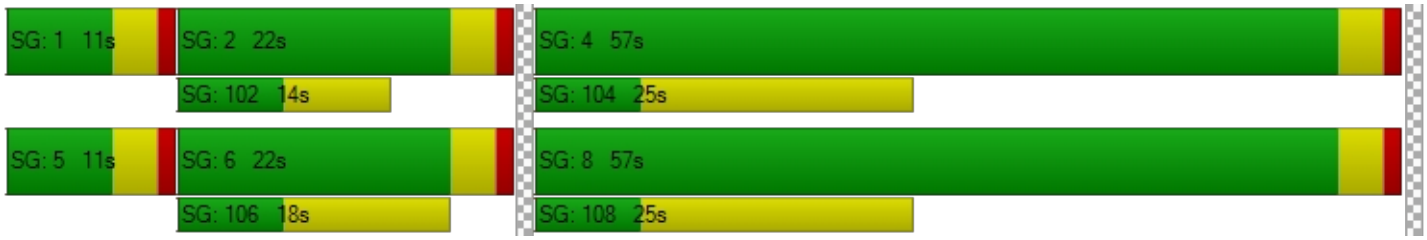
d_M, Delay for Movement [s/veh]	14.76	14.76	14.76	731.03	731.03	12.20	658.41	29.67	29.72	45.40	33.81	237.16
Movement LOS	B	B	B	F	F	B	F	C	C	D	C	F
d_A, Approach Delay [s/veh]	14.76			384.44			401.46			180.60		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	324.86											
Intersection LOS	F											
Intersection V/C	3.148											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.795	2.561	2.546	3.298
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1178	1178	400	400
d_b, Bicycle Delay [s]	7.61	7.61	28.80	28.80
l_b,int, Bicycle LOS Score for Intersection	1.649	3.363	2.016	2.079
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	210	305	46	133	150	103	138	696	92	25	863	206
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	305	46	133	150	103	138	696	92	25	863	206
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	76	12	33	38	26	35	174	23	6	216	52
Total Analysis Volume [veh/h]	210	305	46	133	150	103	138	696	92	25	863	206
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	26	38	0	17	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	26	26	26	26	26	9	48	48	3	43	43
g / C, Green / Cycle	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.54	0.54	0.04	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.19	0.10	0.10	0.13	0.07	0.07	0.08	0.15	0.15	0.01	0.20	0.20
s, saturation flow rate [veh/h]	1126	1870	1786	1030	1870	1625	1781	3560	1761	1781	3560	1692
c, Capacity [veh/h]	320	548	524	280	548	477	174	1909	944	67	1693	805
d1, Uniform Delay [s]	34.30	24.87	24.89	33.60	24.20	24.29	39.71	11.37	11.38	42.31	15.54	15.57
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.44	0.34	0.36	1.25	0.23	0.28	7.79	0.36	0.73	3.47	0.79	1.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.33	0.33	0.48	0.24	0.25	0.79	0.28	0.28	0.38	0.43	0.43
d, Delay for Lane Group [s/veh]	36.74	25.21	25.25	34.85	24.43	24.57	47.51	11.73	12.12	45.78	16.33	17.24
Lane Group LOS	D	C	C	C	C	C	D	B	B	D	B	B
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.56	2.98	2.87	2.74	2.14	1.97	3.32	2.78	2.87	0.60	4.82	4.81
50th-Percentile Queue Length [ft/ln]	113.89	74.44	71.80	68.42	53.51	49.15	83.05	69.44	71.75	15.04	120.56	120.36
95th-Percentile Queue Length [veh/ln]	8.06	5.36	5.17	4.93	3.85	3.54	5.98	5.00	5.17	1.08	8.42	8.41
95th-Percentile Queue Length [ft/ln]	201.40	134.00	129.23	123.15	96.32	88.47	149.48	125.00	129.15	27.08	210.60	210.33

Movement, Approach, & Intersection Results

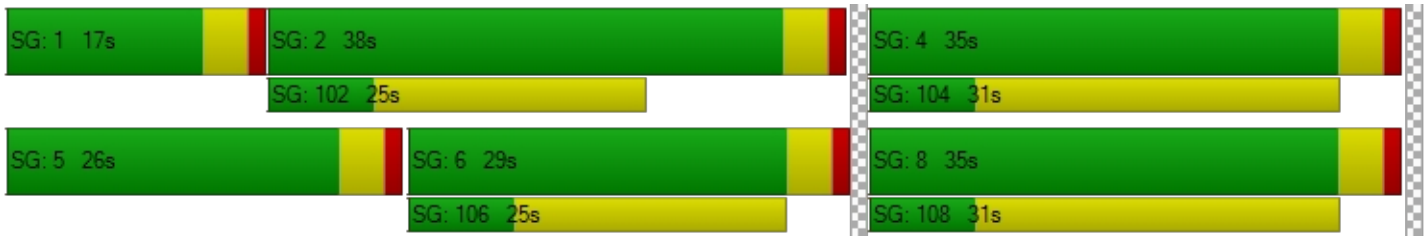
d_M, Delay for Movement [s/veh]	36.74	25.23	25.25	34.85	24.44	24.57	47.51	11.82	12.12	45.78	16.48	17.24
Movement LOS	D	C	C	C	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	29.54			28.06			17.17			17.29		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	20.97											
Intersection LOS	C											
Intersection V/C	0.540											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.461	2.501	3.185	3.057
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	755	555
d_b, Bicycle Delay [s]	19.35	19.35	17.43	23.48
l_b,int, Bicycle LOS Score for Intersection	2.022	1.878	2.069	2.161
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	152	252	157	94	210	95	52	284	41	18	545	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	152	252	157	94	210	95	52	284	41	18	545	123
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	63	39	24	53	24	13	71	10	5	136	31
Total Analysis Volume [veh/h]	152	252	157	94	210	95	52	284	41	18	545	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	26	0	19	32	0	11	19	0	26	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	6	40	40	5	22	22	3	20	20
g / C, Green / Cycle	0.10	0.48	0.07	0.45	0.45	0.06	0.25	0.25	0.03	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.09	0.23	0.05	0.08	0.09	0.03	0.15	0.03	0.01	0.18	0.18
s, saturation flow rate [veh/h]	1781	1751	1781	1870	1679	1781	1870	1589	1781	1870	1753
c, Capacity [veh/h]	179	834	127	836	750	103	459	390	53	406	381
d1, Uniform Delay [s]	39.87	16.15	41.04	15.07	15.12	41.22	30.27	26.35	42.89	33.86	33.90
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.45	2.06	8.06	0.50	0.58	3.77	1.36	0.12	3.77	4.95	5.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.49	0.74	0.19	0.20	0.50	0.62	0.11	0.34	0.85	0.85
d, Delay for Lane Group [s/veh]	50.32	18.21	49.09	15.57	15.71	44.99	31.64	26.47	46.66	38.81	39.33
Lane Group LOS	D	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.78	5.92	2.31	2.00	1.88	1.22	5.53	0.69	0.44	7.60	7.22
50th-Percentile Queue Length [ft/ln]	94.57	147.90	57.65	50.05	47.07	30.43	138.36	17.16	11.12	190.07	180.52
95th-Percentile Queue Length [veh/ln]	6.81	9.91	4.15	3.60	3.39	2.19	9.39	1.24	0.80	12.12	11.63
95th-Percentile Queue Length [ft/ln]	170.23	247.63	103.77	90.09	84.73	54.77	234.81	30.89	20.01	303.12	290.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.32	18.21	18.21	49.09	15.61	15.71	44.99	31.64	26.47	46.66	39.00	39.33
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	26.91			23.52			32.92			39.26		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.55											
Intersection LOS	C											
Intersection V/C	0.609											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	34.72	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.332	2.527	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	622	333	666
d_b, Bicycle Delay [s]	25.73	21.40	31.29	20.04
l_b,int, Bicycle LOS Score for Intersection	2.485	1.889	2.182	2.126
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	273.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.010

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	55	18	20	34	7	8	138	5	5	207	20
Total Analysis Volume [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	428	405	602	924
Degree of Utilization, x	0.72	0.59	1.32	2.01

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.61	3.69	26.56	63.50
95th-Percentile Queue Length [ft]	140.27	92.26	663.92	1587.55
Approach Delay [s/veh]	30.24	23.95	180.41	480.55
Approach LOS	D	C	F	F
Intersection Delay [s/veh]	273.72			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	41.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	338	511	448	74	332	229	117	554	342	221	592	338
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	511	448	74	332	229	117	554	342	221	592	338
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	128	112	19	83	57	29	139	86	55	148	85
Total Analysis Volume [veh/h]	338	511	448	74	332	229	117	554	342	221	592	338
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	55	0	0	55	0	13	37	0	18	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	51	51	51	51	51	51	9	33	33	14	38	38
g / C, Green / Cycle	0.46	0.46	0.46	0.46	0.46	0.46	0.08	0.30	0.30	0.13	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.40	0.27	0.28	0.13	0.18	0.14	0.07	0.30	0.22	0.12	0.17	0.21
s, saturation flow rate [veh/h]	849	1870	1589	585	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	340	865	735	199	865	735	144	563	478	227	1238	553
d1, Uniform Delay [s]	40.54	21.87	22.13	37.55	19.33	18.57	49.75	38.19	34.24	47.79	28.05	29.71
k, delay calibration	0.36	0.16	0.17	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.16	0.96	1.33	1.16	0.28	0.24	10.54	34.30	8.83	21.92	1.32	4.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.59	0.61	0.37	0.38	0.31	0.81	0.98	0.71	0.97	0.48	0.61
d, Delay for Lane Group [s/veh]	80.70	22.83	23.46	38.71	19.61	18.81	60.29	72.49	43.07	69.70	29.38	34.68
Lane Group LOS	F	C	C	D	B	B	E	E	D	E	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.15	9.74	8.71	1.82	5.53	3.67	3.58	19.92	9.23	7.38	6.28	8.09
50th-Percentile Queue Length [ft/ln]	328.66	243.48	217.66	45.42	138.15	91.67	89.44	497.93	230.75	184.55	157.09	202.18
95th-Percentile Queue Length [veh/ln]	19.09	14.86	13.55	3.27	9.38	6.60	6.44	27.24	14.21	11.84	10.39	12.75
95th-Percentile Queue Length [ft/ln]	477.31	371.43	338.64	81.76	234.53	165.01	160.98	680.91	355.31	295.95	259.87	318.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.70	22.83	23.46	38.71	19.61	18.81	60.29	72.49	43.07	69.70	29.38	34.68
Movement LOS	F	C	C	D	B	B	E	E	D	E	C	C
d_A, Approach Delay [s/veh]	38.13			21.54			61.15			38.68		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	41.41											
Intersection LOS	D											
Intersection V/C	0.919											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	44.55	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	2.675	2.622	3.214	2.849
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	927	927	600	691
d_b, Bicycle Delay [s]	15.82	15.82	26.95	23.56
l_b,int, Bicycle LOS Score for Intersection	2.630	2.607	3.231	2.509
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	47.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.910

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	128	745	129	145	567	86	94	416	142	172	380	163
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	745	129	145	567	86	94	416	142	172	380	163
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	186	32	36	142	22	24	104	36	43	95	41
Total Analysis Volume [veh/h]	128	745	129	145	567	86	94	416	142	172	380	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	44	0	15	46	0	24	40	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	35	35	11	37	37	8	41	12	45	45
g / C, Green / Cycle	0.08	0.30	0.30	0.10	0.32	0.32	0.07	0.36	0.10	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.07	0.24	0.24	0.08	0.30	0.05	0.05	0.31	0.10	0.15	0.15
s, saturation flow rate [veh/h]	1781	1870	1775	1781	1870	1589	1781	1790	1781	1870	1682
c, Capacity [veh/h]	140	568	539	171	601	510	120	638	186	737	663
d1, Uniform Delay [s]	52.62	36.67	36.67	51.18	38.04	28.02	52.83	34.60	51.04	24.93	24.96
k, delay calibration	0.11	0.23	0.23	0.11	0.34	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.67	5.21	5.48	10.99	19.38	0.15	10.64	15.43	16.86	1.53	1.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.79	0.79	0.85	0.94	0.17	0.78	0.87	0.92	0.39	0.39
d, Delay for Lane Group [s/veh]	72.29	41.89	42.15	62.17	57.42	28.18	63.46	50.04	67.90	26.46	26.68
Lane Group LOS	E	D	D	E	E	C	E	D	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.43	12.24	11.65	4.63	18.53	1.73	3.03	17.07	5.77	5.85	5.34
50th-Percentile Queue Length [ft/ln]	110.69	305.89	291.37	115.66	463.17	43.27	75.64	426.67	144.27	146.31	133.55
95th-Percentile Queue Length [veh/ln]	7.88	17.97	17.25	8.15	25.59	3.12	5.45	23.84	9.71	9.82	9.13
95th-Percentile Queue Length [ft/ln]	196.97	449.30	431.34	203.85	639.64	77.88	136.16	596.04	242.76	245.49	228.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.29	41.99	42.15	62.17	57.42	28.18	63.46	50.04	50.04	67.90	26.52	26.68
Movement LOS	E	D	D	E	E	C	E	D	D	E	C	C
d_A, Approach Delay [s/veh]	45.88			55.13			51.97			36.51		
Approach LOS	D			E			D			D		
d_I, Intersection Delay [s/veh]	47.35											
Intersection LOS	D											
Intersection V/C	0.910											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	47.04	0.00	47.04
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.663	0.000	2.485
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	696	730	626	487
d_b, Bicycle Delay [s]	24.47	23.18	27.14	32.92
I_b,int, Bicycle LOS Score for Intersection	2.386	2.876	2.635	2.149
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	96.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	82	8	57	59	49	26	156	5	5	191	85
Total Analysis Volume [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	24	0	17	30	0	11	68	0	11	68	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	20	13	29	7	68	3	64
g / C, Green / Cycle	0.03	0.17	0.11	0.25	0.06	0.56	0.03	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.13	0.25	0.06	0.35	0.01	0.62
s, saturation flow rate [veh/h]	1781	1841	1781	1732	1781	1861	1781	1774
c, Capacity [veh/h]	54	308	193	425	104	1046	51	944
d1, Uniform Delay [s]	57.12	49.95	53.50	45.26	56.50	17.54	57.29	28.05
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.18	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.86	102.07	95.40	47.63	41.30	0.99	4.94	87.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	1.16	1.19	1.02	1.00	0.61	0.40	1.17
d, Delay for Lane Group [s/veh]	61.99	152.01	148.90	92.89	97.80	18.54	62.23	115.54
Lane Group LOS	E	F	F	F	F	B	E	F
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.73	17.97	10.92	18.19	4.34	11.74	0.67	48.58
50th-Percentile Queue Length [ft/ln]	18.22	449.16	273.00	454.71	108.42	293.62	16.66	1214.41
95th-Percentile Queue Length [veh/ln]	1.31	26.76	17.44	25.42	7.75	17.36	1.20	67.65
95th-Percentile Queue Length [ft/ln]	32.79	669.11	436.11	635.50	193.86	434.12	29.98	1691.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.99	152.01	152.01	148.90	92.89	92.89	97.80	18.54	18.54	62.23	115.54	115.54
Movement LOS	E	F	F	F	F	F	F	B	B	E	F	F
d_A, Approach Delay [s/veh]	146.80			112.29			29.58			114.59		
Approach LOS	F			F			C			F		
d_I, Intersection Delay [s/veh]	96.49											
Intersection LOS	F											
Intersection V/C	1.158											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	433	1067	1067
d_b, Bicycle Delay [s]	41.67	36.82	13.07	13.07
l_b,int, Bicycle LOS Score for Intersection	2.187	2.650	2.791	3.414
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	33.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	789	20	514	5	21	15	23	226	813	397	297	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	789	20	514	5	21	15	23	226	813	397	297	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	5	129	1	5	4	6	57	203	99	74	1
Total Analysis Volume [veh/h]	789	20	514	5	21	15	23	226	813	397	297	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	32	27	27	16	11	0	11	32	32	35	56	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	32	63	1	5	5	4	34	66	27	58	58
g / C, Green / Cycle	0.25	0.29	0.57	0.01	0.04	0.04	0.03	0.31	0.60	0.25	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.23	0.01	0.32	0.00	0.01	0.01	0.01	0.12	0.51	0.22	0.08	0.08
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1859
c, Capacity [veh/h]	880	538	909	18	81	69	59	577	953	442	979	974
d1, Uniform Delay [s]	39.65	28.23	14.90	54.10	50.94	50.85	52.13	29.92	18.07	40.06	13.59	13.59
k, delay calibration	0.11	0.11	0.50	0.11	0.11	0.11	0.11	0.50	0.50	0.30	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.57	0.03	2.54	8.14	1.66	1.55	4.13	1.99	9.59	16.01	0.34	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.04	0.57	0.28	0.26	0.22	0.39	0.39	0.85	0.90	0.15	0.15
d, Delay for Lane Group [s/veh]	43.22	28.26	17.44	62.24	52.60	52.40	56.27	31.91	27.66	56.07	13.93	13.93
Lane Group LOS	D	C	B	E	D	D	E	C	C	E	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.61	0.39	8.39	0.18	0.60	0.43	0.69	5.00	18.08	12.24	2.01	2.00
50th-Percentile Queue Length [ft/ln]	265.25	9.65	209.76	4.45	14.94	10.73	17.24	125.12	451.89	305.98	50.27	50.02
95th-Percentile Queue Length [veh/ln]	15.95	0.69	13.14	0.32	1.08	0.77	1.24	8.67	25.05	17.98	3.62	3.60
95th-Percentile Queue Length [ft/ln]	398.80	17.37	328.52	8.01	26.89	19.31	31.04	216.84	626.20	449.41	90.49	90.03

Movement, Approach, & Intersection Results

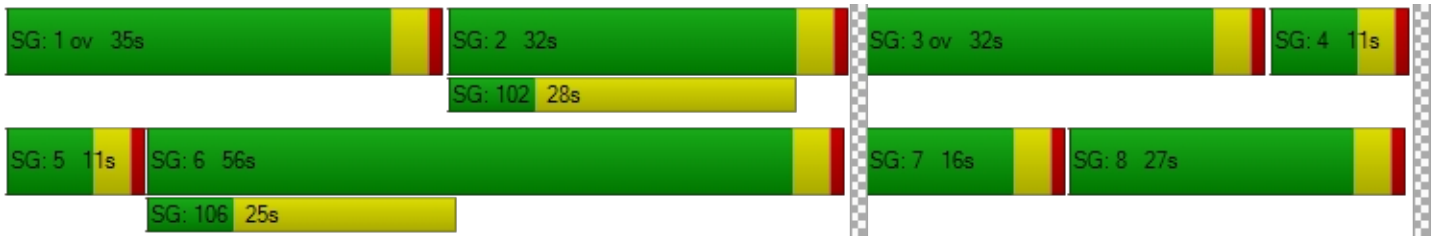
d_M, Delay for Movement [s/veh]	43.22	28.26	17.44	62.24	52.60	52.40	56.27	31.91	27.66	56.07	13.93	13.93
Movement LOS	D	C	B	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	32.98			53.70			29.18			37.86		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	33.05											
Intersection LOS	C											
Intersection V/C	0.946											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.877	2.162	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	418	127	509	945
d_b, Bicycle Delay [s]	34.43	48.25	30.59	15.31
l_b,int, Bicycle LOS Score for Intersection	3.743	1.627	3.312	2.136
Bicycle LOS	D	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	607	1203	13	825	94	120	607
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	607	1203	13	825	94	120	607
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	301	3	206	24	30	152
Total Analysis Volume [veh/h]	607	1203	13	825	94	120	607
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	21	69	2	50	50	7	32
g / C, Green / Cycle	0.23	0.77	0.02	0.56	0.56	0.08	0.35
(v / s)_i Volume / Saturation Flow Rate	0.18	0.34	0.01	0.25	0.25	0.03	0.22
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1804	3459	2813
c, Capacity [veh/h]	798	2724	41	1042	1005	272	995
d1, Uniform Delay [s]	32.32	3.75	43.31	11.76	11.76	39.59	23.97
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	0.52	4.42	1.40	1.45	1.12	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.44	0.32	0.45	0.45	0.44	0.61
d, Delay for Lane Group [s/veh]	33.85	4.27	47.73	13.16	13.21	40.71	24.58
Lane Group LOS	C	A	D	B	B	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	6.19	2.89	0.33	5.50	5.32	1.30	5.23
50th-Percentile Queue Length [ft/ln]	154.79	72.20	8.31	137.52	133.02	32.39	130.69
95th-Percentile Queue Length [veh/ln]	10.27	5.20	0.60	9.35	9.10	2.33	8.98
95th-Percentile Queue Length [ft/ln]	256.81	129.95	14.96	233.69	227.59	58.31	224.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.85	4.27	47.73	13.18	13.21	40.71	24.58
Movement LOS	C	A	D	B	B	D	C
d_A, Approach Delay [s/veh]	14.19		13.67			27.24	
Approach LOS	B		B			C	
d_I, Intersection Delay [s/veh]	16.79						
Intersection LOS	B						
Intersection V/C	0.633						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.684
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	3.053	2.329	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	106	997	26	29	1225	66	25	6	66	11	5	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	997	26	29	1225	66	25	6	66	11	5	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	249	7	7	306	17	6	2	17	3	1	3
Total Analysis Volume [veh/h]	106	997	26	29	1225	66	25	6	66	11	5	10
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	47	47	0	11	11	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	68	68	4	65	65	6	6	6	6
g / C, Green / Cycle	0.08	0.75	0.75	0.04	0.72	0.72	0.07	0.07	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.06	0.28	0.02	0.02	0.35	0.35	0.02	0.04	0.01	0.01
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1837	1398	1610	1328	1673
c, Capacity [veh/h]	139	2683	1198	74	1340	1316	143	116	94	120
d1, Uniform Delay [s]	40.69	3.80	2.78	42.06	5.54	5.55	41.82	40.59	44.45	39.13
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.33	0.40	0.03	3.39	1.26	1.29	0.58	5.35	0.55	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.37	0.02	0.39	0.49	0.49	0.18	0.62	0.12	0.12
d, Delay for Lane Group [s/veh]	49.02	4.20	2.82	45.46	6.80	6.84	42.39	45.95	44.99	39.59
Lane Group LOS	D	A	A	D	A	A	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.60	2.40	0.10	0.69	4.64	4.58	0.56	1.70	0.26	0.32
50th-Percentile Queue Length [ft/ln]	64.90	60.01	2.43	17.29	115.91	114.46	13.94	42.62	6.42	8.08
95th-Percentile Queue Length [veh/ln]	4.67	4.32	0.17	1.24	8.17	8.09	1.00	3.07	0.46	0.58
95th-Percentile Queue Length [ft/ln]	116.83	108.02	4.37	31.12	204.19	202.18	25.10	76.72	11.56	14.54

Movement, Approach, & Intersection Results

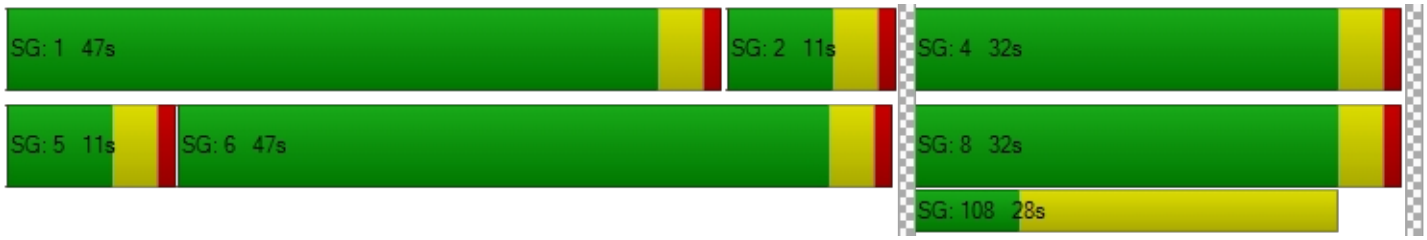
d_M, Delay for Movement [s/veh]	49.02	4.20	2.82	45.46	6.82	6.84	42.39	45.95	45.95	44.99	39.59	39.59
Movement LOS	D	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.37			7.67			45.03			41.88		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.73											
Intersection LOS	A											
Intersection V/C	0.523											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.863	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	156	622	622
d_b, Bicycle Delay [s]	12.28	38.28	21.37	21.37
l_b,int, Bicycle LOS Score for Intersection	2.491	2.649	1.720	1.603
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	110	1526	1524	98	150	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	1526	1524	98	150	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	382	381	25	38	26
Total Analysis Volume [veh/h]	110	1526	1524	98	150	105
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	41	63	22	0	32	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	77	65	65	10	10
g / C, Green / Cycle	0.08	0.81	0.69	0.69	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.43	0.43	0.06	0.08	0.07
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	143	2872	2437	1088	195	174
d1, Uniform Delay [s]	42.86	3.11	8.27	5.04	41.17	40.37
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.50	0.71	1.22	0.16	6.34	3.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.53	0.63	0.09	0.77	0.60
d, Delay for Lane Group [s/veh]	51.36	3.82	9.50	5.21	47.51	43.73
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.85	3.24	7.65	0.62	3.72	2.48
50th-Percentile Queue Length [ft/ln]	71.16	80.98	191.19	15.41	93.06	62.05
95th-Percentile Queue Length [veh/ln]	5.12	5.83	12.18	1.11	6.70	4.47
95th-Percentile Queue Length [ft/ln]	128.08	145.76	304.57	27.74	167.50	111.68

Movement, Approach, & Intersection Results

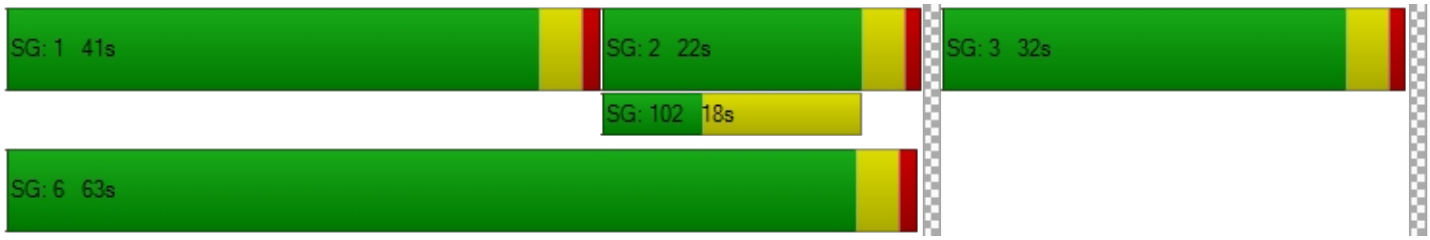
d_M, Delay for Movement [s/veh]	51.36	3.82	9.50	5.21	47.51	43.73
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	7.02		9.24		45.95	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.87					
Intersection LOS	B					
Intersection V/C	0.657					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.093
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1242	379	589
d_b, Bicycle Delay [s]	6.83	31.21	23.63
I_b,int, Bicycle LOS Score for Intersection	2.909	2.898	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	206	595	1175	65	55	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	595	1175	65	55	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	149	294	16	14	16
Total Analysis Volume [veh/h]	206	595	1175	65	55	63
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	57	79	22	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	13	76	60	60	6	22
g / C, Green / Cycle	0.14	0.85	0.66	0.66	0.06	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.33	0.04	0.03	0.04
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	252	3021	2359	1053	112	395
d1, Uniform Delay [s]	37.53	1.24	7.65	5.35	40.81	26.47
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.43	0.15	0.75	0.11	3.32	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.20	0.50	0.06	0.49	0.16
d, Delay for Lane Group [s/veh]	43.97	1.39	8.41	5.46	44.12	26.65
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.78	0.38	5.10	0.41	1.27	1.07
50th-Percentile Queue Length [ft/ln]	119.52	9.52	127.54	10.20	31.76	26.63
95th-Percentile Queue Length [veh/ln]	8.37	0.69	8.81	0.73	2.29	1.92
95th-Percentile Queue Length [ft/ln]	209.17	17.14	220.15	18.36	57.16	47.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.97	1.39	8.41	5.46	44.12	26.65
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	12.34		8.25		34.80	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	11.22					
Intersection LOS	B					
Intersection V/C	0.552					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.066
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	400	156
d_b, Bicycle Delay [s]	1.25	28.81	38.28
l_b,int, Bicycle LOS Score for Intersection	2.220	2.583	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	421	600	0	0	1052	197	0	0	0	189	2	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	600	0	0	1052	197	0	0	0	189	2	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	150	0	0	263	49	0	0	0	47	1	49
Total Analysis Volume [veh/h]	421	600	0	0	1052	197	0	0	0	189	2	196
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	44	55	0	0	11	0	0	0	0	0	40	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	95	95	95	95		95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	25	63	34	34		24
g / C, Green / Cycle	0.26	0.66	0.36	0.36		0.25
(v / s)_i Volume / Saturation Flow Rate	0.24	0.32	0.30	0.12		0.23
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1679
c, Capacity [veh/h]	464	1238	1280	571		426
d1, Uniform Delay [s]	34.04	8.00	27.67	22.25		34.37
k, delay calibration	0.14	0.50	0.50	0.50		0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	8.58	1.36	6.04	1.65		11.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.91	0.48	0.82	0.34		0.91
d, Delay for Lane Group [s/veh]	42.62	9.36	33.71	23.90		45.40
Lane Group LOS	D	A	C	C		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	10.28	5.80	11.54	3.41		9.76
50th-Percentile Queue Length [ft/ln]	256.98	145.03	288.48	85.35		244.00
95th-Percentile Queue Length [veh/ln]	15.54	9.75	17.11	6.14		14.88
95th-Percentile Queue Length [ft/ln]	388.43	243.78	427.76	153.62		372.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.62	9.36	0.00	0.00	33.71	23.90	0.00	0.00	0.00	45.40	45.40	45.40
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	23.07			32.17			0.00			45.40		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	30.60											
Intersection LOS	C											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1074	147	0	758
d_b, Bicycle Delay [s]	10.19	40.76	47.51	18.33
l_b,int, Bicycle LOS Score for Intersection	3.244	2.590	4.132	2.198
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	935	82	155	1090	0	95	0	237	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	935	82	155	1090	0	95	0	237	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	234	21	39	273	0	24	0	59	0	0	0
Total Analysis Volume [veh/h]	0	935	82	155	1090	0	95	0	237	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	68	0	15	83	0	0	27	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	69	11	84	18	18	
g / C, Green / Cycle	0.62	0.10	0.76	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.55	0.09	0.58	0.05	0.15	
s, saturation flow rate [veh/h]	1844	1781	1870	1781	1589	
c, Capacity [veh/h]	1148	179	1420	299	267	
d1, Uniform Delay [s]	17.47	48.72	7.62	40.23	44.76	
k, delay calibration	0.50	0.11	0.50	0.11	0.12	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	10.17	11.68	4.03	0.61	10.51	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.89	0.87	0.77	0.32	0.89	
d, Delay for Lane Group [s/veh]	27.65	60.40	11.65	40.84	55.27	
Lane Group LOS	C	E	B	D	E	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	22.84	4.76	13.25	2.31	7.06	
50th-Percentile Queue Length [ft/ln]	570.91	118.95	331.30	57.81	176.43	
95th-Percentile Queue Length [veh/ln]	30.67	8.34	19.22	4.16	11.41	
95th-Percentile Queue Length [ft/ln]	766.84	208.39	480.55	104.06	285.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	27.65	27.65	60.40	11.65	0.00	40.84	40.84	55.27	0.00	0.00	0.00
Movement LOS		C	C	E	B		D	D	E			
d_A, Approach Delay [s/veh]	27.65			17.72			51.14			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.89											
Intersection LOS	C											
Intersection V/C	0.884											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1164	1437	418	0
d_b, Bicycle Delay [s]	9.61	4.36	34.40	54.99
l_b,int, Bicycle LOS Score for Intersection	3.238	3.614	2.107	4.132
Bicycle LOS	C	D	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	29	991	7	743	934	8	17	11	29	15	8	642
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	991	7	743	934	8	17	11	29	15	8	642
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	248	2	186	234	2	4	3	7	4	2	161
Total Analysis Volume [veh/h]	29	991	7	743	934	8	17	11	29	15	8	642
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	18	0	60	67	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	44	44	48	88	88	6	6
g / C, Green / Cycle	0.04	0.40	0.40	0.44	0.80	0.80	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.02	0.27	0.27	0.42	0.25	0.25	0.03	0.01
s, saturation flow rate [veh/h]	1781	1870	1865	1781	1870	1864	1690	1709
c, Capacity [veh/h]	67	751	749	778	1496	1492	132	144
d1, Uniform Delay [s]	51.75	26.89	26.89	29.95	2.94	2.94	50.98	49.95
k, delay calibration	0.11	0.50	0.50	0.34	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.29	4.63	4.64	17.74	0.55	0.56	2.22	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.67	0.67	0.96	0.32	0.32	0.43	0.16
d, Delay for Lane Group [s/veh]	56.04	31.52	31.53	47.70	3.49	3.49	53.20	50.45
Lane Group LOS	E	C	C	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.86	11.47	11.44	22.10	2.25	2.25	1.62	0.63
50th-Percentile Queue Length [ft/ln]	21.55	286.65	286.00	552.43	56.28	56.25	40.39	15.68
95th-Percentile Queue Length [veh/ln]	1.55	17.02	16.99	29.81	4.05	4.05	2.91	1.13
95th-Percentile Queue Length [ft/ln]	38.79	425.48	424.67	745.16	101.31	101.26	72.71	28.23

Movement, Approach, & Intersection Results

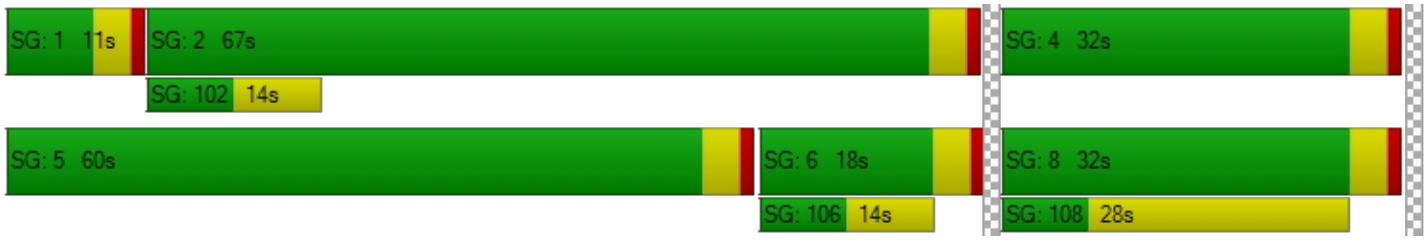
d_M, Delay for Movement [s/veh]	56.04	31.52	31.53	47.70	3.49	3.49	53.20	53.20	53.20	50.45	50.45	0.00
Movement LOS	E	C	C	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	32.22			22.98			53.20			50.45		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	27.22											
Intersection LOS	C											
Intersection V/C	0.806											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	2.722	0.000	1.774	2.205
Crosswalk LOS	B	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	255	1146	509	509
d_b, Bicycle Delay [s]	41.89	10.04	30.56	30.56
l_b,int, Bicycle LOS Score for Intersection	2.407	2.950	1.654	1.598
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	134	642	179	214	682	80	121	302	118	209	325	365
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	642	179	214	682	80	121	302	118	209	325	365
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	161	45	54	171	20	30	76	30	52	81	91
Total Analysis Volume [veh/h]	134	642	179	214	682	80	121	302	118	209	325	365
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	32	0	11	29	0	15	36	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	36	36	7	35	35	8	24	7	23	23
g / C, Green / Cycle	0.09	0.40	0.40	0.08	0.38	0.38	0.09	0.27	0.08	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.23	0.23	0.06	0.21	0.21	0.07	0.24	0.06	0.17	0.23
s, saturation flow rate [veh/h]	1781	1870	1731	3459	1870	1802	1781	1782	3459	1870	1589
c, Capacity [veh/h]	168	744	689	272	715	689	154	476	272	485	412
d1, Uniform Delay [s]	39.99	21.17	21.17	40.80	21.71	21.71	40.37	31.66	40.74	29.93	32.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.21	0.11	0.11	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.36	3.19	3.44	5.02	2.95	3.06	8.47	9.90	4.55	1.61	11.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.57	0.57	0.79	0.54	0.54	0.79	0.88	0.77	0.67	0.88
d, Delay for Lane Group [s/veh]	48.35	24.36	24.61	45.83	24.66	24.77	48.84	41.57	45.29	31.54	43.49
Lane Group LOS	D	C	C	D	C	C	D	D	D	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.26	7.37	6.87	2.49	6.73	6.50	2.96	9.81	2.42	6.37	8.72
50th-Percentile Queue Length [ft/ln]	81.46	184.29	171.84	62.29	168.19	162.60	73.95	245.16	60.42	159.35	218.03
95th-Percentile Queue Length [veh/ln]	5.87	11.82	11.17	4.49	10.98	10.69	5.32	14.94	4.35	10.51	13.56
95th-Percentile Queue Length [ft/ln]	146.64	295.60	279.33	112.13	274.54	267.16	133.11	373.55	108.76	262.86	339.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.35	24.45	24.61	45.83	24.71	24.77	48.84	41.57	41.57	45.29	31.54	43.49
Movement LOS	D	C	C	D	C	C	D	D	D	D	C	D
d_A, Approach Delay [s/veh]	27.83			29.35			43.19			39.59		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	33.87											
Intersection LOS	C											
Intersection V/C	0.714											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.682	2.794	2.291	2.711
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	555	710	622
d_b, Bicycle Delay [s]	21.40	23.51	18.73	21.40
l_b,int, Bicycle LOS Score for Intersection	2.347	2.365	2.452	3.043
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	129.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.189

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	121	60	42	83	23	41	179	48	89	204	39
Total Analysis Volume [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	16	28	0	13	25	0	0	36	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	24	24	9	21	21	32	32	39	39
g / C, Green / Cycle	0.10	0.20	0.20	0.08	0.17	0.17	0.27	0.27	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.13	0.20	0.20	0.09	0.12	0.12	0.30	0.33	0.37	0.40
s, saturation flow rate [veh/h]	1781	1870	1663	1781	1870	1735	1842	1599	1821	1633
c, Capacity [veh/h]	179	371	330	134	324	301	494	429	591	530
d1, Uniform Delay [s]	54.00	48.11	48.11	55.50	46.38	46.45	43.92	43.92	40.53	40.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	131.52	54.98	57.83	123.38	10.50	11.61	73.40	117.76	79.19	126.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.27	1.03	1.03	1.24	0.67	0.68	1.11	1.22	1.13	1.25
d, Delay for Lane Group [s/veh]	185.52	103.09	105.94	178.88	56.88	58.07	117.31	161.68	119.72	166.72
Lane Group LOS	F	F	F	F	E	E	F	F	F	F
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	11.91	16.69	15.11	8.65	7.00	6.66	24.62	26.64	30.20	34.00
50th-Percentile Queue Length [ft/ln]	297.63	417.32	377.68	216.30	175.07	166.57	615.46	666.10	754.91	849.99
95th-Percentile Queue Length [veh/ln]	19.14	23.79	21.84	14.44	11.34	10.90	34.85	39.23	42.48	49.74
95th-Percentile Queue Length [ft/ln]	478.50	594.85	546.12	360.99	283.57	272.41	871.22	980.77	1062.12	1243.47

Movement, Approach, & Intersection Results

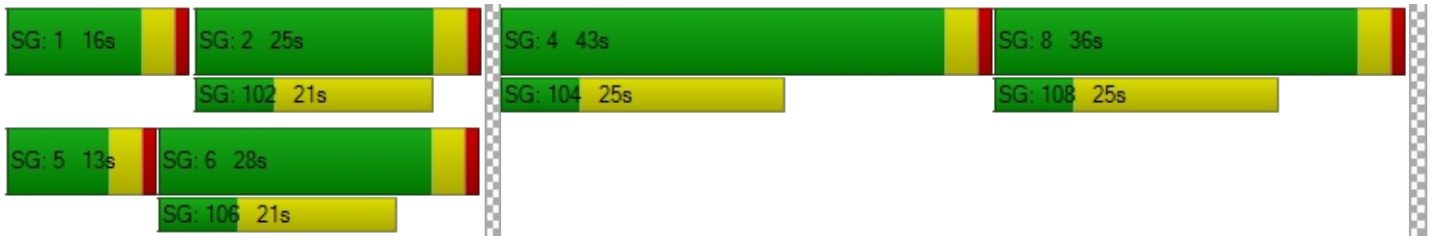
d_M, Delay for Movement [s/veh]	185.52	103.68	105.94	178.88	57.29	58.07	117.31	137.87	161.68	119.72	148.73	166.72
Movement LOS	F	F	F	F	E	E	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	123.81			91.94			138.97			143.07		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	129.68											
Intersection LOS	F											
Intersection V/C	1.189											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.670	2.585	2.682	2.743
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	350	533	650
d_b, Bicycle Delay [s]	38.41	40.85	32.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.343	2.045	2.442	2.658
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	141	91	530	161	196	780
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	91	530	161	196	780
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	23	133	40	49	195
Total Analysis Volume [veh/h]	141	91	530	161	196	780
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	47	0	26	0	17	43
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	52	52	12	68
g / C, Green / Cycle	0.16	0.58	0.58	0.13	0.75
(v / s)_i Volume / Saturation Flow Rate	0.14	0.18	0.20	0.11	0.22
s, saturation flow rate [veh/h]	1701	1870	1728	1781	3560
c, Capacity [veh/h]	274	1076	995	232	2671
d1, Uniform Delay [s]	36.70	9.95	10.14	38.28	3.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.13	0.79	0.96	8.23	0.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.32	0.35	0.85	0.29
d, Delay for Lane Group [s/veh]	43.83	10.74	11.10	46.51	3.88
Lane Group LOS	D	B	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.41	3.51	3.60	4.69	1.78
50th-Percentile Queue Length [ft/ln]	135.13	87.66	89.95	117.17	44.52
95th-Percentile Queue Length [veh/ln]	9.22	6.31	6.48	8.24	3.21
95th-Percentile Queue Length [ft/ln]	230.45	157.79	161.91	205.93	80.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.83	43.83	10.86	11.10	46.51	3.88
Movement LOS	D	D	B	B	D	A
d_A, Approach Delay [s/veh]	43.83		10.92		12.44	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	15.72					
Intersection LOS	B					
Intersection V/C	0.515					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.002	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	955	489	866
d_b, Bicycle Delay [s]	12.28	25.70	14.46
I_b,int, Bicycle LOS Score for Intersection	1.942	2.130	2.365
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	37.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	202	722	614	124	21	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	722	614	124	21	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	181	154	31	5	64
Total Analysis Volume [veh/h]	202	722	614	124	21	256
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.01	0.01	0.00	0.10	0.56
d_M, Delay for Movement [s/veh]	10.40	0.00	0.00	0.00	37.71	28.48
Movement LOS	B	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.90	0.00	0.00	0.00	4.69	4.69
95th-Percentile Queue Length [ft/ln]	22.50	0.00	0.00	0.00	117.26	117.26
d_A, Approach Delay [s/veh]	2.27		0.00		29.18	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.25					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	11	46	21	137	297	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	46	21	137	297	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	5	34	74	2
Total Analysis Volume [veh/h]	11	46	21	137	297	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.50	10.20	7.92	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.20	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.26	4.97	1.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.26		1.05		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.44					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	4,971.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	11.620

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	108	122	13	187	4	2	3	53	159	2	4
Total Analysis Volume [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.07	0.01	0.00	0.09	0.19	0.34	11.62	0.09	0.03
d_M, Delay for Movement [s/veh]	9.66	0.00	0.00	10.24	0.00	0.00	43.03	78.51	20.57	4971.72	4951.52	4912.61
Movement LOS	A	A	A	B	A	A	E	F	C	F	F	F
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.22	0.00	0.00	0.28	3.10	3.10	78.62	78.62	78.62
95th-Percentile Queue Length [ft/ln]	6.97	0.00	0.00	5.56	0.00	0.00	6.97	77.60	77.60	1965.49	1965.49	1965.49
d_A, Approach Delay [s/veh]	0.70			0.64			24.18			4970.07		
Approach LOS	A			A			C			F		
d_I, Intersection Delay [s/veh]	1217.89											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	4,155.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.597

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	240	0	0	238	151	0	0	0	27	4	23
Total Analysis Volume [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.55	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	5.76	2.60	0.17
d_M, Delay for Movement [s/veh]	23.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3762.50	4154.99	13.17
Movement LOS	C	A			A	A				F	F	B
95th-Percentile Queue Length [veh/ln]	3.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.47	16.47	0.61
95th-Percentile Queue Length [ft/ln]	81.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	411.71	411.71	15.32
d_A, Approach Delay [s/veh]	4.59			0.00			0.00			2204.78		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	161.83											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	1,929.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	212	33	20	252	0	79	0	68	0	0	0
Total Analysis Volume [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.11	0.01	0.00	4.92	0.02	0.53	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	10.79	0.00	0.00	1900.74	1929.07	19.55	0.00	0.00	0.00
Movement LOS		A	A	B	A		F	F	C			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.37	0.00	0.00	35.10	35.10	3.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	9.36	0.00	0.00	877.47	877.47	76.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.78			1035.25			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	230.16											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.947

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	416	400	0	973	0	561
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	416	400	0	973	0	561
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	100	0	243	0	140
Total Analysis Volume [veh/h]	416	400	0	973	0	561
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.95
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.42
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	2.53
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	63.31
d_A, Approach Delay [s/veh]	0.00		0.00		16.42	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.92					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	293.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.129

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	58	1	1	1	1	119	31	113	164	1
Total Analysis Volume [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	446	522	411	534	595	1112
Degree of Utilization, x	0.32	0.45	0.04	0.90	0.20	2.13

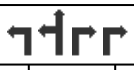
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.39	2.27	0.11	10.48	0.76	79.00
95th-Percentile Queue Length [ft]	34.81	56.84	2.83	262.02	19.07	1974.96
Approach Delay [s/veh]	14.86		12.08	37.01		530.75
Approach LOS	B		B	E		F
Intersection Delay [s/veh]	293.44					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	155	5	265	5	5	6	5	746	176	212	1213	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	155	5	265	5	5	6	5	746	176	212	1213	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	1	66	1	1	2	1	187	44	53	303	4
Total Analysis Volume [veh/h]	155	5	265	5	5	6	5	746	176	212	1213	17
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	12	12	0	32	0	11	39	0	17	45	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	22	3	3	1	63	63	11	73	73
g / C, Green / Cycle	0.07	0.07	0.22	0.03	0.03	0.01	0.63	0.63	0.11	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.04	0.04	0.09	0.00	0.01	0.00	0.21	0.11	0.06	0.34	0.01
s, saturation flow rate [veh/h]	1781	1786	2813	1781	1706	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	133	133	620	47	45	18	2255	1007	366	2595	1159
d1, Uniform Delay [s]	44.88	44.88	33.59	47.60	47.77	49.18	8.52	7.57	42.65	5.58	3.72
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.28	4.27	0.47	0.99	2.78	7.79	0.39	0.38	1.45	0.61	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.60	0.43	0.11	0.24	0.27	0.33	0.17	0.58	0.47	0.01
d, Delay for Lane Group [s/veh]	49.16	49.15	34.05	48.59	50.56	56.98	8.91	7.95	44.10	6.19	3.74
Lane Group LOS	D	D	C	D	D	E	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.07	2.07	2.79	0.13	0.30	0.16	3.56	1.55	2.56	4.46	0.09
50th-Percentile Queue Length [ft/ln]	51.73	51.87	69.76	3.35	7.57	4.08	88.93	38.65	63.89	111.51	2.17
95th-Percentile Queue Length [veh/ln]	3.72	3.73	5.02	0.24	0.54	0.29	6.40	2.78	4.60	7.92	0.16
95th-Percentile Queue Length [ft/ln]	93.11	93.37	125.57	6.04	13.62	7.34	160.07	69.57	115.00	198.10	3.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.16	49.15	34.05	48.59	50.56	50.56	56.98	8.91	7.95	44.10	6.19	3.74
Movement LOS	D	D	C	D	D	D	E	A	A	D	A	A
d_A, Approach Delay [s/veh]	39.74			49.94			8.99			11.73		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	15.28											
Intersection LOS	B											
Intersection V/C	0.515											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.591	1.959	2.832	0.000
Crosswalk LOS	B	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	560	700	819
d_b, Bicycle Delay [s]	42.35	25.95	21.16	17.43
l_b,int, Bicycle LOS Score for Intersection	2.261	1.586	2.324	2.749
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	239	732	448	123	78	278
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	239	732	448	123	78	278
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	183	112	31	20	70
Total Analysis Volume [veh/h]	239	732	448	123	78	278
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	47	79	32	32	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	11	75	60	71	7	22
g / C, Green / Cycle	0.12	0.83	0.67	0.79	0.08	0.24
(v / s)_i Volume / Saturation Flow Rate	0.07	0.21	0.24	0.08	0.02	0.10
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	418	2964	1248	1256	272	686
d1, Uniform Delay [s]	37.39	1.59	6.56	2.14	39.09	28.56
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.24	0.20	0.81	0.16	0.57	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	0.25	0.36	0.10	0.29	0.41
d, Delay for Lane Group [s/veh]	38.62	1.79	7.36	2.30	39.67	28.94
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.52	0.68	3.48	0.37	0.83	2.51
50th-Percentile Queue Length [ft/ln]	63.10	16.96	86.90	9.22	20.66	62.75
95th-Percentile Queue Length [veh/ln]	4.54	1.22	6.26	0.66	1.49	4.52
95th-Percentile Queue Length [ft/ln]	113.58	30.54	156.43	16.59	37.18	112.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.62	1.79	7.36	2.30	39.67	28.94
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	10.86		6.27		31.29	
Approach LOS	B		A		C	
d_I, Intersection Delay [s/veh]	13.31					
Intersection LOS	B					
Intersection V/C	0.454					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.569
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	622	156
d_b, Bicycle Delay [s]	1.25	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	2.361	2.502	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	149	110	9	276	104	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	110	9	276	104	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	28	2	69	26	1
Total Analysis Volume [veh/h]	149	110	9	276	104	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.18	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	12.79	10.46
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.69	0.69
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.38	0.38	17.26	17.26
d_A, Approach Delay [s/veh]	0.00		0.25		12.68	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	159	303	350	142	43	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	303	350	142	43	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	76	88	36	11	25
Total Analysis Volume [veh/h]	159	303	350	142	43	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.20	0.15
d_M, Delay for Movement [s/veh]	8.94	0.00	0.00	0.00	26.47	15.54
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.52	0.00	0.00	0.00	1.56	1.56
95th-Percentile Queue Length [ft/ln]	13.01	0.00	0.00	0.00	39.10	39.10
d_A, Approach Delay [s/veh]	3.08		0.00		18.88	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.73					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	43.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.162

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	19	212	337	168	432	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	212	337	168	432	46
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	53	84	42	108	12
Total Analysis Volume [veh/h]	19	212	337	168	432	46
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.35	0.31	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	43.74	19.03	9.04	0.00	0.00	0.00
Movement LOS	E	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.85	2.85	0.88	0.88	0.00	0.00
95th-Percentile Queue Length [ft/ln]	71.33	71.33	22.11	22.11	0.00	0.00
d_A, Approach Delay [s/veh]	21.06		6.03		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	6.52					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	205	749	71	210	1349	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	749	71	210	1349	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	187	18	53	337	11
Total Analysis Volume [veh/h]	205	749	71	210	1349	42
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.86	0.00	0.00	1.05	0.00
d_M, Delay for Movement [s/veh]	10000.00	29.02	0.00	0.00	55.62	0.00
Movement LOS	F	D	A	A	F	A
95th-Percentile Queue Length [veh/ln]	28.34	10.93	0.00	0.00	26.44	26.44
95th-Percentile Queue Length [ft/ln]	708.45	273.21	0.00	0.00	660.91	660.91
d_A, Approach Delay [s/veh]	2171.63		0.00		53.94	
Approach LOS	F		A		F	
d_I, Intersection Delay [s/veh]	817.50					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	354.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.952

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	131	7	48	182	159	67	269	61	36	479	48
Total Analysis Volume [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	13	38	0	11	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	29	29	9	34	34	7	32	32
g / C, Green / Cycle	0.25	0.25	0.25	0.08	0.30	0.30	0.06	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.50	0.50	0.40	0.15	0.30	0.15	0.08	0.54	0.12
s, saturation flow rate [veh/h]	1825	1851	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	459	466	400	142	1052	470	111	991	442
d1, Uniform Delay [s]	43.11	43.08	43.08	53.00	40.57	33.74	53.99	41.56	34.07
k, delay calibration	0.50	0.50	0.50	0.14	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	446.40	443.87	274.28	405.21	33.43	4.04	143.71	424.63	3.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.97	1.97	1.58	1.88	1.02	0.52	1.29	1.94	0.43
d, Delay for Lane Group [s/veh]	489.51	486.95	317.36	458.21	74.00	37.78	197.70	466.19	37.10
Lane Group LOS	F	F	F	F	F	D	F	F	D
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	69.79	70.58	41.76	20.04	19.54	6.16	7.64	72.27	4.73
50th-Percentile Queue Length [ft/ln]	1744.65	1764.49	1043.90	501.02	488.52	153.96	191.07	1806.73	118.22
95th-Percentile Queue Length [veh/ln]	109.14	110.26	64.68	32.24	27.17	10.23	13.08	113.29	8.29
95th-Percentile Queue Length [ft/ln]	2728.43	2756.56	1617.09	806.01	679.25	255.71	326.94	2832.35	207.37

Movement, Approach, & Intersection Results

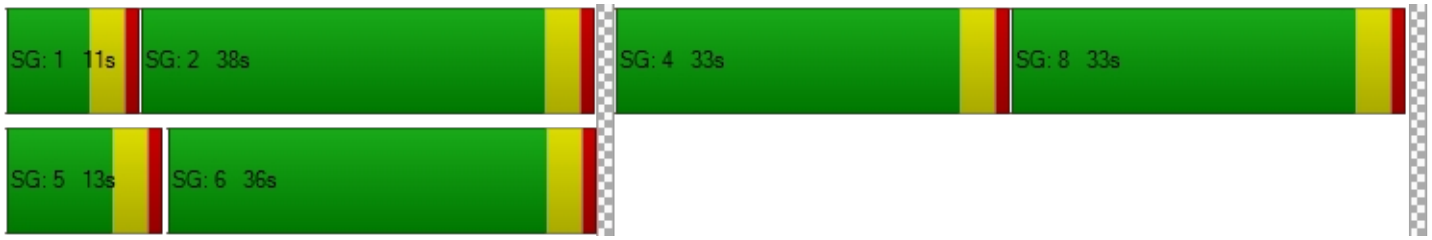
d_M, Delay for Movement [s/veh]	489.51	489.51	489.51	486.95	486.95	317.36	458.21	74.00	37.78	197.70	466.19	37.10
Movement LOS	F	F	F	F	F	F	F	F	D	F	F	D
d_A, Approach Delay [s/veh]	489.51			417.67			133.17			412.89		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	354.65											
Intersection LOS	F											
Intersection V/C	1.952											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	504	504	591	556
d_b, Bicycle Delay [s]	32.19	32.19	28.56	29.99
l_b,int, Bicycle LOS Score for Intersection	3.055	4.120	2.867	3.416
Bicycle LOS	C	D	C	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	15	5	5	145	18	511	209	725	39	5	900	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	5	5	145	18	511	209	725	39	5	900	102
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	1	36	5	128	52	181	10	1	225	26
Total Analysis Volume [veh/h]	15	5	5	145	18	511	209	725	39	5	900	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	17	28	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	34	13	48	48	1	36	36
g / C, Green / Cycle	0.36	0.36	0.36	0.36	0.14	0.51	0.51	0.01	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.10	0.33	0.12	0.21	0.21	0.00	0.27	0.27
s, saturation flow rate [veh/h]	874	1718	1405	1598	1781	1870	1837	1781	1870	1804
c, Capacity [veh/h]	93	616	543	573	242	944	927	18	709	684
d1, Uniform Delay [s]	46.44	19.65	23.60	29.21	40.19	14.68	14.68	46.67	25.19	25.19
k, delay calibration	0.11	0.11	0.11	0.17	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.80	0.01	0.26	10.09	8.88	1.31	1.33	7.73	6.20	6.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.02	0.27	0.92	0.86	0.41	0.41	0.27	0.72	0.72
d, Delay for Lane Group [s/veh]	47.24	19.66	23.86	39.30	49.07	15.99	16.02	54.39	31.39	31.61
Lane Group LOS	D	B	C	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.37	0.14	2.42	12.71	5.32	5.28	5.19	0.16	10.69	10.35
50th-Percentile Queue Length [ft/ln]	9.29	3.58	60.54	317.79	132.89	132.05	129.84	3.90	267.15	258.76
95th-Percentile Queue Length [veh/ln]	0.67	0.26	4.36	18.56	9.10	9.05	8.93	0.28	16.05	15.63
95th-Percentile Queue Length [ft/ln]	16.72	6.44	108.96	463.97	227.42	226.27	223.28	7.02	401.17	390.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.24	19.66	19.66	23.86	39.30	39.30	49.07	16.00	16.02	54.39	31.49	31.61
Movement LOS	D	B	B	C	D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	36.21			35.98			23.11			31.61		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	29.66											
Intersection LOS	C											
Intersection V/C	0.825											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	1.971	2.264	2.791	2.875
Crosswalk LOS	A	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1095	1095	505	379
d_b, Bicycle Delay [s]	9.74	9.74	26.54	31.21
l_b,int, Bicycle LOS Score for Intersection	1.601	2.672	2.362	2.390
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	49.621

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	108	1	1	1	1	136	11	141	174	1
Total Analysis Volume [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	49.62	2.18	0.82	23.75	2.24	0.01	0.01	0.01	0.00	0.57	0.01	0.00
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	9.02	0.00	0.00	10.50	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	66.69	66.69	66.69	3.44	3.44	3.44	0.01	0.01	0.01	2.08	2.08	2.08
95th-Percentile Queue Length [ft/ln]	1667.22	1667.22	1667.22	85.97	85.97	85.97	0.21	0.21	0.21	51.95	51.95	51.95
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.08			4.67		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2242.86											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	1,137.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.302

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	28	599	441	206	878	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	599	441	206	878	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	150	110	52	220	13
Total Analysis Volume [veh/h]	28	599	441	206	878	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.30	1.79	0.60	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	1137.58	980.91	13.08	0.00	0.00	0.00
Movement LOS	F	F	B	A	A	A
95th-Percentile Queue Length [veh/ln]	57.11	57.11	2.48	2.48	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1427.80	1427.80	61.89	61.89	0.00	0.00
d_A, Approach Delay [s/veh]	987.90		8.92		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	283.66					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	436.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.941

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	333	50	17	279	35	74	99	17	24	185	160
Total Analysis Volume [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	11	26	0	0	29	0	0	54	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	23	23	6	22	22	25	50
g / C, Green / Cycle	0.06	0.19	0.19	0.05	0.18	0.18	0.21	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.37	0.12	0.04	0.31	0.09	0.42	0.85
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1806	1732
c, Capacity [veh/h]	104	671	300	93	648	289	379	721
d1, Uniform Delay [s]	56.50	48.70	45.14	56.00	49.08	44.06	47.42	35.01
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	201.94	448.71	10.94	9.71	330.15	5.77	459.45	475.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	1.99	0.66	0.71	1.72	0.49	2.00	2.04
d, Delay for Lane Group [s/veh]	258.44	497.41	56.08	65.72	379.23	49.83	506.87	510.07
Lane Group LOS	F	F	E	E	F	D	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	8.99	51.80	6.37	2.22	39.36	4.23	59.62	115.66
50th-Percentile Queue Length [ft/ln]	224.66	1294.90	159.29	55.45	984.05	105.84	1490.53	2891.42
95th-Percentile Queue Length [veh/ln]	15.26	80.98	10.51	3.99	61.22	7.61	93.07	184.58
95th-Percentile Queue Length [ft/ln]	381.47	2024.51	262.79	99.81	1530.60	190.20	2326.74	4614.61

Movement, Approach, & Intersection Results

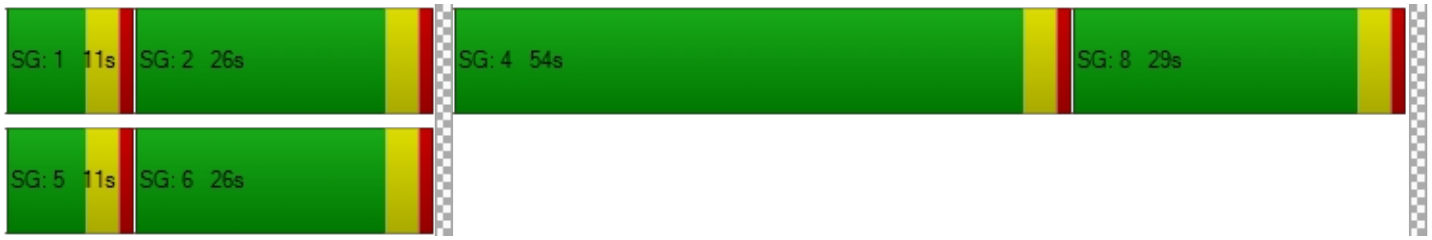
d_M, Delay for Movement [s/veh]	258.44	497.41	56.08	65.72	379.23	49.83	506.87	506.87	506.87	510.07	510.07	510.07
Movement LOS	F	F	E	E	F	D	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	424.25			328.41			506.87			510.07		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	436.22											
Intersection LOS	F											
Intersection V/C	1.941											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	367	417	833
d_b, Bicycle Delay [s]	40.02	40.02	37.61	20.42
l_b,int, Bicycle LOS Score for Intersection	2.944	2.649	2.810	3.993
Bicycle LOS	C	B	C	D

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	162.244

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	1	84	1	1	1	1	197	45	85	196	1
Total Analysis Volume [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	99.92	0.94	0.96	162.24	1.07	0.01	0.01	0.01	0.00	0.48	0.01	0.00
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	9.34	0.00	0.00	10.98	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	97.75	97.75	97.75	3.48	3.48	3.48	0.01	0.01	0.01	1.02	1.02	1.02
95th-Percentile Queue Length [ft/ln]	2443.71	2443.71	2443.71	87.00	87.00	87.00	0.22	0.22	0.22	25.48	25.48	25.48
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.05			3.30		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	2711.23											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	6,364.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	12.798

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	11	8	28	28	153	22	16	17	29	18	91
Total Analysis Volume [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.00	0.00	0.07	0.00	0.01	12.80	0.52	0.11	2.26	0.91	0.36
d_M, Delay for Movement [s/veh]	9.94	0.00	0.00	7.54	0.00	0.00	6364.84	5859.11	5834.78	1243.39	1218.19	1176.92
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.78	0.78	0.78	0.24	0.24	0.24	28.13	28.13	28.13	53.41	53.41	53.41
95th-Percentile Queue Length [ft/ln]	19.39	19.39	19.39	5.93	5.93	5.93	703.19	703.19	703.19	1335.23	1335.23	1335.23
d_A, Approach Delay [s/veh]	7.54			1.02			6050.92			1196.31		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	1039.18											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 54: Avenue 50 at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1441	21	0	1077	1094	0	0	0	212	0	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1441	21	0	1077	1094	0	0	0	212	0	224
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	360	5	0	269	274	0	0	0	53	0	56
Total Analysis Volume [veh/h]	0	1441	21	0	1077	1094	0	0	0	212	0	224
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	0	88	0	0	88	0	0	0	0	32	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	7	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	21	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C		L	R
C, Cycle Length [s]	120	120	120		120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	93	93	93		19	19
g / C, Green / Cycle	0.77	0.77	0.77		0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.28	0.30	0.69		0.12	0.14
s, saturation flow rate [veh/h]	5094	3560	1589		1781	1589
c, Capacity [veh/h]	3936	2751	1228		286	255
d1, Uniform Delay [s]	4.31	4.43	9.92		47.93	49.15
k, delay calibration	0.50	0.50	0.50		0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.26	0.42	9.93		3.79	11.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.39	0.89		0.74	0.88
d, Delay for Lane Group [s/veh]	4.58	4.85	19.85		51.72	60.16
Lane Group LOS	A	A	B		D	E
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	3.24	3.78	19.86		6.33	7.32
50th-Percentile Queue Length [ft/ln]	80.99	94.60	496.47		158.32	182.89
95th-Percentile Queue Length [veh/ln]	5.83	6.81	27.17		10.46	11.75
95th-Percentile Queue Length [ft/ln]	145.79	170.27	679.18		261.50	293.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	4.58	0.00	0.00	4.85	19.85	0.00	0.00	0.00	51.72	0.00	60.16
Movement LOS		A			A	B				D		E
d_A, Approach Delay [s/veh]	4.58			12.41			0.00			56.05		
Approach LOS	A			B			A			E		
d_I, Intersection Delay [s/veh]	14.32											
Intersection LOS	B											
Intersection V/C	0.888											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.45	49.45	49.45
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.090	2.504	2.096
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1401	1401	0	467
d_b, Bicycle Delay [s]	5.37	5.37	59.95	35.22
l_b,int, Bicycle LOS Score for Intersection	2.352	2.754	4.132	1.560
Bicycle LOS	B	C	D	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 55: Avenue 50 at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1026	116	305	963	0	469	0	167	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1026	116	305	963	0	469	0	167	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	257	29	76	241	0	117	0	42	0	0	0
Total Analysis Volume [veh/h]	0	1026	116	305	963	0	469	0	167	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	3	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	7	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	40	58	0	32	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	7	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	21	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	18	67	15	15	15	
g / C, Green / Cycle	0.51	0.51	0.20	0.75	0.17	0.17	0.17	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.21	0.17	0.19	0.13	0.13	0.11	
s, saturation flow rate [veh/h]	3560	1775	1781	5094	1781	1781	1589	
c, Capacity [veh/h]	1799	897	349	3799	294	294	263	
d1, Uniform Delay [s]	14.02	14.03	35.10	3.59	36.13	36.13	35.05	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.73	1.47	6.83	0.16	4.91	4.91	2.54	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.42	0.42	0.87	0.25	0.80	0.80	0.64	
d, Delay for Lane Group [s/veh]	14.75	15.50	41.93	3.75	41.04	41.04	37.59	
Lane Group LOS	B	B	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh/ln]	4.77	4.96	7.00	1.43	5.26	5.26	3.54	
50th-Percentile Queue Length [ft/ln]	119.31	124.01	175.02	35.71	131.53	131.53	88.59	
95th-Percentile Queue Length [veh/ln]	8.36	8.61	11.34	2.57	9.02	9.02	6.38	
95th-Percentile Queue Length [ft/ln]	208.88	215.32	283.50	64.28	225.57	225.57	159.45	

Movement, Approach, & Intersection Results

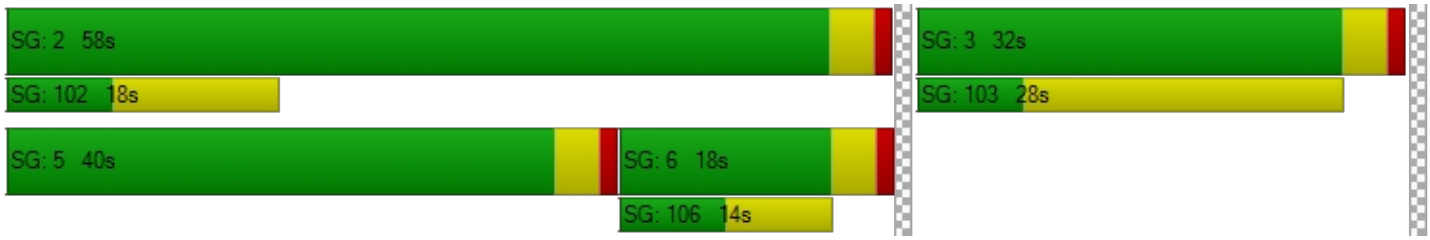
d_M, Delay for Movement [s/veh]	0.00	14.94	15.50	41.93	3.75	0.00	41.04	0.00	37.59	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		D			
d_A, Approach Delay [s/veh]	15.00			12.93			40.13			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.39											
Intersection LOS	B											
Intersection V/C	0.597											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.822	0.000	2.286	1.833
Crosswalk LOS	C	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1200	622	0
d_b, Bicycle Delay [s]	32.10	7.21	21.37	45.01
l_b,int, Bicycle LOS Score for Intersection	2.188	2.257	2.609	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	249	816	0	0	713	193	0	0	0	412	0	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	816	0	0	713	193	0	0	0	412	0	216
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	204	0	0	178	48	0	0	0	103	0	54
Total Analysis Volume [veh/h]	249	816	0	0	713	193	0	0	0	412	0	216
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	22	40	0	0	18	0	0	0	0	0	50	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	9	68	55	55		14	14	14
g / C, Green / Cycle	0.10	0.75	0.61	0.61		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.07	0.23	0.20	0.12		0.12	0.12	0.12
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1761	1589
c, Capacity [veh/h]	339	2680	2173	970		282	279	252
d1, Uniform Delay [s]	39.47	3.57	8.55	7.79		36.32	36.32	36.36
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.09	0.29	0.40	0.46		4.42	4.49	5.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.30	0.33	0.20		0.77	0.77	0.78
d, Delay for Lane Group [s/veh]	42.56	3.87	8.96	8.25		40.74	40.81	41.47
Lane Group LOS	D	A	A	A		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.79	1.85	3.18	1.63		4.84	4.80	4.41
50th-Percentile Queue Length [ft/ln]	69.64	46.34	79.38	40.72		121.07	119.94	110.26
95th-Percentile Queue Length [veh/ln]	5.01	3.34	5.72	2.93		8.45	8.39	7.85
95th-Percentile Queue Length [ft/ln]	125.35	83.41	142.89	73.29		211.29	209.75	196.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.56	3.87	0.00	0.00	8.96	8.25	0.00	0.00	0.00	40.77	40.81	41.45
Movement LOS	D	A			A	A				D	D	D
d_A, Approach Delay [s/veh]	12.91			8.81			0.00			40.99		
Approach LOS	B			A			A			D		
d_I, Intersection Delay [s/veh]	18.27											
Intersection LOS	B											
Intersection V/C	0.456											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.930	2.144
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	311	0	1022
d_b, Bicycle Delay [s]	16.21	32.10	45.01	10.76
l_b,int, Bicycle LOS Score for Intersection	2.438	2.307	4.132	2.596
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	855	547	302	829	0	292	5	417	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	855	547	302	829	0	292	5	417	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	214	137	76	207	0	73	1	104	0	0	0
Total Analysis Volume [veh/h]	0	855	547	302	829	0	292	5	417	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	17	35	0	0	60	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	56	56	10	70	17	17	17	
g / C, Green / Cycle	0.58	0.58	0.11	0.74	0.18	0.18	0.18	
(v / s)_i Volume / Saturation Flow Rate	0.24	0.34	0.09	0.23	0.14	0.14	0.14	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1625	1589	
c, Capacity [veh/h]	2081	929	379	2621	320	292	286	
d1, Uniform Delay [s]	10.80	12.51	41.28	4.32	37.21	37.33	37.35	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.60	2.74	3.87	0.32	4.23	5.01	5.22	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.41	0.59	0.80	0.32	0.78	0.80	0.80	
d, Delay for Lane Group [s/veh]	11.40	15.25	45.15	4.63	41.44	42.34	42.58	
Lane Group LOS	B	B	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.72	7.44	3.62	2.32	5.86	5.52	5.44	
50th-Percentile Queue Length [ft/ln]	117.93	186.02	90.40	58.01	146.59	138.10	136.11	
95th-Percentile Queue Length [veh/ln]	8.28	11.91	6.51	4.18	9.83	9.38	9.27	
95th-Percentile Queue Length [ft/ln]	206.98	297.85	162.72	104.41	245.87	234.46	231.77	

Movement, Approach, & Intersection Results

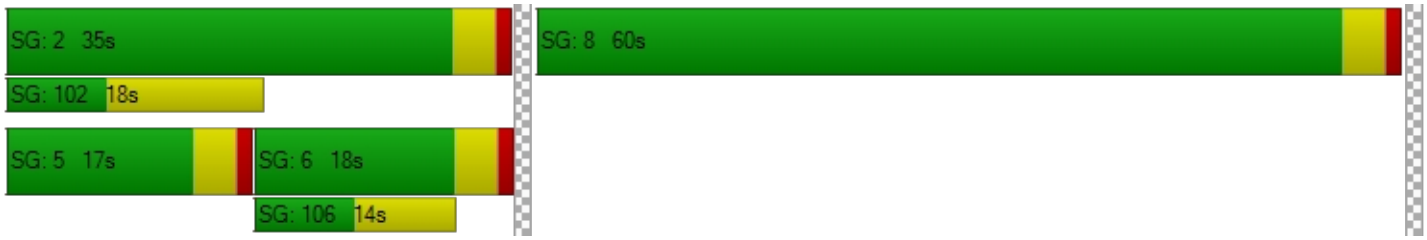
d_M, Delay for Movement [s/veh]	0.00	11.40	15.25	45.15	4.63	0.00	41.60	42.34	42.47	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	12.90			15.45			42.10			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.21											
Intersection LOS	C											
Intersection V/C	0.659											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.175	2.133
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	295	653	1179	0
d_b, Bicycle Delay [s]	34.54	21.56	8.01	47.51
l_b,int, Bicycle LOS Score for Intersection	2.716	2.493	2.738	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.435

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	115	470	60	139	564	159	216	468	51	88	350	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	470	60	139	564	159	216	468	51	88	350	83
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	118	15	35	141	40	54	117	13	22	88	21
Total Analysis Volume [veh/h]	115	470	60	139	564	159	216	468	51	88	350	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	12	42	0	11	41	0	15	35	0	12	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	31	0	0	28	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	58	58	7	58	58	8	13	13	6	11	22
g / C, Green / Cycle	0.07	0.58	0.58	0.07	0.58	0.58	0.08	0.13	0.13	0.06	0.11	0.22
(v / s)_i Volume / Saturation Flow Rate	0.03	0.14	0.14	0.04	0.20	0.20	0.06	0.10	0.10	0.03	0.07	0.05
s, saturation flow rate [veh/h]	3459	1870	1797	3459	1870	1730	3459	3560	1778	3459	5094	1589
c, Capacity [veh/h]	235	1083	1041	240	1086	1005	289	451	225	224	551	346
d1, Uniform Delay [s]	44.99	10.36	10.37	45.18	11.02	11.02	44.86	42.27	42.33	44.93	42.76	32.35
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.57	0.55	0.58	2.21	0.87	0.95	3.87	2.72	5.58	1.11	1.22	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.25	0.25	0.58	0.35	0.35	0.75	0.76	0.77	0.39	0.64	0.24
d, Delay for Lane Group [s/veh]	46.56	10.91	10.94	47.38	11.90	11.97	48.73	44.99	47.91	46.04	43.98	32.70
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.42	2.93	2.84	1.74	4.37	4.07	2.76	4.25	4.48	1.08	2.81	1.69
50th-Percentile Queue Length [ft/ln]	35.53	73.32	70.99	43.47	109.23	101.69	68.98	106.36	112.10	26.97	70.20	42.21
95th-Percentile Queue Length [veh/ln]	2.56	5.28	5.11	3.13	7.80	7.32	4.97	7.64	7.96	1.94	5.05	3.04
95th-Percentile Queue Length [ft/ln]	63.96	131.98	127.78	78.24	194.93	183.04	124.16	190.93	198.91	48.54	126.35	75.97

Movement, Approach, & Intersection Results

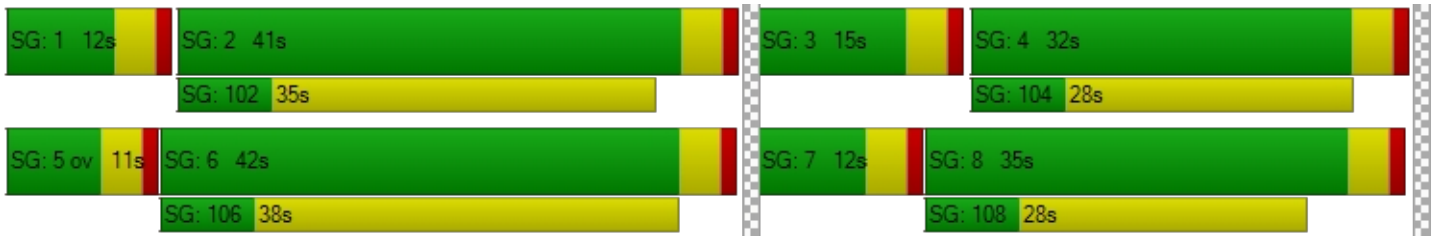
d_M, Delay for Movement [s/veh]	46.56	10.93	10.94	47.38	11.92	11.97	48.73	45.76	47.91	46.04	43.98	32.70
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	17.28			17.65			46.78			42.53		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	30.00											
Intersection LOS	C											
Intersection V/C	0.435											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.677	2.723	2.896	2.983
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	759	739	620	560
d_b, Bicycle Delay [s]	19.25	19.88	23.84	25.95
l_b,int, Bicycle LOS Score for Intersection	2.092	2.271	1.964	1.846
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Monroe Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	95	366	86	198	494	100	64	572	122	117	493	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	366	86	198	494	100	64	572	122	117	493	159
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	92	22	50	124	25	16	143	31	29	123	40
Total Analysis Volume [veh/h]	95	366	86	198	494	100	64	572	122	117	493	159
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	29	0	16	32	0	11	34	0	11	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	35	35	12	41	41	6	20	20	7	21	21
g / C, Green / Cycle	0.07	0.39	0.39	0.13	0.45	0.45	0.06	0.22	0.22	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.13	0.11	0.14	0.06	0.04	0.19	0.19	0.07	0.18	0.18
s, saturation flow rate [veh/h]	1781	1870	1749	1781	3560	1589	1781	1870	1758	1781	1870	1716
c, Capacity [veh/h]	128	728	681	234	1599	714	113	417	392	140	446	409
d1, Uniform Delay [s]	41.05	19.19	19.23	38.28	15.89	14.61	41.03	33.63	33.65	40.97	31.94	31.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.14	0.14	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	1.15	1.25	8.19	0.50	0.41	4.42	6.43	6.98	12.13	2.71	2.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.74	0.32	0.32	0.85	0.31	0.14	0.57	0.86	0.86	0.84	0.76	0.76
d, Delay for Lane Group [s/veh]	49.31	20.35	20.48	46.47	16.40	15.02	45.45	40.06	40.63	53.10	34.65	34.96
Lane Group LOS	D	C	C	D	B	B	D	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.34	3.51	3.35	4.74	3.23	1.24	1.50	8.06	7.66	3.00	7.04	6.52
50th-Percentile Queue Length [ft/ln]	58.41	87.78	83.69	118.39	80.76	31.05	37.60	201.50	191.52	74.98	176.09	163.06
95th-Percentile Queue Length [veh/ln]	4.21	6.32	6.03	8.30	5.81	2.24	2.71	12.72	12.20	5.40	11.40	10.71
95th-Percentile Queue Length [ft/ln]	105.14	158.00	150.65	207.61	145.37	55.88	67.69	317.90	304.99	134.97	284.90	267.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.31	20.40	20.48	46.47	16.40	15.02	45.45	40.28	40.63	53.10	34.75	34.96
Movement LOS	D	C	C	D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	25.43			23.74			40.77			37.58		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.28											
Intersection LOS	C											
Intersection V/C	0.601											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.549	2.677	2.581	2.616
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	622	666	666
d_b, Bicycle Delay [s]	23.51	21.40	20.04	20.04
l_b,int, Bicycle LOS Score for Intersection	2.011	2.213	2.185	2.194
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Jackson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	4.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.537

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	150	867	0	0	803	235	0	0	0	33	2	355
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	867	0	0	803	235	0	0	0	33	2	355
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	217	0	0	201	59	0	0	0	8	1	89
Total Analysis Volume [veh/h]	150	867	0	0	803	235	0	0	0	33	2	355
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	109	0	0	98	0	0	0	0	0	11	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	120	120	120	120		120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	107	107	96	96		5
g / C, Green / Cycle	0.89	0.89	0.80	0.80		0.04
(v / s)_i Volume / Saturation Flow Rate	0.23	0.46	0.43	0.15		0.02
s, saturation flow rate [veh/h]	647	1870	1870	1589		1786
c, Capacity [veh/h]	582	1669	1498	1273		72
d1, Uniform Delay [s]	2.81	1.29	4.16	2.78		56.32
k, delay calibration	0.40	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	0.85	1.16	1.38	0.32		4.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.26	0.52	0.54	0.18		0.48
d, Delay for Lane Group [s/veh]	3.66	2.44	5.54	3.10		61.25
Lane Group LOS	A	A	A	A		E
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	0.25	1.64	5.83	1.14		1.14
50th-Percentile Queue Length [ft/ln]	6.23	41.03	145.63	28.55		28.45
95th-Percentile Queue Length [veh/ln]	0.45	2.95	9.78	2.06		2.05
95th-Percentile Queue Length [ft/ln]	11.22	73.85	244.59	51.39		51.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.66	2.44	0.00	0.00	5.54	3.10	0.00	0.00	0.00	61.25	61.25	0.00
Movement LOS	A	A			A	A				E	E	
d_A, Approach Delay [s/veh]	2.62			4.99			0.00			61.25		
Approach LOS	A			A			A			E		
d_I, Intersection Delay [s/veh]	4.78											
Intersection LOS	A											
Intersection V/C	0.537											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.989	0.000
Crosswalk LOS	F	F	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1750	1567	0	117
d_b, Bicycle Delay [s]	0.94	2.81	59.99	53.20
l_b,int, Bicycle LOS Score for Intersection	3.238	3.272	4.132	1.617
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Jackson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Jackson Street			Jackson Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	530	30	326	501	0	406	6	181	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	530	30	326	501	0	406	6	181	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	133	8	82	125	0	102	2	45	0	0	0
Total Analysis Volume [veh/h]	0	530	30	326	501	0	406	6	181	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	11	22	0	0	68	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	58	58	24	24	
g / C, Green / Cycle	0.53	0.65	0.65	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.33	0.27	0.23	0.11	
s, saturation flow rate [veh/h]	1852	994	1870	1782	1589	
c, Capacity [veh/h]	975	586	1214	467	416	
d1, Uniform Delay [s]	14.49	10.02	7.56	31.91	27.69	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.46	3.77	1.04	5.67	0.72	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.57	0.56	0.41	0.88	0.43	
d, Delay for Lane Group [s/veh]	16.95	13.79	8.60	37.58	28.40	
Lane Group LOS	B	B	A	D	C	
Critical Lane Group	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.85	2.96	4.38	9.08	3.26	
50th-Percentile Queue Length [ft/ln]	196.26	74.05	109.38	227.09	81.62	
95th-Percentile Queue Length [veh/ln]	12.45	5.33	7.81	14.03	5.88	
95th-Percentile Queue Length [ft/ln]	311.14	133.28	195.14	350.66	146.92	

Movement, Approach, & Intersection Results

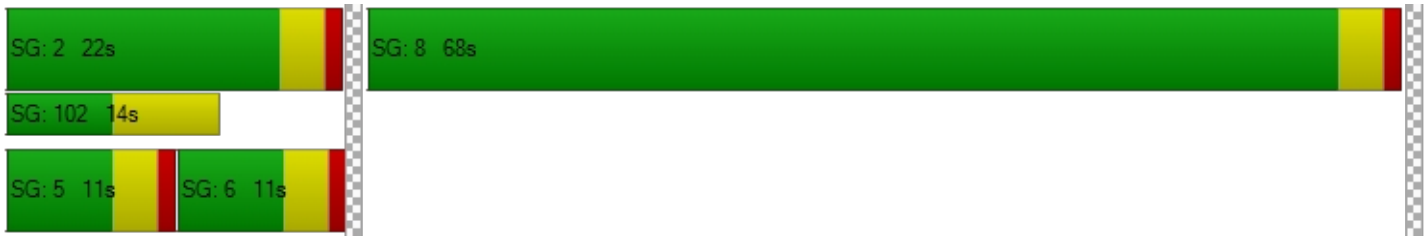
d_M, Delay for Movement [s/veh]	0.00	16.95	16.95	13.79	8.60	0.00	37.58	37.58	28.40	0.00	0.00	0.00
Movement LOS		B	B	B	A		D	D	C			
d_A, Approach Delay [s/veh]	16.95			10.65			34.78			0.00		
Approach LOS	B			B			C			A		
d_I, Intersection Delay [s/veh]	19.66											
Intersection LOS	B											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.132	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	400	1422	0
d_b, Bicycle Delay [s]	38.28	28.81	3.76	45.01
l_b,int, Bicycle LOS Score for Intersection	2.484	2.924	2.538	4.132
Bicycle LOS	B	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Jackson Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.603

Intersection Setup

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	226	437	280	58	593	152	137	248	165	174	228	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	226	437	280	58	593	152	137	248	165	174	228	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	109	70	15	148	38	34	62	41	44	57	7
Total Analysis Volume [veh/h]	226	437	280	58	593	152	137	248	165	174	228	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	28	45	0	12	29	0	16	32	0	16	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	56	56	6	46	46	10	15	15	12	17	17
g / C, Green / Cycle	0.15	0.53	0.53	0.05	0.44	0.44	0.09	0.14	0.14	0.11	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.13	0.12	0.18	0.03	0.17	0.10	0.08	0.12	0.12	0.10	0.07	0.07
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1870	1627	1781	1870	1802
c, Capacity [veh/h]	262	1899	848	99	1573	702	168	270	235	204	308	297
d1, Uniform Delay [s]	43.81	13.05	13.90	48.48	19.66	18.11	46.72	43.57	43.72	45.64	39.37	39.40
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.29	0.28	1.04	5.47	0.69	0.71	9.28	5.72	7.35	9.51	0.91	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.23	0.33	0.59	0.38	0.22	0.82	0.81	0.83	0.85	0.42	0.42
d, Delay for Lane Group [s/veh]	52.10	13.34	14.94	53.94	20.35	18.82	56.00	49.29	51.06	55.15	40.28	40.36
Lane Group LOS	D	B	B	D	C	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.30	2.74	3.89	1.63	4.91	2.39	3.93	5.89	5.37	4.97	3.06	2.99
50th-Percentile Queue Length [ft/ln]	157.58	68.55	97.13	40.76	122.81	59.68	98.24	147.25	134.15	124.17	76.46	74.67
95th-Percentile Queue Length [veh/ln]	10.42	4.94	6.99	2.93	8.55	4.30	7.07	9.87	9.16	8.62	5.51	5.38
95th-Percentile Queue Length [ft/ln]	260.51	123.39	174.84	73.37	213.68	107.43	176.82	246.76	229.12	215.55	137.64	134.41

Movement, Approach, & Intersection Results

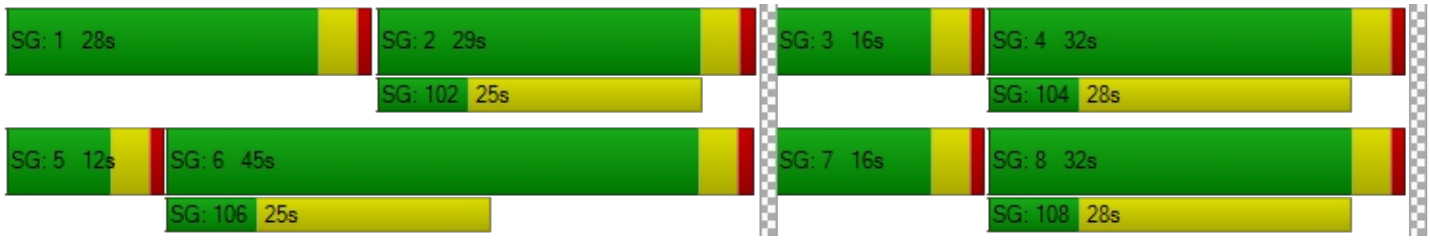
d_M, Delay for Movement [s/veh]	52.10	13.34	14.94	53.94	20.35	18.82	56.00	49.50	51.06	55.15	40.31	40.36
Movement LOS	D	B	B	D	C	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	23.10			22.48			51.59			46.33		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.33											
Intersection LOS	C											
Intersection V/C	0.603											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	2.765	2.688	2.533	2.505
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	781	476	533	533
d_b, Bicycle Delay [s]	19.53	30.50	28.26	28.26
l_b,int, Bicycle LOS Score for Intersection	2.338	2.222	2.013	1.914
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	273	421	106	130	464	94	92	669	324	116	470	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	273	421	106	130	464	94	92	669	324	116	470	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	105	27	33	116	24	23	167	81	29	118	18
Total Analysis Volume [veh/h]	273	421	106	130	464	94	92	669	324	116	470	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	13	36	0	12	35	0	15	35	35	12	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	21	21	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	43	43	7	41	41	6	21	34	8	23	23
g / C, Green / Cycle	0.10	0.45	0.45	0.07	0.43	0.43	0.07	0.23	0.36	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.15	0.15	0.04	0.15	0.15	0.05	0.19	0.20	0.07	0.10	0.10
s, saturation flow rate [veh/h]	3459	1870	1742	3459	1870	1762	1781	3560	1589	1781	3560	1750
c, Capacity [veh/h]	330	845	788	250	802	756	122	802	577	146	852	419
d1, Uniform Delay [s]	42.27	16.72	16.72	42.56	18.33	18.34	43.56	35.17	24.27	42.87	30.63	30.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.19	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	1.01	1.09	1.68	1.24	1.33	9.19	2.36	1.52	9.21	0.33	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.32	0.32	0.52	0.36	0.36	0.76	0.83	0.56	0.79	0.42	0.43
d, Delay for Lane Group [s/veh]	47.54	17.73	17.81	44.23	19.57	19.67	52.74	37.53	25.79	52.08	30.96	31.40
Lane Group LOS	D	B	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.36	3.92	3.68	1.52	4.40	4.18	2.42	7.51	5.92	3.03	3.48	3.54
50th-Percentile Queue Length [ft/ln]	83.91	98.11	92.03	37.98	109.91	104.60	60.48	187.64	148.12	75.66	87.09	88.55
95th-Percentile Queue Length [veh/ln]	6.04	7.06	6.63	2.73	7.84	7.53	4.35	12.00	9.92	5.45	6.27	6.38
95th-Percentile Queue Length [ft/ln]	151.04	176.59	165.66	68.36	195.88	188.29	108.86	299.97	247.92	136.18	156.75	159.39

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.54	17.76	17.81	44.23	19.61	19.67	52.74	37.53	25.79	52.08	31.07	31.40
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	27.93			24.27			35.31			34.82		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.03											
Intersection LOS	C											
Intersection V/C	0.584											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.732	2.662	2.864	2.709
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	652	652	589
d_b, Bicycle Delay [s]	20.92	21.59	21.59	23.66
l_b,int, Bicycle LOS Score for Intersection	2.220	2.127	2.455	1.920
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	73.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.225

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	83	6	28	104	41	39	108	38	9	70	32
Total Analysis Volume [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	350	366	335	350	363	338	432	377	347	404
Degree of Utilization, x	0.27	0.96	0.33	0.83	0.80	0.46	1.22	0.41	0.10	1.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.07	10.66	1.40	7.37	6.86	2.29	18.61	1.92	0.32	14.69
95th-Percentile Queue Length [ft]	26.71	266.61	35.00	184.35	171.39	57.27	465.36	47.99	8.08	367.15
Approach Delay [s/veh]	58.74		40.90			98.45			99.15	
Approach LOS	F		E			F			F	
Intersection Delay [s/veh]	73.74									
Intersection LOS	F									

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	97.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.500

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	31	1	49	46	28	28	150	10	4	84	57
Total Analysis Volume [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	413	417	442	481	400	639	396	418	447
Degree of Utilization, x	0.37	0.47	0.41	0.23	0.28	1.50	0.04	0.67	0.63

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.70	2.47	1.98	0.90	1.12	33.72	0.11	4.82	4.23
95th-Percentile Queue Length [ft]	42.49	61.73	49.60	22.56	27.91	843.11	2.74	120.47	105.87
Approach Delay [s/veh]	16.85	16.50			222.97		25.06		
Approach LOS	C	C			F		D		
Intersection Delay [s/veh]	97.52								
Intersection LOS	F								

Intersection Level Of Service Report
Intersection 11: Golf Center Parkway at Avenue 44

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 44			Avenue 44		
Base Volume Input [veh/h]	74	515	302	149	461	63	95	112	111	230	50	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	74	515	302	149	461	63	95	112	111	230	50	66
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	129	76	37	115	16	24	28	28	58	13	17
Total Analysis Volume [veh/h]	74	515	302	149	461	63	95	112	111	230	50	66
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	40	0	11	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	14	0	0	21	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	45	45	56	46	46	26	26	26	26	26
g / C, Green / Cycle	0.62	0.50	0.50	0.62	0.51	0.51	0.29	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.07	0.23	0.23	0.18	0.14	0.14	0.07	0.06	0.07	0.20	0.07
s, saturation flow rate [veh/h]	1006	1870	1641	845	1870	1792	1276	1870	1589	1158	1699
c, Capacity [veh/h]	670	934	820	541	954	914	358	544	463	340	494
d1, Uniform Delay [s]	7.12	14.68	14.68	8.46	12.60	12.61	29.74	24.06	24.32	33.76	24.28
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	1.67	1.90	1.26	0.73	0.77	0.39	0.19	0.27	2.35	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.47	0.47	0.28	0.28	0.28	0.27	0.21	0.24	0.68	0.23
d, Delay for Lane Group [s/veh]	7.19	16.35	16.58	9.72	13.34	13.38	30.13	24.25	24.59	36.11	24.52
Lane Group LOS	A	B	B	A	B	B	C	C	C	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	5.87	5.21	1.26	3.10	3.00	1.75	1.80	1.81	4.97	1.88
50th-Percentile Queue Length [ft/ln]	13.05	146.80	130.30	31.51	77.58	74.91	43.81	44.98	45.21	124.13	47.10
95th-Percentile Queue Length [veh/ln]	0.94	9.85	8.96	2.27	5.59	5.39	3.15	3.24	3.25	8.62	3.39
95th-Percentile Queue Length [ft/ln]	23.49	246.16	223.90	56.73	139.64	134.84	78.86	80.97	81.37	215.49	84.78

Movement, Approach, & Intersection Results

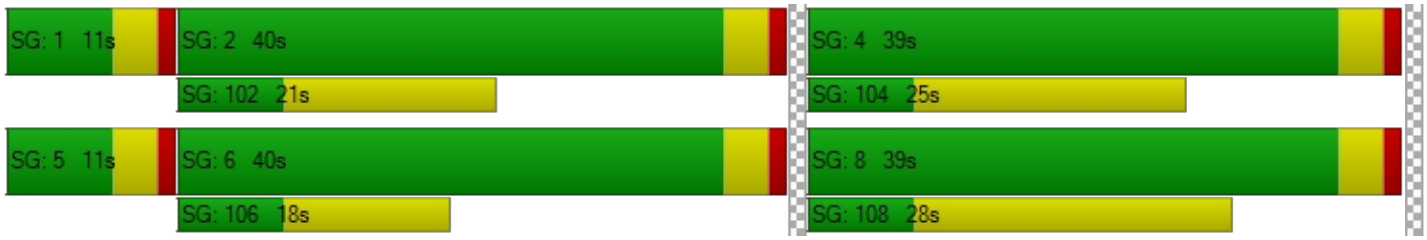
d_M, Delay for Movement [s/veh]	7.19	16.38	16.58	9.72	13.36	13.38	30.13	24.25	24.59	36.11	24.52	24.52
Movement LOS	A	B	B	A	B	B	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	15.69			12.55			26.12			32.22		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	18.80											
Intersection LOS	B											
Intersection V/C	0.544											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.957	2.698	2.310	2.346
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	778	778
d_b, Bicycle Delay [s]	16.20	16.20	16.81	16.81
l_b,int, Bicycle LOS Score for Intersection	2.295	2.115	2.084	2.131
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Golf Center Parkway at Indio Springs Drive

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Indio Springs Drive			Indio Springs Drive		
Base Volume Input [veh/h]	76	810	226	47	715	52	23	5	119	257	16	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	810	226	47	715	52	23	5	119	257	16	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	203	57	12	179	13	6	1	30	64	4	13
Total Analysis Volume [veh/h]	76	810	226	47	715	52	23	5	119	257	16	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	6	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups			4,6									
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	7	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	30	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	29	29	11	27	0	0	13	0	0	42	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	18	0	14	0	0	0	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No	No	No	No			No			No	
Maximum Recall	No	No	No	No	No			No			No	
Pedestrian Recall	No	No	No	No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	69	5	53	53	9	9	10	10	10
g / C, Green / Cycle	0.06	0.57	0.72	0.05	0.56	0.56	0.10	0.10	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.04	0.23	0.14	0.03	0.20	0.03	0.01	0.08	0.08	0.08	0.03
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1781	1599	1781	1791	1589
c, Capacity [veh/h]	116	2023	1146	95	1983	885	177	159	197	198	176
d1, Uniform Delay [s]	43.46	11.48	4.33	43.77	11.68	9.65	39.08	41.82	40.77	40.77	38.92
k, delay calibration	0.11	0.50	0.11	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.22	0.59	0.08	3.88	0.51	0.13	0.33	7.97	4.31	4.28	0.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.40	0.20	0.49	0.36	0.06	0.13	0.78	0.69	0.69	0.30
d, Delay for Lane Group [s/veh]	49.69	12.07	4.41	47.65	12.19	9.78	39.41	49.79	45.08	45.05	39.85
Lane Group LOS	D	B	A	D	B	A	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.93	4.61	1.20	1.17	4.07	0.50	0.50	3.16	3.28	3.29	1.15
50th-Percentile Queue Length [ft/ln]	48.31	115.31	30.07	29.28	101.69	12.58	12.58	79.09	81.90	82.27	28.85
95th-Percentile Queue Length [veh/ln]	3.48	8.13	2.16	2.11	7.32	0.91	0.91	5.69	5.90	5.92	2.08
95th-Percentile Queue Length [ft/ln]	86.96	203.36	54.12	52.70	183.05	22.64	22.65	142.36	147.42	148.08	51.93

Movement, Approach, & Intersection Results

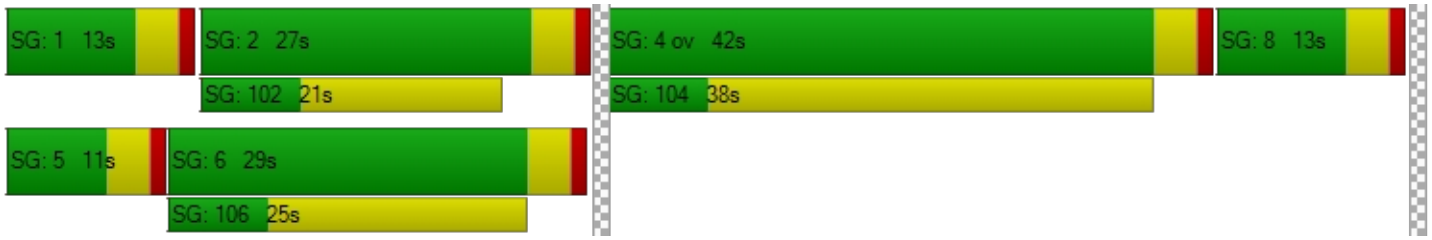
d_M, Delay for Movement [s/veh]	49.69	12.07	4.41	47.65	12.19	9.78	39.41	49.79	49.79	45.07	45.05	39.85
Movement LOS	D	B	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	13.09			14.09			48.17			44.23		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.80											
Intersection LOS	B											
Intersection V/C	0.490											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.731	2.037	2.280
Crosswalk LOS	F	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	484	189	799
d_b, Bicycle Delay [s]	25.83	27.32	38.97	17.13
l_b,int, Bicycle LOS Score for Intersection	2.477	2.231	1.802	2.096
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	221	0	0	205	75	0	0	0	54	0	66
Total Analysis Volume [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	69	0	0	36	0	0	0	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	20	65	41	41		17	17
g / C, Green / Cycle	0.23	0.73	0.46	0.46		0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.20	0.25	0.30	0.33		0.12	0.17
s, saturation flow rate [veh/h]	1781	3560	1870	1709		1781	1589
c, Capacity [veh/h]	401	2583	852	779		331	295
d1, Uniform Delay [s]	33.84	4.52	19.05	19.85		33.99	35.80
k, delay calibration	0.16	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	10.09	0.36	3.96	5.69		2.21	9.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.34	0.66	0.72		0.66	0.89
d, Delay for Lane Group [s/veh]	43.93	4.88	23.01	25.54		36.21	45.12
Lane Group LOS	D	A	C	C		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	8.54	2.47	9.52	10.17		4.52	6.30
50th-Percentile Queue Length [ft/ln]	213.50	61.70	237.90	254.25		113.09	157.48
95th-Percentile Queue Length [veh/ln]	13.33	4.44	14.58	15.40		8.01	10.42
95th-Percentile Queue Length [ft/ln]	333.31	111.07	364.38	385.01		200.29	260.39

Movement, Approach, & Intersection Results

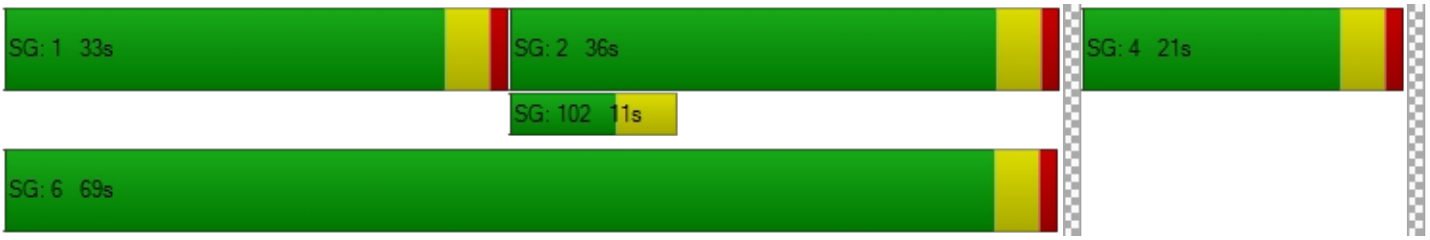
d_M, Delay for Movement [s/veh]	43.93	4.88	0.00	0.00	23.81	25.54	0.00	0.00	0.00	36.21	36.21	45.12
Movement LOS	D	A			C	C				D	D	D
d_A, Approach Delay [s/veh]	16.16			24.27			0.00			41.10		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	23.57											
Intersection LOS	C											
Intersection V/C	0.803											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.065	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1444	711	0	378
d_b, Bicycle Delay [s]	3.48	18.70	45.01	29.62
l_b,int, Bicycle LOS Score for Intersection	2.585	2.484	4.132	2.353
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	63.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.044

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	248	107	108	155	0	67	1	111	0	0	0
Total Analysis Volume [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	52	0	32	84	0	0	36	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	48	28	80	32	32	
g / C, Green / Cycle	0.40	0.40	0.23	0.67	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.38	0.42	0.24	0.17	0.15	0.28	
s, saturation flow rate [veh/h]	1870	1691	1781	3560	1782	1589	
c, Capacity [veh/h]	747	676	416	2373	475	424	
d1, Uniform Delay [s]	34.81	36.00	45.96	8.07	38.10	43.97	
k, delay calibration	0.50	0.50	0.43	0.50	0.14	0.49	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	22.54	48.25	50.48	0.27	1.44	54.52	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.95	1.05	1.04	0.26	0.58	1.04	
d, Delay for Lane Group [s/veh]	57.35	84.25	96.44	8.34	39.54	98.49	
Lane Group LOS	E	F	F	A	D	F	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	24.22	28.32	18.13	3.17	7.17	18.88	
50th-Percentile Queue Length [ft/ln]	605.62	708.01	453.20	79.25	179.21	472.11	
95th-Percentile Queue Length [veh/ln]	32.30	38.38	25.64	5.71	11.56	26.68	
95th-Percentile Queue Length [ft/ln]	807.42	959.39	641.03	142.64	288.98	667.06	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	65.03	84.25	96.44	8.34	0.00	39.54	39.54	98.49	0.00	0.00	0.00
Movement LOS		E	F	F	A		D	D	F			
d_A, Approach Delay [s/veh]	70.80			44.50			75.93			0.00		
Approach LOS	E			D			E			A		
d_I, Intersection Delay [s/veh]	63.28											
Intersection LOS	E											
Intersection V/C	1.044											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.187	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	1334	533	0
d_b, Bicycle Delay [s]	21.59	6.66	32.25	59.98
l_b,int, Bicycle LOS Score for Intersection	2.729	2.426	2.741	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 15: Golf Center Parkway at Avenue 45

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			Avenue 45			Avenue 45		
Base Volume Input [veh/h]	63	1089	102	87	784	36	54	55	103	125	39	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1089	102	87	784	36	54	55	103	125	39	143
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	272	26	22	196	9	14	14	26	31	10	36
Total Analysis Volume [veh/h]	63	1089	102	87	784	36	54	55	103	125	39	143
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	35	0	11	35	0	11	33	0	11	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	6	52	52	6	53	53	20	9	9	20	11	11
g / C, Green / Cycle	0.06	0.58	0.58	0.07	0.58	0.58	0.22	0.10	0.10	0.22	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.31	0.06	0.05	0.22	0.02	0.04	0.03	0.06	0.08	0.02	0.09
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1415	1870	1589	1480	1870	1589
c, Capacity [veh/h]	112	2052	916	125	2077	927	331	183	155	417	219	187
d1, Uniform Delay [s]	41.04	11.67	8.65	40.99	10.04	8.01	28.58	37.81	39.24	29.48	35.88	38.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.35	0.99	0.25	6.83	0.52	0.08	0.23	0.91	4.76	0.40	0.38	6.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.53	0.11	0.70	0.38	0.04	0.16	0.30	0.66	0.30	0.18	0.77
d, Delay for Lane Group [s/veh]	45.40	12.65	8.90	47.82	10.56	8.09	28.81	38.72	44.00	29.88	36.26	45.06
Lane Group LOS	D	B	A	D	B	A	C	D	D	C	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.48	6.31	0.90	2.10	3.92	0.30	0.95	1.16	2.38	2.28	0.79	3.35
50th-Percentile Queue Length [ft/ln]	36.99	157.69	22.50	52.57	98.06	7.41	23.70	29.08	59.41	57.11	19.72	83.86
95th-Percentile Queue Length [veh/ln]	2.66	10.43	1.62	3.78	7.06	0.53	1.71	2.09	4.28	4.11	1.42	6.04
95th-Percentile Queue Length [ft/ln]	66.59	260.66	40.50	94.62	176.52	13.34	42.67	52.35	106.94	102.79	35.50	150.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.40	12.65	8.90	47.82	10.56	8.09	28.81	38.72	44.00	29.88	36.26	45.06
Movement LOS	D	B	A	D	B	A	C	D	D	C	D	D
d_A, Approach Delay [s/veh]	13.99			14.04			38.76			37.76		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.69											
Intersection LOS	B											
Intersection V/C	0.585											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.842	2.819	2.368	2.265
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	688	688	644	644
d_b, Bicycle Delay [s]	19.38	19.38	20.71	20.71
l_b,int, Bicycle LOS Score for Intersection	2.594	2.308	1.909	1.813
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	474.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.818

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	10	142	11	80	122	50	3	5	37	128
Total Analysis Volume [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	55	0	0	55	0	13	24	0	11	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	7	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	51	51	51	9	24	24	3	18	18
g / C, Green / Cycle	0.57	0.57	0.57	0.10	0.27	0.27	0.03	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	2.71	0.20	0.27	0.06	0.06	0.01	0.08	0.32
s, saturation flow rate [veh/h]	745	225	1589	1781	1870	1836	1781	1870	1589
c, Capacity [veh/h]	465	204	899	178	508	499	53	376	320
d1, Uniform Delay [s]	14.17	29.28	10.64	40.50	25.33	25.33	42.84	31.20	35.95
k, delay calibration	0.11	0.50	0.11	0.32	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.34	905.72	0.24	794.35	0.94	0.96	4.11	3.07	285.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	2.98	0.36	2.74	0.21	0.21	0.36	0.39	1.60
d, Delay for Lane Group [s/veh]	14.51	935.00	10.88	834.85	26.27	26.29	46.95	34.27	321.16
Lane Group LOS	B	F	B	F	C	C	D	C	F
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.20	55.96	3.25	43.23	1.87	1.84	0.47	3.07	32.16
50th-Percentile Queue Length [ft/ln]	29.95	1398.93	81.26	1080.63	46.80	46.08	11.77	76.75	803.97
95th-Percentile Queue Length [veh/ln]	2.16	98.97	5.85	67.25	3.37	3.32	0.85	5.53	50.41
95th-Percentile Queue Length [ft/ln]	53.91	2474.17	146.27	1681.28	84.24	82.95	21.18	138.14	1260.26

Movement, Approach, & Intersection Results

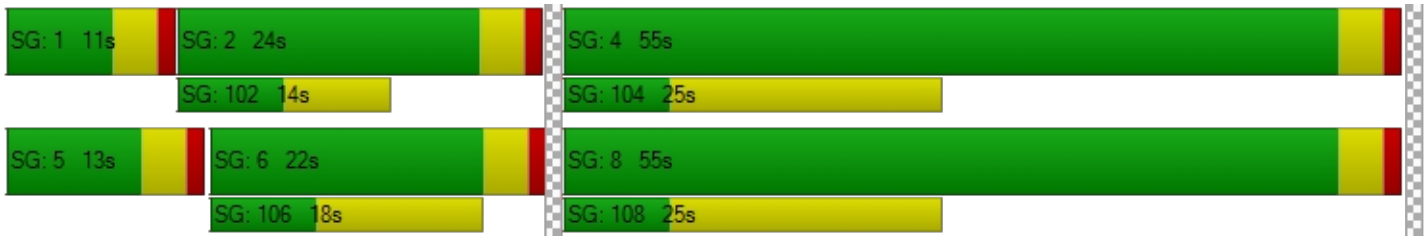
d_M, Delay for Movement [s/veh]	14.51	14.51	14.51	935.00	935.00	10.88	834.85	26.28	26.29	46.95	34.27	321.16
Movement LOS	B	B	B	F	F	B	F	C	C	D	C	F
d_A, Approach Delay [s/veh]	14.51			617.02			590.32			250.95		
Approach LOS	B			F			F			F		
d_I, Intersection Delay [s/veh]	474.63											
Intersection LOS	F											
Intersection V/C	3.818											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	1.815	2.594	2.543	3.398
Crosswalk LOS	A	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	1133	444	400
d_b, Bicycle Delay [s]	8.45	8.45	27.22	28.80
l_b,int, Bicycle LOS Score for Intersection	1.781	3.094	2.138	2.120
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Calhoun Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.411

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	112	186	31	161	272	114	122	764	189	30	666	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	186	31	161	272	114	122	764	189	30	666	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	47	8	40	68	29	31	191	47	8	167	29
Total Analysis Volume [veh/h]	112	186	31	161	272	114	122	764	189	30	666	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	26	44	0	11	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	8	51	51	4	47	47
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.26	0.26	0.09	0.57	0.57	0.04	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.11	0.06	0.06	0.14	0.11	0.11	0.07	0.18	0.18	0.02	0.15	0.15
s, saturation flow rate [veh/h]	997	1870	1779	1164	1870	1686	1781	3560	1687	1781	3560	1733
c, Capacity [veh/h]	218	482	458	293	482	434	156	2019	957	75	1856	903
d1, Uniform Delay [s]	37.67	26.37	26.41	34.90	27.81	27.88	40.21	10.31	10.33	42.01	12.09	12.12
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	0.24	0.26	1.61	0.58	0.66	8.12	0.42	0.89	3.38	0.38	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.23	0.23	0.55	0.42	0.43	0.78	0.32	0.32	0.40	0.28	0.29
d, Delay for Lane Group [s/veh]	39.55	26.61	26.67	36.51	28.39	28.54	48.34	10.73	11.22	45.39	12.47	12.92
Lane Group LOS	D	C	C	D	C	C	D	B	B	D	B	B
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.47	1.87	1.82	3.41	3.61	3.34	2.96	3.24	3.22	0.71	2.88	2.96
50th-Percentile Queue Length [ft/ln]	61.72	46.64	45.44	85.27	90.30	83.40	74.10	81.04	80.55	17.85	72.08	73.94
95th-Percentile Queue Length [veh/ln]	4.44	3.36	3.27	6.14	6.50	6.01	5.34	5.83	5.80	1.29	5.19	5.32
95th-Percentile Queue Length [ft/ln]	111.10	83.95	81.80	153.49	162.54	150.13	133.38	145.87	145.00	32.13	129.74	133.09

Movement, Approach, & Intersection Results

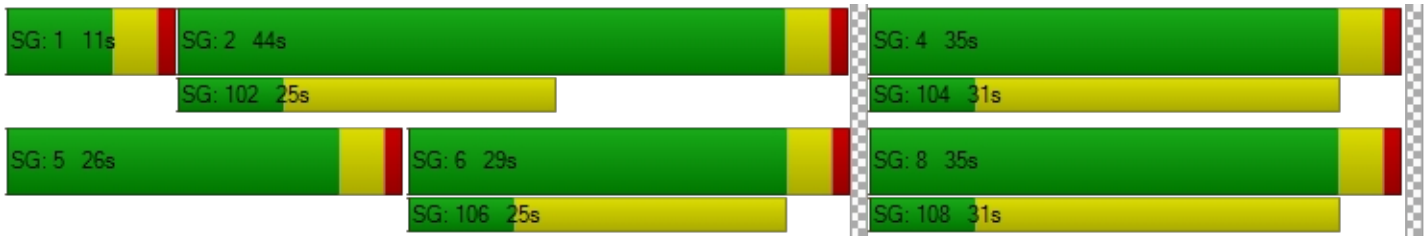
d_M, Delay for Movement [s/veh]	39.55	26.63	26.67	36.51	28.43	28.54	48.34	10.81	11.22	45.39	12.57	12.92
Movement LOS	D	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	31.03			30.83			15.14			13.83		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	19.75											
Intersection LOS	B											
Intersection V/C	0.411											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.459	2.489	3.027	3.069
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	889	555
d_b, Bicycle Delay [s]	19.35	19.35	13.90	23.48
l_b,int, Bicycle LOS Score for Intersection	1.831	2.011	2.151	2.006
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Calhoun Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	66	140	45	106	215	51	52	406	67	11	348	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	140	45	106	215	51	52	406	67	11	348	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	35	11	27	54	13	13	102	17	3	87	24
Total Analysis Volume [veh/h]	66	140	45	106	215	51	52	406	67	11	348	96
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	19	0	24	32	0	18	36	0	11	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	0	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	43	7	45	45	5	22	22	2	19	19
g / C, Green / Cycle	0.06	0.48	0.08	0.50	0.50	0.06	0.24	0.24	0.02	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.06	0.07	0.07	0.03	0.22	0.04	0.01	0.12	0.12
s, saturation flow rate [veh/h]	1781	1793	1781	1870	1749	1781	1870	1589	1781	1870	1734
c, Capacity [veh/h]	113	864	137	926	866	102	457	388	35	386	358
d1, Uniform Delay [s]	41.03	13.50	40.79	12.37	12.40	41.24	32.87	26.87	43.58	32.32	32.41
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.70	0.57	8.78	0.33	0.37	3.90	6.09	0.21	5.16	1.45	1.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.21	0.77	0.15	0.15	0.51	0.89	0.17	0.32	0.59	0.60
d, Delay for Lane Group [s/veh]	45.73	14.06	49.56	12.70	12.76	45.13	38.96	27.08	48.74	33.76	34.05
Lane Group LOS	D	B	D	B	B	D	D	C	D	C	C
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.56	2.21	2.61	1.51	1.46	1.22	9.09	1.14	0.29	4.56	4.35
50th-Percentile Queue Length [ft/ln]	38.90	55.28	65.31	37.71	36.39	30.48	227.13	28.59	7.23	114.11	108.75
95th-Percentile Queue Length [veh/ln]	2.80	3.98	4.70	2.72	2.62	2.19	14.03	2.06	0.52	8.07	7.77
95th-Percentile Queue Length [ft/ln]	70.02	99.50	117.57	67.88	65.50	54.87	350.71	51.47	13.01	201.71	194.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.73	14.06	14.06	49.56	12.73	12.76	45.13	38.96	27.08	48.74	33.86	34.05
Movement LOS	D	B	B	D	B	B	D	D	C	D	C	C
d_A, Approach Delay [s/veh]	22.39			23.23			38.06			34.26		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	31.09											
Intersection LOS	C											
Intersection V/C	0.469											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.69	34.69	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.291	2.492	0.000
Crosswalk LOS	F	B	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	622	711	555
d_b, Bicycle Delay [s]	31.27	21.38	18.71	23.49
l_b,int, Bicycle LOS Score for Intersection	1.974	1.867	2.426	1.935
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	All-way stop	Delay (sec / veh):	125.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.362

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	16	4	20	19	6	5	197	2	4	147	13
Total Analysis Volume [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	456	481	815	654
Degree of Utilization, x	0.18	0.37	1.36	1.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.66	1.70	35.66	19.23
95th-Percentile Queue Length [ft]	16.45	42.61	891.57	480.73
Approach Delay [s/veh]	12.64	14.88	192.19	85.75
Approach LOS	B	B	F	F
Intersection Delay [s/veh]	125.03			
Intersection LOS	F			

Intersection Level Of Service Report
Intersection 20: Van Buren Street at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	49.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.904

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	270	299	289	86	493	54	32	621	377	275	570	386
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	299	289	86	493	54	32	621	377	275	570	386
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	75	72	22	123	14	8	155	94	69	143	97
Total Analysis Volume [veh/h]	270	299	289	86	493	54	32	621	377	275	570	386
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	50	0	0	50	0	11	36	0	19	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	24	0	0	14	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	46	46	46	46	46	46	4	32	32	15	43	43
g / C, Green / Cycle	0.44	0.44	0.44	0.44	0.44	0.44	0.04	0.31	0.31	0.14	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.31	0.16	0.18	0.10	0.26	0.03	0.02	0.33	0.24	0.15	0.16	0.24
s, saturation flow rate [veh/h]	860	1870	1589	828	1870	1589	1781	1870	1589	1781	3560	1589
c, Capacity [veh/h]	251	817	695	308	817	695	73	571	486	255	1452	648
d1, Uniform Delay [s]	44.42	19.80	20.34	29.62	22.59	17.22	49.17	36.46	33.19	44.98	21.92	24.32
k, delay calibration	0.25	0.11	0.11	0.11	0.17	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	62.89	0.27	0.40	0.49	1.12	0.05	4.11	63.42	11.54	50.73	0.80	4.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.08	0.37	0.42	0.28	0.60	0.08	0.44	1.09	0.78	1.08	0.39	0.60
d, Delay for Lane Group [s/veh]	107.31	20.08	20.73	30.11	23.71	17.27	53.28	99.88	44.73	95.71	22.72	28.32
Lane Group LOS	F	C	C	C	C	B	D	F	D	F	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.97	4.87	4.85	1.75	9.31	0.76	0.90	24.36	10.15	10.17	5.05	8.06
50th-Percentile Queue Length [ft/ln]	274.18	121.85	121.31	43.84	232.64	19.12	22.52	609.11	253.68	254.27	126.17	201.51
95th-Percentile Queue Length [veh/ln]	17.20	8.49	8.46	3.16	14.31	1.38	1.62	34.24	15.37	15.93	8.73	12.72
95th-Percentile Queue Length [ft/ln]	430.12	212.37	211.62	78.92	357.71	34.42	40.54	855.89	384.29	398.20	218.27	317.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	107.31	20.08	20.73	30.11	23.71	17.27	53.28	99.88	44.73	95.71	22.72	28.32
Movement LOS	F	C	C	C	C	B	D	F	D	F	C	C
d_A, Approach Delay [s/veh]	47.75			24.03			78.24			40.78		
Approach LOS	D			C			E			D		
d_I, Intersection Delay [s/veh]	49.83											
Intersection LOS	D											
Intersection V/C	0.904											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	42.07	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	2.627	2.570	3.066	2.864
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	876	876	610	762
d_b, Bicycle Delay [s]	16.58	16.58	25.37	20.12
l_b,int, Bicycle LOS Score for Intersection	2.267	2.604	3.259	2.575
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 21: Van Buren Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	39.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	80	568	92	182	666	66	41	378	113	90	343	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	568	92	182	666	66	41	378	113	90	343	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	142	23	46	167	17	10	95	28	23	86	29
Total Analysis Volume [veh/h]	80	568	92	182	666	66	41	378	113	90	343	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	42	0	15	46	0	11	32	0	11	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	0	0	0	0	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	33	33	11	38	38	5	34	6	35	35
g / C, Green / Cycle	0.06	0.33	0.33	0.11	0.38	0.38	0.05	0.34	0.06	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.18	0.10	0.36	0.04	0.02	0.27	0.05	0.13	0.13
s, saturation flow rate [veh/h]	1781	1870	1780	1781	1870	1589	1781	1797	1781	1870	1712
c, Capacity [veh/h]	112	615	586	196	704	599	85	604	115	660	604
d1, Uniform Delay [s]	46.01	27.48	27.49	44.11	30.20	20.28	46.41	30.31	46.10	23.99	24.05
k, delay calibration	0.11	0.11	0.11	0.11	0.34	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.28	0.77	0.81	16.79	17.65	0.08	4.15	11.37	10.99	1.53	1.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.55	0.55	0.93	0.95	0.11	0.48	0.81	0.78	0.36	0.37
d, Delay for Lane Group [s/veh]	54.29	28.24	28.30	60.91	47.85	20.36	50.56	41.68	57.09	25.52	25.76
Lane Group LOS	D	C	C	E	D	C	D	D	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.20	6.62	6.33	5.34	18.38	1.01	1.09	12.42	2.54	4.39	4.12
50th-Percentile Queue Length [ft/ln]	54.92	165.50	158.26	133.56	459.43	25.17	27.19	310.47	63.53	109.81	103.05
95th-Percentile Queue Length [veh/ln]	3.95	10.84	10.46	9.13	25.41	1.81	1.96	18.20	4.57	7.83	7.42
95th-Percentile Queue Length [ft/ln]	98.85	271.00	261.42	228.33	635.20	45.31	48.94	454.96	114.36	195.74	185.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	54.29	28.27	28.30	60.91	47.85	20.36	50.56	41.68	41.68	57.09	25.59	25.76
Movement LOS	D	C	C	E	D	C	D	D	D	E	C	C
d_A, Approach Delay [s/veh]	31.08			48.46			42.37			30.79		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	39.03											
Intersection LOS	D											
Intersection V/C	0.863											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	39.61	0.00	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.624	0.000	2.429
Crosswalk LOS	F	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	760	840	560	560
d_b, Bicycle Delay [s]	19.23	16.83	25.93	25.93
l_b,int, Bicycle LOS Score for Intersection	2.170	3.068	2.437	2.013
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	41.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	64	5	57	72	18	17	196	4	5	140	51
Total Analysis Volume [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	11	0	19	14	0	19	64	0	11	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	21	15	34	6	50	3	47
g / C, Green / Cycle	0.02	0.20	0.14	0.32	0.06	0.48	0.03	0.45
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.13	0.20	0.04	0.43	0.01	0.43
s, saturation flow rate [veh/h]	1781	1846	1781	1806	1781	1864	1781	1787
c, Capacity [veh/h]	31	364	255	583	103	888	55	803
d1, Uniform Delay [s]	51.00	39.74	44.21	30.10	48.47	25.18	49.90	27.80
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.25	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.83	13.38	10.31	4.88	6.95	7.70	4.22	14.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.75	0.89	0.62	0.66	0.90	0.38	0.95
d, Delay for Lane Group [s/veh]	56.83	53.12	54.52	34.98	55.41	32.87	54.12	42.22
Lane Group LOS	E	D	D	C	E	C	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.31	7.96	6.48	8.40	1.94	19.15	0.60	20.76
50th-Percentile Queue Length [ft/ln]	7.74	198.99	162.11	209.93	48.47	478.79	15.11	519.11
95th-Percentile Queue Length [veh/ln]	0.56	12.59	10.66	13.15	3.49	26.33	1.09	28.24
95th-Percentile Queue Length [ft/ln]	13.93	314.66	266.52	328.73	87.25	658.22	27.20	705.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.83	53.12	53.12	54.52	34.98	34.98	55.41	32.87	32.87	54.12	42.22	42.22
Movement LOS	E	D	D	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	53.26			42.52			34.64			42.54		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	41.03											
Intersection LOS	D											
Intersection V/C	0.874											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	133	190	1143	990
d_b, Bicycle Delay [s]	45.75	42.99	9.65	13.39
l_b,int, Bicycle LOS Score for Intersection	2.028	2.530	2.987	2.853
Bicycle LOS	B	B	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 23: Dillon Road at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	34.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Dillon Road			Dillon Road			Avenue 48			Avenue 48		
Base Volume Input [veh/h]	786	15	424	5	16	23	17	214	810	404	206	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	786	15	424	5	16	23	17	214	810	404	206	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	197	4	106	1	4	6	4	54	203	101	52	1
Total Analysis Volume [veh/h]	786	15	424	5	16	23	17	214	810	404	206	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	8	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups			1,8						2,3			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	7	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	30	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	32	32	32	11	11	0	11	32	32	35	56	0
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	21	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No	No	No	No		No	No	No	No	No	
Maximum Recall	No	No	No	No	No		No	No	No	No	No	
Pedestrian Recall	No	No	No	No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	28	32	63	1	5	5	3	34	66	27	58	58
g / C, Green / Cycle	0.25	0.29	0.58	0.01	0.04	0.04	0.03	0.31	0.60	0.25	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.23	0.01	0.27	0.00	0.01	0.01	0.01	0.11	0.51	0.23	0.06	0.06
s, saturation flow rate [veh/h]	3459	1870	1589	1781	1870	1589	1781	1870	1589	1781	1870	1854
c, Capacity [veh/h]	880	542	916	18	85	72	48	570	947	445	988	979
d1, Uniform Delay [s]	39.61	28.01	13.50	54.10	50.61	50.91	52.64	30.04	18.36	40.04	12.99	12.99
k, delay calibration	0.11	0.11	0.41	0.11	0.11	0.11	0.11	0.50	0.50	0.31	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.46	0.02	1.40	8.14	1.07	2.51	4.42	1.88	9.79	17.28	0.22	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.03	0.46	0.28	0.19	0.32	0.36	0.38	0.86	0.91	0.11	0.11
d, Delay for Lane Group [s/veh]	43.06	28.03	14.89	62.24	51.67	53.43	57.06	31.92	28.15	57.32	13.21	13.21
Lane Group LOS	D	C	B	E	D	D	E	C	C	E	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.55	0.29	6.18	0.18	0.45	0.66	0.52	4.73	18.19	12.61	1.35	1.34
50th-Percentile Queue Length [ft/ln]	263.66	7.19	154.60	4.45	11.24	16.61	13.00	118.30	454.83	315.34	33.81	33.58
95th-Percentile Queue Length [veh/ln]	15.87	0.52	10.26	0.32	0.81	1.20	0.94	8.30	25.19	18.44	2.43	2.42
95th-Percentile Queue Length [ft/ln]	396.81	12.95	256.56	8.01	20.24	29.90	23.40	207.48	629.70	460.95	60.85	60.44

Movement, Approach, & Intersection Results

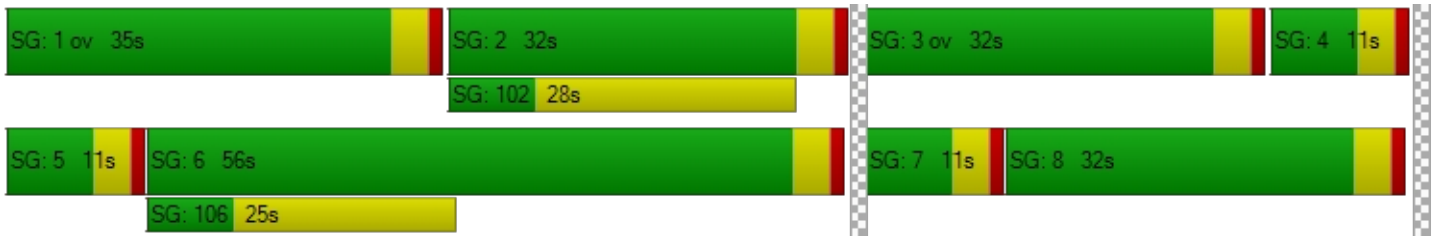
d_M, Delay for Movement [s/veh]	43.06	28.03	14.89	62.24	51.67	53.43	57.06	31.92	28.15	57.32	13.21	13.21
Movement LOS	D	C	B	E	D	D	E	C	C	E	B	B
d_A, Approach Delay [s/veh]	33.13			53.79			29.39			42.19		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	34.01											
Intersection LOS	C											
Intersection V/C	0.948											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.861	2.160	0.000	0.000
Crosswalk LOS	C	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	509	127	509	945
d_b, Bicycle Delay [s]	30.59	48.25	30.59	15.31
l_b,int, Bicycle LOS Score for Intersection	3.581	1.632	3.277	2.067
Bicycle LOS	D	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 24: Highway 111 at Avenue 48

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name	Highway 111		Highway 111			Avenue 48	
Approach	Northbound		Southbound			Eastbound	
Lane Configuration							
Turning Movement	Left	Thru	U-turn	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	No		No			Yes	

Volumes

Name	Highway 111		Highway 111			Avenue 48	
Base Volume Input [veh/h]	564	1017	15	1208	106	80	549
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	564	1017	15	1208	106	80	549
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	141	254	4	302	27	20	137
Total Analysis Volume [veh/h]	564	1017	15	1208	106	80	549
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Protected	Permissive	Permissive	Split	Overlap
Signal Group	1	6	5	2	0	3	8
Auxiliary Signal Groups							1,8
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	7	7	7	0	7	7
Maximum Green [s]	30	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	47	68	11	32	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No	No		No	No
Maximum Recall	No	No	No	No		No	No
Pedestrian Recall	No	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	19	69	2	52	52	7	30
g / C, Green / Cycle	0.21	0.76	0.02	0.57	0.57	0.08	0.34
(v / s)_i Volume / Saturation Flow Rate	0.16	0.29	0.01	0.36	0.36	0.02	0.20
s, saturation flow rate [veh/h]	3459	3560	1781	1870	1818	3459	2813
c, Capacity [veh/h]	744	2715	46	1072	1041	272	951
d1, Uniform Delay [s]	33.15	3.56	43.11	12.74	12.77	39.12	24.50
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.62	0.40	4.13	2.71	2.81	0.59	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.37	0.33	0.62	0.62	0.29	0.58
d, Delay for Lane Group [s/veh]	34.77	3.95	47.24	15.45	15.58	39.71	25.06
Lane Group LOS	C	A	D	B	B	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	5.81	2.31	0.38	8.83	8.66	0.85	4.74
50th-Percentile Queue Length [ft/ln]	145.28	57.66	9.44	220.86	216.56	21.20	118.50
95th-Percentile Queue Length [veh/ln]	9.76	4.15	0.68	13.71	13.49	1.53	8.31
95th-Percentile Queue Length [ft/ln]	244.11	103.80	16.99	342.72	337.24	38.17	207.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.77	3.95	47.24	15.51	15.58	39.71	25.06
Movement LOS	C	A	D	B	B	D	C
d_A, Approach Delay [s/veh]	14.95		15.87			26.92	
Approach LOS	B		B			C	
d_I, Intersection Delay [s/veh]	17.42						
Intersection LOS	B						
Intersection V/C	0.742						

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.663
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	622	156
d_b, Bicycle Delay [s]	3.76	21.37	38.28
l_b,int, Bicycle LOS Score for Intersection	2.864	2.656	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 25: Dillon Road at Cabazon Avenue/Avenue 48

Control Type:	Signalized	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			Cabazon Avenue			Avenue 48		
Base Volume Input [veh/h]	63	1115	19	12	1016	30	39	5	125	34	7	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	1115	19	12	1016	30	39	5	125	34	7	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	279	5	3	254	8	10	1	31	9	2	7
Total Analysis Volume [veh/h]	63	1115	19	12	1016	30	39	5	125	34	7	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	11	0	11	11	0	0	88	0	0	88	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	82	82	2	78	78	14	14	14	14
g / C, Green / Cycle	0.05	0.75	0.75	0.02	0.71	0.71	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.04	0.31	0.01	0.01	0.28	0.28	0.03	0.08	0.03	0.02
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1851	1374	1599	1260	1640
c, Capacity [veh/h]	97	2660	1188	35	1332	1319	184	199	100	204
d1, Uniform Delay [s]	50.99	5.12	3.56	53.23	6.33	6.33	47.24	45.92	53.48	43.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.16	0.49	0.02	5.77	0.88	0.89	0.57	3.63	2.00	0.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.42	0.02	0.34	0.39	0.39	0.21	0.65	0.34	0.17
d, Delay for Lane Group [s/veh]	58.15	5.61	3.58	59.00	7.21	7.22	47.81	49.55	55.47	43.46
Lane Group LOS	E	A	A	E	A	A	D	D	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.89	4.13	0.10	0.38	4.66	4.61	1.03	3.58	0.99	0.85
50th-Percentile Queue Length [ft/ln]	47.28	103.17	2.54	9.57	116.45	115.37	25.82	89.39	24.81	21.25
95th-Percentile Queue Length [veh/ln]	3.40	7.43	0.18	0.69	8.20	8.14	1.86	6.44	1.79	1.53
95th-Percentile Queue Length [ft/ln]	85.11	185.71	4.57	17.23	204.93	203.45	46.47	160.91	44.66	38.24

Movement, Approach, & Intersection Results

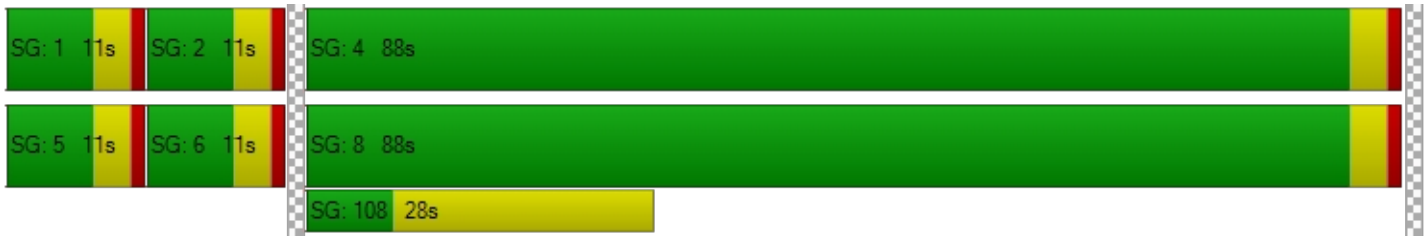
d_M, Delay for Movement [s/veh]	58.15	5.61	3.58	59.00	7.21	7.22	47.81	49.55	49.55	55.47	43.46	43.46
Movement LOS	E	A	A	E	A	A	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	8.34			7.80			49.15			49.47		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	12.00											
Intersection LOS	B											
Intersection V/C	0.450											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.896	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	127	127	1527	1527
d_b, Bicycle Delay [s]	48.22	48.22	3.07	3.07
l_b,int, Bicycle LOS Score for Intersection	2.547	2.432	1.838	1.672
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 26: Grapefruit Boulevard at Avenue 49

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.670

Intersection Setup

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Bouelvard		Grapefruit Bouelvard		Avenue 49	
Base Volume Input [veh/h]	97	1469	1578	206	118	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	1469	1578	206	118	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	367	395	52	30	33
Total Analysis Volume [veh/h]	97	1469	1578	206	118	132
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Split
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	11	55	44	0	35	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	72	62	62	10	10
g / C, Green / Cycle	0.07	0.80	0.69	0.69	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.41	0.44	0.13	0.07	0.08
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	128	2853	2439	1089	195	174
d1, Uniform Delay [s]	41.01	3.02	8.02	5.13	38.22	38.92
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.76	0.67	1.34	0.39	2.98	6.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.51	0.65	0.19	0.60	0.76
d, Delay for Lane Group [s/veh]	49.77	3.69	9.36	5.52	41.20	45.47
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.40	2.86	7.50	1.29	2.61	3.11
50th-Percentile Queue Length [ft/ln]	59.95	71.45	187.47	32.33	65.30	77.70
95th-Percentile Queue Length [veh/ln]	4.32	5.14	11.99	2.33	4.70	5.59
95th-Percentile Queue Length [ft/ln]	107.91	128.61	299.74	58.19	117.53	139.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.77	3.69	9.36	5.52	41.20	45.47
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	6.54		8.92		43.45	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.28					
Intersection LOS	B					
Intersection V/C	0.670					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.119
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1133	889	689
d_b, Bicycle Delay [s]	8.46	13.90	19.35
l_b,int, Bicycle LOS Score for Intersection	2.852	3.031	1.560
Bicycle LOS	C	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 27: Dillon Road at Harrison Street

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.460

Intersection Setup

Name	Dillon Road		Dillon Road		Harrison Street	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Dillon Road		Dillon Road		Harrison Street	
Base Volume Input [veh/h]	149	757	764	53	68	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	757	764	53	68	189
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	189	191	13	17	47
Total Analysis Volume [veh/h]	149	757	764	53	68	189
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	8
Auxiliary Signal Groups						1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	57	79	22	0	11	11
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	11	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	75	59	59	7	23
g / C, Green / Cycle	0.13	0.83	0.66	0.66	0.08	0.25
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.03	0.04	0.12
s, saturation flow rate [veh/h]	1781	3560	3560	1589	1781	1589
c, Capacity [veh/h]	231	2964	2345	1047	140	402
d1, Uniform Delay [s]	37.23	1.61	6.68	5.43	39.73	28.54
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.02	0.21	0.37	0.09	2.58	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.26	0.33	0.05	0.48	0.47
d, Delay for Lane Group [s/veh]	40.26	1.81	7.05	5.52	42.31	29.40
Lane Group LOS	D	A	A	A	D	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.26	0.71	2.87	0.34	1.53	3.49
50th-Percentile Queue Length [ft/ln]	81.61	17.70	71.65	8.40	38.16	87.21
95th-Percentile Queue Length [veh/ln]	5.88	1.27	5.16	0.61	2.75	6.28
95th-Percentile Queue Length [ft/ln]	146.89	31.87	128.97	15.13	68.68	156.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.26	1.81	7.05	5.52	42.31	29.40
Movement LOS	D	A	A	A	D	C
d_A, Approach Delay [s/veh]	8.14		6.96		32.82	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.85					
Intersection LOS	B					
Intersection V/C	0.460					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.089
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1666	400	156
d_b, Bicycle Delay [s]	1.25	28.81	38.28
l_b,int, Bicycle LOS Score for Intersection	2.307	2.234	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 28: Dillon Road at SR-86 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.711

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 NB Ramps			SR-86 NB Ramps		
Base Volume Input [veh/h]	334	710	0	0	829	150	0	0	0	137	4	193
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	334	710	0	0	829	150	0	0	0	137	4	193
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	178	0	0	207	38	0	0	0	34	1	48
Total Analysis Volume [veh/h]	334	710	0	0	829	150	0	0	0	137	4	193
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	35	46	0	0	11	0	0	0	0	0	49	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	95	95	95	95		95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	20	66	42	42		21
g / C, Green / Cycle	0.21	0.69	0.44	0.44		0.22
(v / s)_i Volume / Saturation Flow Rate	0.19	0.38	0.23	0.09		0.20
s, saturation flow rate [veh/h]	1781	1870	3560	1589		1666
c, Capacity [veh/h]	375	1292	1562	697		374
d1, Uniform Delay [s]	36.47	7.31	19.52	16.54		35.72
k, delay calibration	0.14	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	9.26	1.68	1.30	0.71		7.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.89	0.55	0.53	0.22		0.89
d, Delay for Lane Group [s/veh]	45.73	9.00	20.82	17.24		43.15
Lane Group LOS	D	A	C	B		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	8.35	6.63	6.73	2.11		8.12
50th-Percentile Queue Length [ft/ln]	208.67	165.85	168.14	52.81		202.93
95th-Percentile Queue Length [veh/ln]	13.08	10.86	10.98	3.80		12.79
95th-Percentile Queue Length [ft/ln]	327.12	271.45	274.47	95.06		319.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.73	9.00	0.00	0.00	20.82	17.24	0.00	0.00	0.00	43.15	43.15	43.15
Movement LOS	D	A			C	B				D	D	D
d_A, Approach Delay [s/veh]	20.75			20.27			0.00			43.15		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	23.72											
Intersection LOS	C											
Intersection V/C	0.711											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	884	147	0	947
d_b, Bicycle Delay [s]	14.79	40.76	47.51	13.16
l_b,int, Bicycle LOS Score for Intersection	3.282	2.367	4.132	2.111
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 29: Dillon Road at SR-86 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	40.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.002

Intersection Setup

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			SR-86 SB Ramps			Sr-86 SB Ramps		
Base Volume Input [veh/h]	0	969	217	154	813	0	77	0	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	969	217	154	813	0	77	0	255	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	242	54	39	203	0	19	0	64	0	0	0
Total Analysis Volume [veh/h]	0	969	217	154	813	0	77	0	255	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	82	0	15	97	0	0	23	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	78	11	93	19	19	
g / C, Green / Cycle	0.65	0.09	0.77	0.16	0.16	
(v / s)_i Volume / Saturation Flow Rate	0.65	0.09	0.43	0.04	0.16	
s, saturation flow rate [veh/h]	1811	1781	1870	1781	1589	
c, Capacity [veh/h]	1176	164	1449	282	252	
d1, Uniform Delay [s]	21.03	54.14	5.38	44.39	50.47	
k, delay calibration	0.50	0.11	0.50	0.11	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	28.23	20.95	1.58	0.52	37.70	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.01	0.94	0.56	0.27	1.01	
d, Delay for Lane Group [s/veh]	49.26	75.09	6.96	44.91	88.18	
Lane Group LOS	F	E	A	D	F	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	38.73	5.57	7.28	2.07	10.18	
50th-Percentile Queue Length [ft/ln]	968.15	139.24	181.93	51.64	254.39	
95th-Percentile Queue Length [veh/ln]	49.30	9.44	11.70	3.72	15.49	
95th-Percentile Queue Length [ft/ln]	1232.42	236.00	292.54	92.95	387.37	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	49.26	49.26	75.09	6.96	0.00	44.91	44.91	88.18	0.00	0.00	0.00
Movement LOS		D	D	E	A		D	D	F			
d_A, Approach Delay [s/veh]	49.26			17.81			78.14			0.00		
Approach LOS	D			B			E			A		
d_I, Intersection Delay [s/veh]	40.88											
Intersection LOS	D											
Intersection V/C	1.002											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	1550	317	0
d_b, Bicycle Delay [s]	7.34	3.03	42.50	59.99
l_b,int, Bicycle LOS Score for Intersection	3.517	3.155	2.107	4.132
Bicycle LOS	D	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 30: Cesar Chavez Street at Park Lane/Grapefruit Boulevard

Control Type:	Signalized	Delay (sec / veh):	26.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Park Lane			Grapefruit Boulevard		
Base Volume Input [veh/h]	71	1025	7	734	1182	22	18	14	47	11	13	588
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	1025	7	734	1182	22	18	14	47	11	13	588
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	256	2	184	296	6	5	4	12	3	3	147
Total Analysis Volume [veh/h]	71	1025	7	734	1182	22	18	14	47	11	13	588
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	57	18	0	60	21	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	44	44	48	85	85	7	7
g / C, Green / Cycle	0.06	0.40	0.40	0.43	0.77	0.77	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.04	0.28	0.28	0.41	0.32	0.32	0.05	0.01
s, saturation flow rate [veh/h]	1781	1870	1866	1781	1870	1858	1670	1760
c, Capacity [veh/h]	101	746	744	769	1447	1438	141	154
d1, Uniform Delay [s]	50.96	27.45	27.45	30.21	4.15	4.16	50.90	49.20
k, delay calibration	0.11	0.50	0.50	0.33	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.52	5.24	5.25	17.45	0.88	0.90	3.47	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.69	0.69	0.95	0.42	0.42	0.56	0.16
d, Delay for Lane Group [s/veh]	59.48	32.69	32.70	47.65	5.03	5.06	54.37	49.67
Lane Group LOS	E	C	C	D	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.16	12.13	12.10	21.80	3.91	3.92	2.28	0.65
50th-Percentile Queue Length [ft/ln]	53.94	303.21	302.57	544.97	97.76	98.12	56.90	16.21
95th-Percentile Queue Length [veh/ln]	3.88	17.84	17.81	29.46	7.04	7.06	4.10	1.17
95th-Percentile Queue Length [ft/ln]	97.10	446.00	445.20	736.40	175.98	176.62	102.43	29.17

Movement, Approach, & Intersection Results

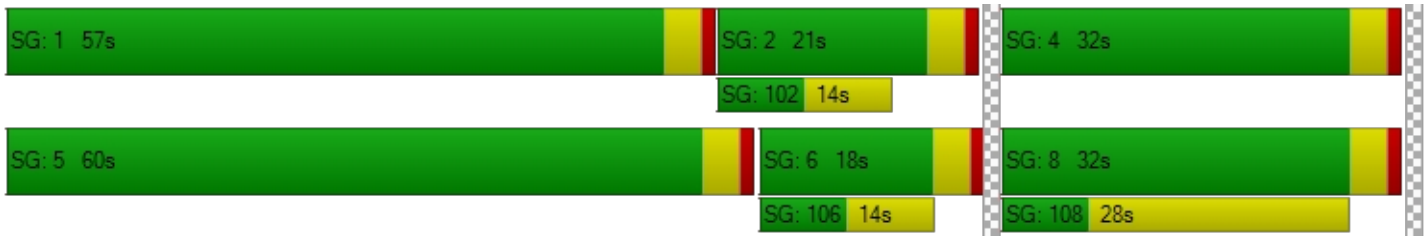
d_M, Delay for Movement [s/veh]	59.48	32.69	32.70	47.65	5.04	5.06	54.37	54.37	54.37	49.67	49.67	0.00
Movement LOS	E	C	C	D	A	A	D	D	D	D	D	
d_A, Approach Delay [s/veh]	34.42			21.18			54.37			49.67		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	26.88											
Intersection LOS	C											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.55	0.00	44.55	44.55
l_p,int, Pedestrian LOS Score for Intersection	2.782	0.000	1.815	2.203
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	255	309	509	509
d_b, Bicycle Delay [s]	41.89	39.31	30.56	30.56
l_b,int, Bicycle LOS Score for Intersection	2.470	3.158	1.690	1.599
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 31: Cesar Chavez Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	38.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.822

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	157	741	226	297	802	128	171	341	122	239	291	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	157	741	226	297	802	128	171	341	122	239	291	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	185	57	74	201	32	43	85	31	60	73	57
Total Analysis Volume [veh/h]	157	741	226	297	802	128	171	341	122	239	291	229
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	33	0	13	32	0	17	37	0	12	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	14	0	0	18	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	35	35	9	34	34	11	27	8	24	24
g / C, Green / Cycle	0.11	0.37	0.37	0.10	0.36	0.36	0.12	0.28	0.08	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.27	0.27	0.09	0.25	0.26	0.10	0.26	0.07	0.16	0.14
s, saturation flow rate [veh/h]	1781	1870	1722	3459	1870	1781	1781	1787	3459	1870	1589
c, Capacity [veh/h]	189	692	638	330	673	641	206	502	294	468	398
d1, Uniform Delay [s]	41.71	25.81	25.83	42.59	26.15	26.18	41.16	33.18	42.79	31.65	31.23
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.27	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.13	6.56	7.14	8.84	6.16	6.52	8.31	15.75	5.41	1.35	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.73	0.73	0.90	0.71	0.71	0.83	0.92	0.81	0.62	0.58
d, Delay for Lane Group [s/veh]	50.85	32.37	32.97	51.43	32.32	32.70	49.47	48.93	48.21	33.01	32.54
Lane Group LOS	D	C	C	D	C	C	D	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.05	10.71	9.98	3.82	10.08	9.71	4.35	12.26	2.95	6.00	4.67
50th-Percentile Queue Length [ft/ln]	101.23	267.65	249.60	95.48	252.07	242.65	108.76	306.56	73.86	150.11	116.75
95th-Percentile Queue Length [veh/ln]	7.29	16.07	15.17	6.87	15.29	14.82	7.77	18.01	5.32	10.02	8.21
95th-Percentile Queue Length [ft/ln]	182.22	401.80	379.15	171.87	382.25	370.39	194.28	450.14	132.95	250.57	205.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.85	32.56	32.97	51.43	32.47	32.70	49.47	48.93	48.93	48.21	33.01	32.54
Movement LOS	D	C	C	D	C	C	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	35.20			37.09			49.07			37.65		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	38.66											
Intersection LOS	D											
Intersection V/C	0.822											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.748	2.840	2.336	2.719
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	589	694	589
d_b, Bicycle Delay [s]	22.96	23.66	20.27	23.66
l_b,int, Bicycle LOS Score for Intersection	2.487	2.572	2.606	2.812
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	120.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.155

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	90	67	53	105	38	29	198	37	72	201	29
Total Analysis Volume [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	27	0	18	25	0	0	36	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	23	23	14	21	21	32	32	35	35
g / C, Green / Cycle	0.13	0.19	0.19	0.12	0.17	0.17	0.27	0.27	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.18	0.12	0.16	0.16	0.29	0.32	0.33	0.36
s, saturation flow rate [veh/h]	1781	1870	1608	1781	1870	1702	1850	1621	1827	1645
c, Capacity [veh/h]	238	356	306	209	325	296	495	434	532	479
d1, Uniform Delay [s]	52.00	48.04	48.05	53.00	48.73	48.77	43.95	43.95	42.54	42.54
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	94.24	36.72	40.38	34.40	32.50	35.19	65.64	107.73	82.45	128.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.95	0.95	1.02	0.92	0.92	1.09	1.19	1.14	1.25
d, Delay for Lane Group [s/veh]	146.24	84.76	88.43	87.40	81.24	83.96	109.60	151.69	124.99	171.31
Lane Group LOS	F	F	F	F	F	F	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	13.38	13.59	12.01	8.27	11.67	10.87	23.61	25.77	27.76	31.18
50th-Percentile Queue Length [ft/ln]	334.58	339.86	300.20	206.72	291.71	271.87	590.25	644.14	694.10	779.40
95th-Percentile Queue Length [veh/ln]	20.76	19.64	17.69	13.10	17.27	16.28	33.21	37.70	39.39	45.85
95th-Percentile Queue Length [ft/ln]	519.04	491.04	442.28	327.46	431.77	407.08	830.14	942.61	984.78	1146.15

Movement, Approach, & Intersection Results

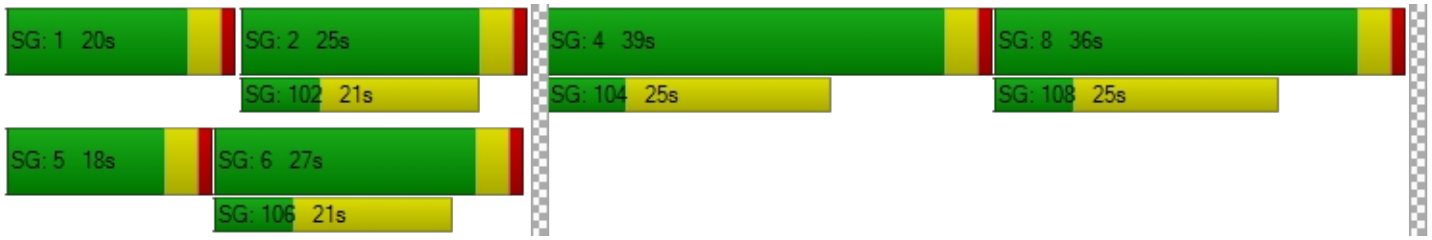
d_M, Delay for Movement [s/veh]	146.24	84.99	88.43	87.40	82.02	83.96	109.60	129.35	151.69	124.99	152.89	171.31
Movement LOS	F	F	F	F	F	F	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	104.85			83.86			130.25			148.04		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	120.63											
Intersection LOS	F											
Intersection V/C	1.155											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.657	2.582	2.703	2.749
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	383	350	533	583
d_b, Bicycle Delay [s]	39.22	40.85	32.28	30.12
l_b,int, Bicycle LOS Score for Intersection	2.310	2.206	2.431	2.553
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 33: Leoco Lane at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Leoco Lane		Avenue 50		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		No	

Volumes

Name	Leoco Lane		Avenue 50		Avenue 50	
Base Volume Input [veh/h]	111	148	706	168	131	671
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	111	148	706	168	131	671
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	37	177	42	33	168
Total Analysis Volume [veh/h]	111	148	706	168	131	671
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	2	0	1	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	0	7	7
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	50	0	18	0	22	40
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	7	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	53	53	8	66
g / C, Green / Cycle	0.18	0.59	0.59	0.09	0.73
(v / s)_i Volume / Saturation Flow Rate	0.16	0.23	0.25	0.07	0.19
s, saturation flow rate [veh/h]	1666	1870	1751	1781	3560
c, Capacity [veh/h]	301	1109	1038	166	2601
d1, Uniform Delay [s]	35.80	9.73	9.94	39.96	4.03
k, delay calibration	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.17	1.05	1.25	8.08	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.39	0.42	0.79	0.26
d, Delay for Lane Group [s/veh]	42.97	10.79	11.19	48.04	4.27
Lane Group LOS	D	B	B	D	A
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.00	4.48	4.60	3.17	1.68
50th-Percentile Queue Length [ft/ln]	150.01	111.91	115.04	79.31	41.95
95th-Percentile Queue Length [veh/ln]	10.02	7.95	8.12	5.71	3.02
95th-Percentile Queue Length [ft/ln]	250.44	198.65	202.99	142.76	75.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.97	42.97	10.94	11.19	48.04	4.27
Movement LOS	D	D	B	B	D	A
d_A, Approach Delay [s/veh]	42.97		10.99		11.42	
Approach LOS	D		B		B	
d_I, Intersection Delay [s/veh]	15.45					
Intersection LOS	B					
Intersection V/C	0.552					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	1.986	0.000	0.000
Crosswalk LOS	A	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	311	800
d_b, Bicycle Delay [s]	10.76	32.10	16.21
l_b,int, Bicycle LOS Score for Intersection	1.987	2.281	2.221
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	46.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	96	635	691	139	6	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	635	691	139	6	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	159	173	35	2	80
Total Analysis Volume [veh/h]	96	635	691	139	6	321
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.00	0.02	0.79
d_M, Delay for Movement [s/veh]	10.10	0.00	0.00	0.00	46.01	42.65
Movement LOS	B	A	A	A	E	E
95th-Percentile Queue Length [veh/ln]	0.41	0.00	0.00	0.00	7.31	7.31
95th-Percentile Queue Length [ft/ln]	10.15	0.00	0.00	0.00	182.65	182.65
d_A, Approach Delay [s/veh]	1.33		0.00		42.71	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	7.91					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 35: Terra Lago Parkway at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Terra Lago Parkway		Avenue 44		Avenue 44	
Base Volume Input [veh/h]	6	28	42	190	124	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	28	42	190	124	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	11	48	31	2
Total Analysis Volume [veh/h]	6	28	42	190	124	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	2	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.28	9.02	7.55	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.09	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.66	2.34	2.23	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.24		1.37		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.59					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	3,370.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	8.142

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	165	137	9	68	4	3	2	58	127	1	2
Total Analysis Volume [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.01	0.01	0.06	0.00	0.00	0.06	0.12	0.27	8.14	0.05	0.02
d_M, Delay for Movement [s/veh]	8.08	0.00	0.00	11.67	0.00	0.00	24.62	58.24	12.75	3370.60	3346.76	3320.94
Movement LOS	A	A	A	B	A	A	C	F	B	F	F	F
95th-Percentile Queue Length [veh/ln]	0.26	0.00	0.00	0.19	0.00	0.00	0.19	1.84	1.84	60.43	60.43	60.43
95th-Percentile Queue Length [ft/ln]	6.46	0.00	0.00	4.72	0.00	0.00	4.87	46.07	46.07	1510.64	1510.64	1510.64
d_A, Approach Delay [s/veh]	0.62			1.23			14.93			3369.51		
Approach LOS	A			A			B			F		
d_I, Intersection Delay [s/veh]	731.72											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	2,821.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	280	0	0	174	75	0	0	0	36	3	54
Total Analysis Volume [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	5.66	0.74	0.46
d_M, Delay for Movement [s/veh]	12.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2739.96	2821.11	18.95
Movement LOS	B	A			A	A				F	F	C
95th-Percentile Queue Length [veh/ln]	1.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.57	19.57	2.38
95th-Percentile Queue Length [ft/ln]	38.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	489.22	489.22	59.39
d_A, Approach Delay [s/veh]	2.27			0.00			0.00			1163.80		
Approach LOS	A			A			A			F		
d_I, Intersection Delay [s/veh]	160.74											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Two-way stop	Delay (sec / veh):	2,117.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.471

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	46	28	186	0	108	0	118	0	0	0
Total Analysis Volume [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.18	0.01	0.00	5.47	0.00	0.75	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	11.99	0.00	0.00	2117.15	2153.52	25.98	0.00	0.00	0.00
Movement LOS		A	A	B	A		F	F	D			
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.64	0.00	0.00	47.44	47.44	6.72	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	16.01	0.00	0.00	1185.88	1185.88	167.89	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			1.56			1026.30			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	323.56											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 39: Dillon Road at Vista Del Sur

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.926

Intersection Setup

Name	Dillon Road		Dillon Road		Vista Del Sur	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Vista Del Sur	
Base Volume Input [veh/h]	694	490	0	826	0	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	694	490	0	826	0	416
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	174	123	0	207	0	104
Total Analysis Volume [veh/h]	694	490	0	826	0	416
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.93
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	19.72
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	2.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	59.86
d_A, Approach Delay [s/veh]	0.00		0.00		19.72	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	3.38					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	All-way stop	Delay (sec / veh):	253.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.012

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	1	67	1	1	1	1	128	34	102	153	1
Total Analysis Volume [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	441	515	400	525	585	1021
Degree of Utilization, x	0.31	0.52	0.04	0.98	0.23	2.01

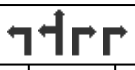
Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.31	2.95	0.12	13.36	0.88	69.69
95th-Percentile Queue Length [ft]	32.70	73.78	2.92	334.12	21.95	1742.13
Approach Delay [s/veh]	16.14		12.37	50.59		479.15
Approach LOS	C		B	F		F
Intersection Delay [s/veh]	253.02					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 41: Sunset Drive at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Sunset Drive			Sunset Drive			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	162	5	209	8	5	6	7	882	214	189	772	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	5	209	8	5	6	7	882	214	189	772	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	1	52	2	1	2	2	221	54	47	193	5
Total Analysis Volume [veh/h]	162	5	209	8	5	6	7	882	214	189	772	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Overlap	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	8	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups			1,8									
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	7	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	30	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	11	0	32	0	11	41	0	16	46	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	21	0	0	28	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No	No		No		No	No		No	No	
Maximum Recall		No	No		No		No	No		No	No	
Pedestrian Recall		No	No		No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	20	3	3	1	65	65	9	72	72
g / C, Green / Cycle	0.07	0.07	0.20	0.03	0.03	0.01	0.65	0.65	0.09	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.05	0.05	0.07	0.00	0.01	0.00	0.25	0.13	0.05	0.22	0.01
s, saturation flow rate [veh/h]	1781	1786	2813	1781	1706	1781	3560	1589	3459	3560	1589
c, Capacity [veh/h]	134	134	573	53	51	24	2303	1028	306	2569	1147
d1, Uniform Delay [s]	44.93	44.93	34.31	47.33	47.42	48.91	8.31	7.22	44.02	4.96	3.93
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	4.65	0.39	1.28	2.08	6.42	0.48	0.46	2.04	0.30	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.62	0.37	0.15	0.22	0.29	0.38	0.21	0.62	0.30	0.02
d, Delay for Lane Group [s/veh]	49.59	49.58	34.70	48.61	49.50	55.33	8.79	7.68	46.05	5.26	3.96
Lane Group LOS	D	D	C	D	D	E	A	A	D	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.17	2.18	2.21	0.21	0.30	0.22	4.20	1.84	2.33	2.48	0.11
50th-Percentile Queue Length [ft/ln]	54.28	54.41	55.17	5.32	7.41	5.39	105.03	45.96	58.30	62.02	2.66
95th-Percentile Queue Length [veh/ln]	3.91	3.92	3.97	0.38	0.53	0.39	7.56	3.31	4.20	4.47	0.19
95th-Percentile Queue Length [ft/ln]	97.70	97.94	99.31	9.57	13.33	9.70	189.06	82.72	104.95	111.63	4.79

Movement, Approach, & Intersection Results

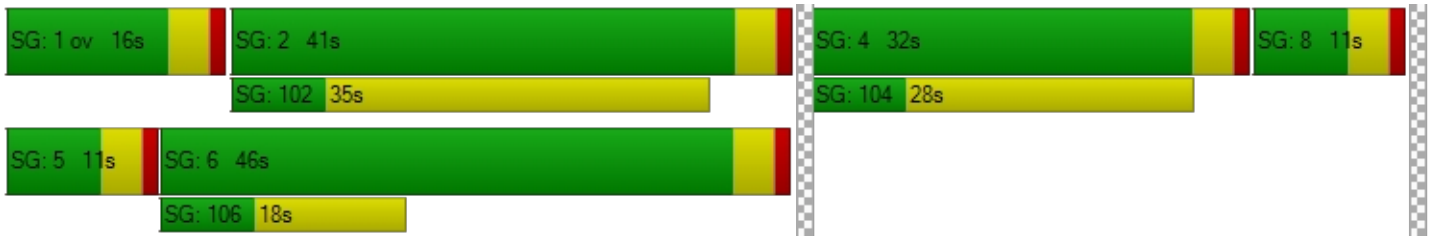
d_M, Delay for Movement [s/veh]	49.59	49.58	34.70	48.61	49.50	49.50	55.33	8.79	7.68	46.05	5.26	3.96
Movement LOS	D	D	C	D	D	D	E	A	A	D	A	A
d_A, Approach Delay [s/veh]	41.31			49.13			8.87			13.09		
Approach LOS	D			D			A			B		
d_I, Intersection Delay [s/veh]	15.77											
Intersection LOS	B											
Intersection V/C	0.446											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.585	1.962	2.790	0.000
Crosswalk LOS	B	A	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	140	560	739	839
d_b, Bicycle Delay [s]	43.28	25.95	19.88	16.85
l_b,int, Bicycle LOS Score for Intersection	2.180	1.591	2.470	2.369
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 42: Grapefruit Boulevard at Sunset Drive

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Sunset Drive	
Base Volume Input [veh/h]	168	441	671	157	56	304
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	441	671	157	56	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	110	168	39	14	76
Total Analysis Volume [veh/h]	168	441	671	157	56	304
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Overlap	Split	Overlap
Signal Group	1	6	2	2	3	8
Auxiliary Signal Groups				2,3		1,8
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	7	7	7
Maximum Green [s]	30	30	30	30	30	30
Amber [s]	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	17	94	77	77	11	11
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	7	7	0	0
Pedestrian Clearance [s]	0	0	21	21	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Recall	No	No	No	No	No	No
Maximum Recall	No	No	No	No	No	No
Pedestrian Recall	No	No	No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	0.00
g_i, Effective Green Time [s]	11	90	75	86	7	22
g / C, Green / Cycle	0.11	0.86	0.71	0.82	0.07	0.21
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.36	0.10	0.02	0.11
s, saturation flow rate [veh/h]	3459	3560	1870	1589	3459	2813
c, Capacity [veh/h]	374	3051	1329	1296	231	600
d1, Uniform Delay [s]	43.88	1.23	6.86	1.98	46.46	36.44
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	0.10	1.37	0.19	0.54	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.14	0.50	0.12	0.24	0.51
d, Delay for Lane Group [s/veh]	44.73	1.33	8.23	2.17	47.00	37.10
Lane Group LOS	D	A	A	A	D	D
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.09	0.37	6.30	0.50	0.71	3.48
50th-Percentile Queue Length [ft/ln]	52.17	9.14	157.57	12.52	17.75	86.94
95th-Percentile Queue Length [veh/ln]	3.76	0.66	10.42	0.90	1.28	6.26
95th-Percentile Queue Length [ft/ln]	93.91	16.46	260.50	22.54	31.94	156.49

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.73	1.33	8.23	2.17	47.00	37.10
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	13.30		7.08		38.64	
Approach LOS	B		A		D	
d_I, Intersection Delay [s/veh]	15.51					
Intersection LOS	B					
Intersection V/C	0.567					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	42.08
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.571
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1714	1390	133
d_b, Bicycle Delay [s]	1.07	4.88	45.73
l_b,int, Bicycle LOS Score for Intersection	2.062	2.926	1.560
Bicycle LOS	B	C	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 43: Dillon Road at Fargo Canyon Road

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	55.00		55.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Fargo Canyon Road	
Base Volume Input [veh/h]	189	6	5	154	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	189	6	5	154	18	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	2	1	39	5	1
Total Analysis Volume [veh/h]	189	6	5	154	18	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.62	0.00	10.79	9.41
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.21	0.21	2.63	2.63
d_A, Approach Delay [s/veh]	0.00		0.24		10.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.74					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 44: Dillon Road at Avenue 44

Control Type:	Two-way stop	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Dillon Road		Dillon Road		Avenue 44	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Dillon Road		Dillon Road		Avenue 44	
Base Volume Input [veh/h]	75	198	206	49	89	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	198	206	49	89	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	50	52	12	22	27
Total Analysis Volume [veh/h]	75	198	206	49	89	109
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.20	0.13
d_M, Delay for Movement [s/veh]	7.91	0.00	0.00	0.00	15.98	12.43
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.18	0.00	0.00	0.00	1.45	1.45
95th-Percentile Queue Length [ft/ln]	4.55	0.00	0.00	0.00	36.30	36.30
d_A, Approach Delay [s/veh]	2.17		0.00		14.03	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.64					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 45: Tyler Street at Vista Del Norte

Control Type:	Two-way stop	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Vista Del Norte		Vista Del Norte	
Base Volume Input [veh/h]	43	388	211	363	126	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	388	211	363	126	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	97	53	91	32	4
Total Analysis Volume [veh/h]	43	388	211	363	126	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.42	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	26.82	16.12	7.76	0.00	0.00	0.00
Movement LOS	D	C	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.03	4.03	0.40	0.40	0.00	0.00
95th-Percentile Queue Length [ft/ln]	100.74	100.74	9.94	9.94	0.00	0.00
d_A, Approach Delay [s/veh]	17.19		2.85		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	7.89					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	1,468.5
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.907

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	205	1164	58	178	706	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1164	58	178	706	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	291	15	45	177	12
Total Analysis Volume [veh/h]	205	1164	58	178	706	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	3.91	1.29	0.00	0.00	0.53	0.00
d_M, Delay for Movement [s/veh]	1468.45	156.80	0.00	0.00	10.38	0.00
Movement LOS	F	F	A	A	B	A
95th-Percentile Queue Length [veh/ln]	22.49	43.13	0.00	0.00	3.01	3.01
95th-Percentile Queue Length [ft/ln]	562.14	1078.23	0.00	0.00	75.33	75.33
d_A, Approach Delay [s/veh]	353.21		0.00		9.70	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	208.00					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	292.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.759

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	171	14	21	140	56	134	385	99	29	329	39
Total Analysis Volume [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	27	0	25	43	0	11	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	23	23	21	39	39	7	25	25
g / C, Green / Cycle	0.29	0.19	0.19	0.18	0.33	0.33	0.06	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.51	0.35	0.14	0.30	0.43	0.25	0.07	0.37	0.10
s, saturation flow rate [veh/h]	1832	1858	1589	1781	3560	1589	1781	3560	1589
c, Capacity [veh/h]	532	356	305	312	1160	518	105	746	333
d1, Uniform Delay [s]	42.59	48.51	45.67	49.51	40.46	36.32	56.49	47.44	41.55
k, delay calibration	0.50	0.50	0.13	0.50	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	346.13	372.07	4.26	338.14	152.87	10.28	74.37	348.17	4.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.75	1.80	0.74	1.72	1.33	0.76	1.11	1.76	0.47
d, Delay for Lane Group [s/veh]	388.72	420.58	49.93	387.64	193.32	46.60	130.87	395.62	46.17
Lane Group LOS	F	F	D	F	F	D	F	F	D
Critical Lane Group	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	66.70	47.42	6.67	38.60	41.51	11.82	5.32	47.15	4.46
50th-Percentile Queue Length [ft/ln]	1667.56	1185.48	166.68	964.92	1037.73	295.42	133.11	1178.85	111.52
95th-Percentile Queue Length [veh/ln]	103.42	73.55	10.90	60.00	61.36	17.45	9.39	73.28	7.92
95th-Percentile Queue Length [ft/ln]	2585.48	1838.87	272.54	1499.90	1533.90	436.36	234.67	1831.91	198.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	388.72	388.72	388.72	420.58	420.58	49.93	387.64	193.32	46.60	130.87	395.62	46.17
Movement LOS	F	F	F	F	F	D	F	F	D	F	F	D
d_A, Approach Delay [s/veh]	388.72			324.39			212.03			342.07		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	291.98											
Intersection LOS	F											
Intersection V/C	1.759											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	383	650	417
d_b, Bicycle Delay [s]	30.11	39.21	27.34	37.61
l_b,int, Bicycle LOS Score for Intersection	3.097	2.990	3.599	2.867
Bicycle LOS	C	C	D	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 48: Tyler Street/Industrial Way at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	27.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Industrial Way			Tyler Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	47	23	5	54	10	395	370	693	25	5	538	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	23	5	54	10	395	370	693	25	5	538	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	6	1	14	3	99	93	173	6	1	135	17
Total Analysis Volume [veh/h]	47	23	5	54	10	395	370	693	25	5	538	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	39	0	0	39	0	29	25	0	26	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	21	0	0	21	0	0	11	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	25	25	25	21	52	52	1	32	32
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.23	0.58	0.58	0.01	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.05	0.02	0.04	0.25	0.21	0.19	0.19	0.00	0.16	0.17
s, saturation flow rate [veh/h]	980	1813	1382	1595	1781	1870	1847	1781	1870	1798
c, Capacity [veh/h]	93	506	421	446	409	1079	1066	19	669	643
d1, Uniform Delay [s]	44.86	23.75	26.56	31.33	33.73	9.99	9.99	44.21	22.24	22.26
k, delay calibration	0.11	0.11	0.11	0.20	0.17	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.19	0.04	0.14	12.37	11.50	0.84	0.85	7.54	2.28	2.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.06	0.13	0.91	0.90	0.33	0.33	0.27	0.46	0.46
d, Delay for Lane Group [s/veh]	49.05	23.79	26.70	43.70	45.23	10.83	10.84	51.75	24.51	24.65
Lane Group LOS	D	C	C	D	D	B	B	D	C	C
Critical Lane Group	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.15	0.44	0.91	9.75	8.96	3.69	3.65	0.15	5.28	5.13
50th-Percentile Queue Length [ft/ln]	28.70	10.92	22.80	243.73	223.96	92.18	91.15	3.71	132.05	128.20
95th-Percentile Queue Length [veh/ln]	2.07	0.79	1.64	14.87	13.87	6.64	6.56	0.27	9.05	8.84
95th-Percentile Queue Length [ft/ln]	51.66	19.66	41.04	371.75	346.68	165.92	164.06	6.69	226.28	221.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.05	23.79	23.79	26.70	43.70	43.70	45.23	10.83	10.84	51.75	24.57	24.65
Movement LOS	D	C	C	C	D	D	D	B	B	D	C	C
d_A, Approach Delay [s/veh]	39.62			41.70			22.53			24.80		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	27.67											
Intersection LOS	C											
Intersection V/C	0.724											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	1.977	2.239	2.769	2.642
Crosswalk LOS	A	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	778	467	400
d_b, Bicycle Delay [s]	16.82	16.82	26.46	28.81
l_b,int, Bicycle LOS Score for Intersection	1.683	2.317	2.457	2.064
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.184

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	117	2	1	1	1	167	31	90	108	2
Total Analysis Volume [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.84	0.17	1.11	0.00	0.18	0.01	0.00	0.01	0.00	0.43	0.00	0.00
d_M, Delay for Movement [s/veh]	711.00	655.37	542.05	10000.0	10000.0	10000.0	8.21	0.00	0.00	10.24	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	37.20	37.20	37.20	3.65	3.65	3.65	0.01	0.01	0.01	1.04	1.04	1.04
95th-Percentile Queue Length [ft/ln]	929.91	929.91	929.91	91.14	91.14	91.14	0.22	0.22	0.22	26.01	26.01	26.01
d_A, Approach Delay [s/veh]	549.07			10000.00			0.05			4.63		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	206.38											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	1,938.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.234

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	119	386	461	508	506	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	386	461	508	506	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	97	115	127	127	1
Total Analysis Volume [veh/h]	119	386	461	508	506	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	4.23	0.68	0.44	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	1938.86	1817.17	9.34	0.00	0.00	0.00
Movement LOS	F	F	A	A	A	A
95th-Percentile Queue Length [veh/ln]	53.81	53.81	1.21	1.21	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1345.19	1345.19	30.35	30.35	0.00	0.00
d_A, Approach Delay [s/veh]	1845.84		4.44		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	471.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	340.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.783

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	285	21	83	306	48	44	166	26	26	104	92
Total Analysis Volume [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	25	0	16	26	0	0	37	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	21	21	12	27	27	33	33
g / C, Green / Cycle	0.05	0.18	0.18	0.10	0.24	0.24	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.32	0.05	0.19	0.34	0.12	0.52	0.51
s, saturation flow rate [veh/h]	1781	3560	1589	1781	3560	1589	1817	1733
c, Capacity [veh/h]	88	648	289	187	845	377	522	497
d1, Uniform Delay [s]	53.49	47.07	40.65	51.51	43.88	38.03	41.00	41.05
k, delay calibration	0.11	0.50	0.50	0.24	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.64	348.03	2.53	355.29	207.68	4.78	369.00	360.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.57	1.76	0.29	1.77	1.45	0.51	1.80	1.78
d, Delay for Lane Group [s/veh]	59.14	395.10	43.18	406.79	251.56	42.81	410.00	401.86
Lane Group LOS	E	F	D	F	F	D	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	1.55	40.53	2.26	23.80	36.29	5.16	68.13	63.64
50th-Percentile Queue Length [ft/ln]	38.83	1013.21	56.62	595.09	907.15	129.06	1703.29	1590.97
95th-Percentile Queue Length [veh/ln]	2.80	63.16	4.08	37.79	55.18	8.89	106.05	99.26
95th-Percentile Queue Length [ft/ln]	69.89	1579.08	101.91	944.81	1379.53	222.22	2651.23	2481.46

Movement, Approach, & Intersection Results

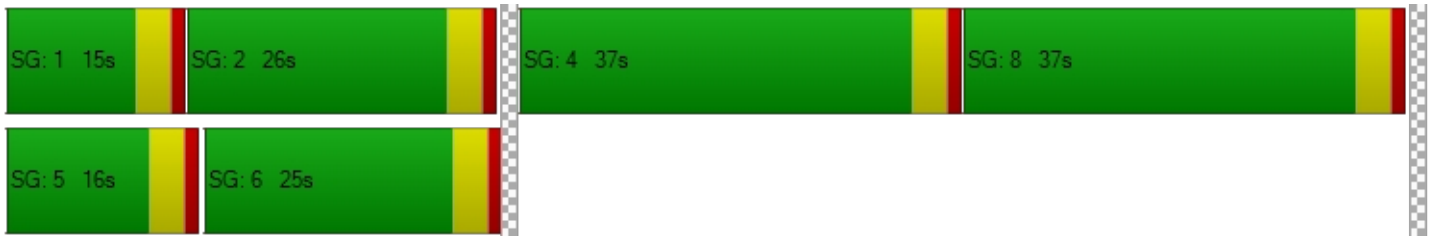
d_M, Delay for Movement [s/veh]	59.14	395.10	43.18	406.79	251.56	42.81	410.00	410.00	410.00	401.86	401.86	401.86
Movement LOS	E	F	D	F	F	D	F	F	F	F	F	F
d_A, Approach Delay [s/veh]	358.71			258.07			410.00			401.86		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	340.35											
Intersection LOS	F											
Intersection V/C	1.783											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	365	382	574	574
d_b, Bicycle Delay [s]	38.44	37.62	29.25	29.25
l_b,int, Bicycle LOS Score for Intersection	2.611	2.998	3.114	3.022
Bicycle LOS	B	C	C	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	413.933

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	1	84	1	1	1	1	180	88	86	165	1
Total Analysis Volume [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	275.34	0.76	0.99	413.93	0.98	0.01	0.01	0.01	0.00	0.53	0.01	0.00
d_M, Delay for Movement [s/veh]	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0	8.90	0.00	0.00	11.72	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	65.15	65.15	65.15	3.48	3.48	3.48	0.01	0.01	0.01	1.18	1.18	1.18
95th-Percentile Queue Length [ft/ln]	1628.81	1628.81	1628.81	87.12	87.12	87.12	0.22	0.22	0.22	29.56	29.56	29.56
d_A, Approach Delay [s/veh]	10000.00			10000.00			0.04			3.99		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	1982.33											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Two-way stop	Delay (sec / veh):	4,821.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	10.284

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	32	19	60	24	65	97	28	40	5	18	47
Total Analysis Volume [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.17	0.00	0.00	10.28	0.86	0.20	1.26	0.62	0.21
d_M, Delay for Movement [s/veh]	8.17	0.00	0.00	8.04	0.00	0.00	4821.83	4753.66	4730.59	783.12	575.02	547.91
Movement LOS	A	A	A	A	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.25	0.54	0.54	0.54	78.38	78.38	78.38	22.66	22.66	22.66
95th-Percentile Queue Length [ft/ln]	6.35	6.35	6.35	13.42	13.42	13.42	1959.61	1959.61	1959.61	566.42	566.42	566.42
d_A, Approach Delay [s/veh]	3.20			3.24			4788.04			570.99		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	1779.88											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 54: Avenue 50 at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1594	17	0	943	722	0	0	0	190	0	188
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1594	17	0	943	722	0	0	0	190	0	188
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	399	4	0	236	181	0	0	0	48	0	47
Total Analysis Volume [veh/h]	0	1594	17	0	943	722	0	0	0	190	0	188
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	7	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	0	0	0	57	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	7	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	0	0	21	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C		L	R
C, Cycle Length [s]	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	69	69	69		13	13
g / C, Green / Cycle	0.76	0.76	0.76		0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.31	0.26	0.45		0.11	0.12
s, saturation flow rate [veh/h]	5094	3560	1589		1781	1589
c, Capacity [veh/h]	3892	2720	1214		262	233
d1, Uniform Delay [s]	3.64	3.40	4.58		36.59	37.07
k, delay calibration	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.32	0.35	2.15		3.83	6.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.35	0.59		0.73	0.81
d, Delay for Lane Group [s/veh]	3.96	3.75	6.73		40.42	43.49
Lane Group LOS	A	A	A		D	D
Critical Lane Group	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.44	2.06	4.71		4.20	4.34
50th-Percentile Queue Length [ft/ln]	61.07	51.57	117.65		104.90	108.59
95th-Percentile Queue Length [veh/ln]	4.40	3.71	8.26		7.55	7.76
95th-Percentile Queue Length [ft/ln]	109.93	92.83	206.60		188.82	194.04

Movement, Approach, & Intersection Results

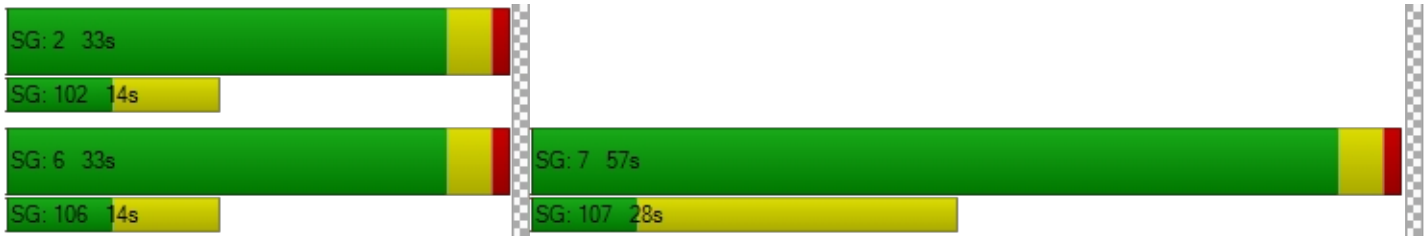
d_M, Delay for Movement [s/veh]	0.00	3.96	0.00	0.00	3.75	6.73	0.00	0.00	0.00	40.42	0.00	43.49
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.96			5.04			0.00			41.95		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	8.40											
Intersection LOS	A											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.63	34.63	34.63
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.012	2.127	2.063
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	645	645	0	1179
d_b, Bicycle Delay [s]	20.63	20.63	44.96	7.58
l_b,int, Bicycle LOS Score for Intersection	2.436	2.475	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 55: Avenue 50 at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.641

Intersection Setup

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Avenue 50			Avenue 50			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	969	100	297	817	0	673	0	191	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	969	100	297	817	0	673	0	191	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	242	25	74	204	0	168	0	48	0	0	0
Total Analysis Volume [veh/h]	0	969	100	297	817	0	673	0	191	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Permiss	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	3	3	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	7	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	30	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	18	0	40	58	0	32	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	7	7	0	0	0	0
Pedestrian Clearance [s]	0	7	0	0	11	0	21	21	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No		No					
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No		No					
Maximum Recall		No		No	No		No					
Pedestrian Recall		No		No	No		No					
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	17	62	20	20	20	
g / C, Green / Cycle	0.45	0.45	0.19	0.69	0.22	0.22	0.22	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.17	0.16	0.19	0.19	0.12	
s, saturation flow rate [veh/h]	3560	1782	1781	5094	1781	1781	1589	
c, Capacity [veh/h]	1608	805	341	3503	398	398	355	
d1, Uniform Delay [s]	16.92	16.92	35.31	5.23	33.48	33.48	30.86	
k, delay calibration	0.50	0.50	0.11	0.50	0.13	0.13	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.89	1.76	6.84	0.16	6.07	6.07	1.27	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.44	0.44	0.87	0.23	0.85	0.85	0.54	
d, Delay for Lane Group [s/veh]	17.81	18.68	42.14	5.38	39.55	39.55	32.13	
Lane Group LOS	B	B	D	A	D	D	C	
Critical Lane Group	Yes	No	Yes	No	Yes	No	No	
50th-Percentile Queue Length [veh/ln]	5.02	5.21	6.83	1.65	7.53	7.53	3.72	
50th-Percentile Queue Length [ft/ln]	125.45	130.33	170.67	41.16	188.33	188.33	92.90	
95th-Percentile Queue Length [veh/ln]	8.69	8.96	11.11	2.96	12.03	12.03	6.69	
95th-Percentile Queue Length [ft/ln]	217.29	223.94	277.80	74.08	300.86	300.86	167.21	

Movement, Approach, & Intersection Results

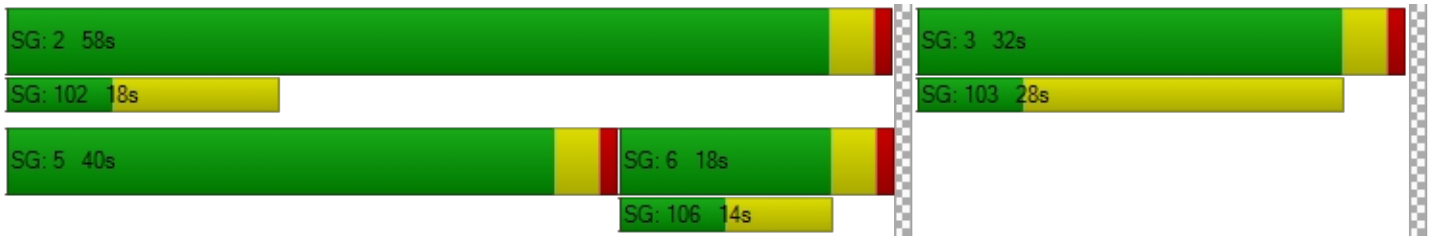
d_M, Delay for Movement [s/veh]	0.00	18.04	18.68	42.14	5.38	0.00	39.55	0.00	32.13	0.00	0.00	0.00
Movement LOS		B	B	D	A		D		C			
d_A, Approach Delay [s/veh]	18.10			15.18			37.91			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.65											
Intersection LOS	C											
Intersection V/C	0.641											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.790	0.000	2.341	1.810
Crosswalk LOS	C	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	1200	622	0
d_b, Bicycle Delay [s]	32.10	7.21	21.37	45.01
l_b,int, Bicycle LOS Score for Intersection	2.148	2.172	2.985	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E-III

YEAR 2045 WITH PROJECT WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	54.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	114	10	19	84	50	48	64	35	18	154	31
Total Analysis Volume [veh/h]	149	454	40	77	335	199	190	257	139	71	614	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	35	0	10	29	0	17	26	0	44	53	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	18	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	32	6	27	27	13	55	55	6	48
g / C, Green / Cycle	0.10	0.28	0.05	0.23	0.23	0.11	0.48	0.48	0.05	0.42
(v / s)_i Volume / Saturation Flow Rate	0.08	0.27	0.04	0.15	0.15	0.11	0.14	0.09	0.04	0.41
s, saturation flow rate [veh/h]	1781	1844	1781	1870	1641	1781	1870	1589	1781	1816
c, Capacity [veh/h]	176	512	93	432	379	201	896	761	92	759
d1, Uniform Delay [s]	50.95	40.98	53.99	40.05	40.17	50.64	18.09	17.10	53.83	32.82
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.43
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.49	31.93	16.61	7.49	8.88	18.64	0.17	0.11	12.42	24.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.96	0.83	0.65	0.66	0.94	0.29	0.18	0.77	0.97
d, Delay for Lane Group [s/veh]	61.43	72.91	70.60	47.54	49.05	69.27	18.27	17.22	66.25	57.28
Lane Group LOS	E	E	E	D	D	E	B	B	E	E
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.58	17.56	2.56	7.81	7.12	6.26	3.87	1.98	2.28	23.54
50th-Percentile Queue Length [ft/ln]	114.43	439.05	64.01	195.14	178.01	156.55	96.69	49.48	56.96	588.52
95th-Percentile Queue Length [veh/ln]	8.09	24.43	4.61	12.39	11.50	10.37	6.96	3.56	4.10	31.50
95th-Percentile Queue Length [ft/ln]	202.14	610.87	115.22	309.69	287.41	259.15	174.05	89.06	102.52	787.45

Movement, Approach, & Intersection Results

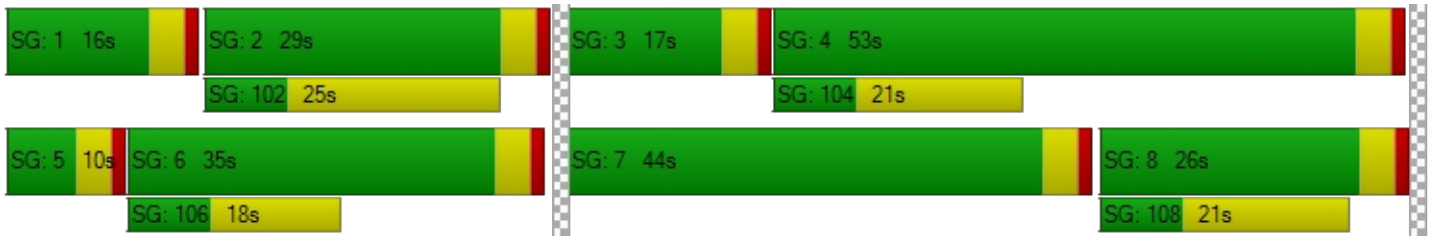
d_M, Delay for Movement [s/veh]	61.43	72.91	72.91	70.60	47.78	49.05	69.27	18.27	17.22	66.25	57.28	57.28
Movement LOS	E	E	E	E	D	D	E	B	B	E	E	E
d_A, Approach Delay [s/veh]	70.25			51.07			34.56			58.07		
Approach LOS	E			D			C			E		
d_I, Intersection Delay [s/veh]	54.21											
Intersection LOS	D											
Intersection V/C	0.957											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.03	47.03	47.03	47.03
l_p,int, Pedestrian LOS Score for Intersection	2.625	2.703	2.815	2.593
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	539	435	383	852
d_b, Bicycle Delay [s]	30.68	35.22	37.60	18.94
l_b,int, Bicycle LOS Score for Intersection	2.621	2.064	2.527	2.894
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	43	4	47	25	46	41	119	13	6	162	57
Total Analysis Volume [veh/h]	42	170	17	189	99	185	163	477	50	22	648	229
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	29	0	0	29	0	27	38	0	23	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	10	52	2	44	44
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.11	0.58	0.02	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.13	0.16	0.05	0.12	0.09	0.29	0.01	0.25	0.25
s, saturation flow rate [veh/h]	1705	1196	1870	1589	1781	1839	1781	1870	1705
c, Capacity [veh/h]	490	234	485	412	202	1071	44	924	843
d1, Uniform Delay [s]	28.21	34.95	26.07	27.94	38.98	11.00	43.36	15.27	15.27
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.70	6.44	0.21	0.76	7.51	1.62	8.46	1.90	2.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.81	0.20	0.45	0.81	0.49	0.50	0.50	0.50
d, Delay for Lane Group [s/veh]	28.90	41.39	26.28	28.71	46.49	12.61	51.82	17.17	17.36
Lane Group LOS	C	D	C	C	D	B	D	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.94	4.18	1.57	3.17	3.72	5.39	0.56	5.88	5.40
50th-Percentile Queue Length [ft/ln]	98.51	104.40	39.13	79.19	93.01	134.78	14.07	146.89	135.11
95th-Percentile Queue Length [veh/ln]	7.09	7.52	2.82	5.70	6.70	9.20	1.01	9.85	9.22
95th-Percentile Queue Length [ft/ln]	177.32	187.92	70.44	142.53	167.41	229.98	25.32	246.27	230.43

Movement, Approach, & Intersection Results

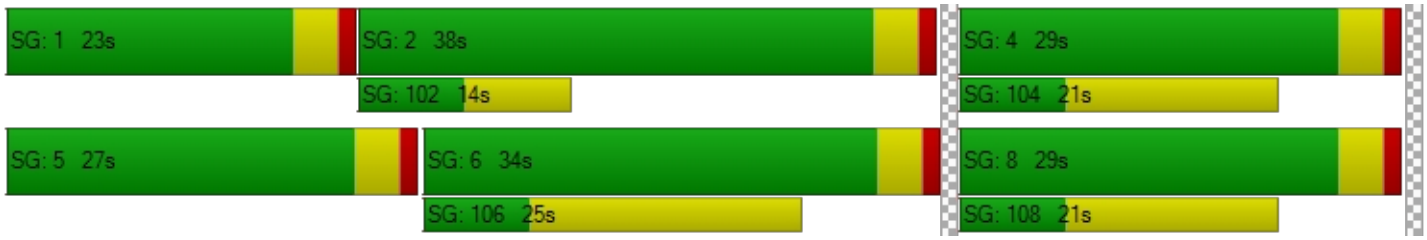
d_M, Delay for Movement [s/veh]	28.90	28.90	28.90	41.39	26.28	28.71	46.49	12.61	12.61	51.82	17.22	17.36
Movement LOS	C	C	C	D	C	C	D	B	B	D	B	B
d_A, Approach Delay [s/veh]	28.90			33.27			20.62			18.10		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	23.07											
Intersection LOS	C											
Intersection V/C	0.571											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.039	2.636	2.826	3.042
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	555	755	666
d_b, Bicycle Delay [s]	23.48	23.48	17.43	20.01
l_b,int, Bicycle LOS Score for Intersection	1.937	2.340	2.698	2.301
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	47.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	135	0	0	177	124	0	0	0	176	3	102
Total Analysis Volume [veh/h]	402	540	0	0	707	497	0	0	0	705	12	408
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	83	0	0	50	0	0	0	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	R
C, Cycle Length [s]	120	120	120	120		120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	29	79	47	47		33	33	33
g / C, Green / Cycle	0.24	0.66	0.39	0.39		0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.23	0.15	0.32	0.37		0.20	0.20	0.26
s, saturation flow rate [veh/h]	1781	3560	1870	1632		1781	1784	1589
c, Capacity [veh/h]	425	2358	730	637		483	483	431
d1, Uniform Delay [s]	44.90	8.06	32.87	35.31		39.90	39.88	42.87
k, delay calibration	0.38	0.50	0.50	0.50		0.26	0.26	0.41
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	26.79	0.23	10.27	24.41		5.29	5.23	27.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.23	0.82	0.94		0.74	0.74	0.95
d, Delay for Lane Group [s/veh]	71.68	8.29	43.14	59.73		45.19	45.12	70.81
Lane Group LOS	E	A	D	E		D	D	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	14.83	2.74	17.57	20.96		10.32	10.31	15.09
50th-Percentile Queue Length [ft/ln]	370.86	68.49	439.17	523.90		257.90	257.65	377.28
95th-Percentile Queue Length [veh/ln]	21.15	4.93	24.44	28.46		15.58	15.57	21.46
95th-Percentile Queue Length [ft/ln]	528.78	123.27	611.02	711.59		389.59	389.27	536.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.68	8.29	0.00	0.00	45.60	59.73	0.00	0.00	0.00	45.15	45.12	70.81
Movement LOS	E	A			D	E				D	D	E
d_A, Approach Delay [s/veh]	35.34			51.43			0.00			54.46		
Approach LOS	D			D			A			D		
d_I, Intersection Delay [s/veh]	47.84											
Intersection LOS	D											
Intersection V/C	0.946											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.325	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1317	767	0	550
d_b, Bicycle Delay [s]	6.99	22.80	59.98	31.52
l_b,int, Bicycle LOS Score for Intersection	2.337	2.553	4.132	3.416
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.792

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	199	28	88	256	0	38	0	108	0	0	0
Total Analysis Volume [veh/h]	0	795	112	353	1023	0	152	0	430	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	29	40	0	0	55	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	34	34	21	59	28	28	
g / C, Green / Cycle	0.36	0.36	0.22	0.62	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.07	0.20	0.29	0.09	0.27	
s, saturation flow rate [veh/h]	3560	1589	1781	3560	1781	1589	
c, Capacity [veh/h]	1269	567	390	2198	532	474	
d1, Uniform Delay [s]	25.33	21.17	36.17	9.76	25.57	32.06	
k, delay calibration	0.50	0.50	0.18	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.34	0.78	12.28	0.71	0.29	6.83	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.63	0.20	0.91	0.47	0.29	0.91	
d, Delay for Lane Group [s/veh]	27.67	21.95	48.45	10.47	25.86	38.88	
Lane Group LOS	C	C	D	B	C	D	
Critical Lane Group	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.63	1.82	9.14	5.39	2.64	10.12	
50th-Percentile Queue Length [ft/ln]	190.66	45.53	228.45	134.86	66.03	252.88	
95th-Percentile Queue Length [veh/ln]	12.16	3.28	14.10	9.20	4.75	15.33	
95th-Percentile Queue Length [ft/ln]	303.88	81.95	352.40	230.08	118.85	383.28	

Movement, Approach, & Intersection Results

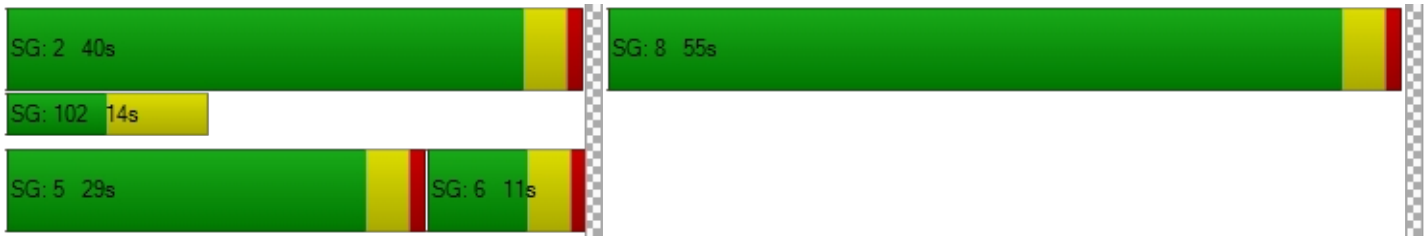
d_M, Delay for Movement [s/veh]	0.00	27.67	21.95	48.45	10.47	0.00	25.86	25.86	38.88	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	D			
d_A, Approach Delay [s/veh]	26.97			20.22			35.48			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	25.45											
Intersection LOS	C											
Intersection V/C	0.792											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.132	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	758	1074	0
d_b, Bicycle Delay [s]	40.76	18.33	10.19	47.51
l_b,int, Bicycle LOS Score for Intersection	2.308	2.695	2.520	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	48.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	3	129	13	132	82	50	7	9	35	113
Total Analysis Volume [veh/h]	5	39	10	516	50	527	327	200	26	36	141	452
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	29	0	0	42	0	15	31	0	13	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	7	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	38	38	38	11	50	50	5	44	44
g / C, Green / Cycle	0.05	0.33	0.33	0.33	0.10	0.44	0.44	0.04	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.03	0.16	0.16	0.33	0.09	0.06	0.06	0.02	0.08	0.28
s, saturation flow rate [veh/h]	1803	1781	1796	1589	3459	1870	1796	1781	1870	1589
c, Capacity [veh/h]	92	587	592	524	333	819	786	76	718	610
d1, Uniform Delay [s]	53.43	30.73	30.68	38.56	51.91	19.38	19.39	53.84	23.61	30.51
k, delay calibration	0.11	0.11	0.11	0.46	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.87	0.61	0.60	39.17	19.14	0.36	0.38	4.56	0.61	7.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.48	0.48	1.01	0.98	0.14	0.14	0.48	0.20	0.74
d, Delay for Lane Group [s/veh]	59.31	31.34	31.28	77.74	71.04	19.74	19.77	58.40	24.22	38.39
Lane Group LOS	E	C	C	F	E	B	B	E	C	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.68	6.33	6.32	20.19	5.58	1.93	1.87	1.11	2.68	11.94
50th-Percentile Queue Length [ft/ln]	41.96	158.31	158.02	504.81	139.51	48.14	46.68	27.87	67.05	298.50
95th-Percentile Queue Length [veh/ln]	3.02	10.46	10.44	27.66	9.45	3.47	3.36	2.01	4.83	17.61
95th-Percentile Queue Length [ft/ln]	75.52	261.48	261.10	691.55	236.37	86.65	84.02	50.16	120.70	440.17

Movement, Approach, & Intersection Results

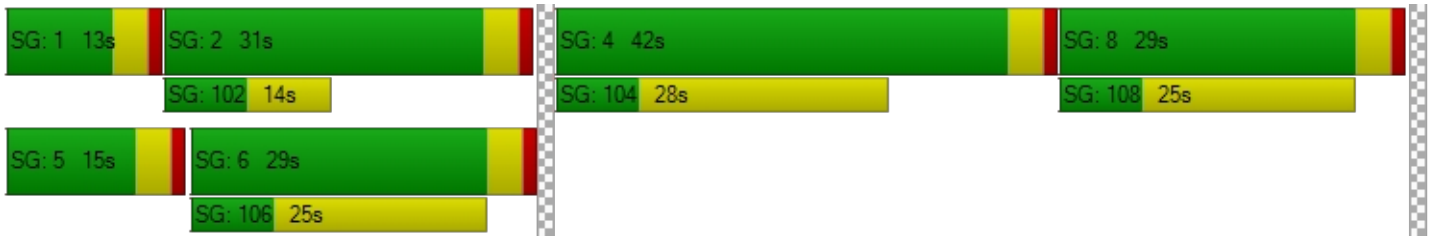
d_M, Delay for Movement [s/veh]	59.31	59.31	59.31	31.31	31.28	77.74	71.04	19.75	19.77	58.40	24.22	38.39
Movement LOS	E	E	E	C	C	F	E	B	B	E	C	D
d_A, Approach Delay [s/veh]	59.31			53.70			50.08			36.36		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	48.29											
Intersection LOS	D											
Intersection V/C	0.860											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	1.808	2.684	2.664	2.576
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	435	661	469	435
d_b, Bicycle Delay [s]	35.24	25.80	33.69	35.24
l_b,int, Bicycle LOS Score for Intersection	1.649	3.363	2.016	2.079
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	55	18	20	34	7	8	138	5	5	207	20
Total Analysis Volume [veh/h]	17	219	72	80	134	26	30	551	21	19	827	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	40	0	0	40	0	0	50	0	0	50	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20	62	62
g / C, Green / Cycle	0.22	0.22	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.17	0.20	0.34	0.51
s, saturation flow rate [veh/h]	1785	1221	1769	1823
c, Capacity [veh/h]	439	325	1261	1296
d1, Uniform Delay [s]	32.83	33.31	6.44	8.74
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.05	3.30	1.30	3.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.74	0.48	0.71
d, Delay for Lane Group [s/veh]	34.88	36.61	7.74	12.10
Lane Group LOS	C	D	A	B
Critical Lane Group	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	6.06	4.97	4.02	8.63
50th-Percentile Queue Length [ft/ln]	151.47	124.35	100.52	215.84
95th-Percentile Queue Length [veh/ln]	10.10	8.63	7.24	13.45
95th-Percentile Queue Length [ft/ln]	252.39	215.79	180.94	336.31

Movement, Approach, & Intersection Results

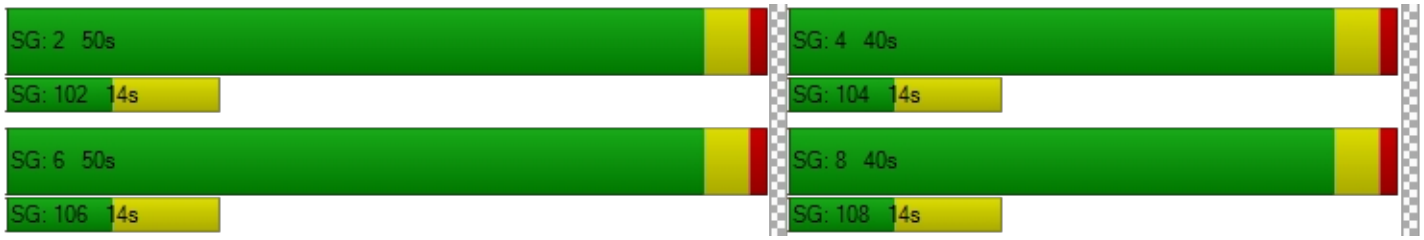
d_M, Delay for Movement [s/veh]	34.88	34.88	34.88	36.61	36.61	36.61	7.74	7.74	7.74	12.10	12.10	12.10
Movement LOS	C	C	C	D	D	D	A	A	A	B	B	B
d_A, Approach Delay [s/veh]	34.88			36.61			7.74			12.10		
Approach LOS	C			D			A			B		
d_I, Intersection Delay [s/veh]	17.05											
Intersection LOS	B											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	2.133	2.218	2.935	3.150
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1023	1023
d_b, Bicycle Delay [s]	16.18	16.18	10.74	10.74
l_b,int, Bicycle LOS Score for Intersection	2.068	1.956	2.553	3.084
Bicycle LOS	B	A	B	C

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	38.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	82	8	57	59	49	26	156	5	5	191	85
Total Analysis Volume [veh/h]	22	326	32	229	237	195	104	624	18	20	765	339
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	11	0	19	13	0	11	59	0	11	59	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	28	15	39	7	39	3	35	35
g / C, Green / Cycle	0.03	0.28	0.15	0.39	0.07	0.39	0.03	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01	0.19	0.13	0.25	0.06	0.35	0.01	0.31	0.31
s, saturation flow rate [veh/h]	1781	1841	1781	1732	1781	1861	1781	1870	1678
c, Capacity [veh/h]	59	507	262	674	126	720	55	649	583
d1, Uniform Delay [s]	47.38	32.64	41.82	24.90	45.91	28.73	47.54	30.96	31.00
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.16	0.11	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.84	8.04	9.01	4.64	12.53	5.94	3.93	6.10	6.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.71	0.88	0.64	0.82	0.89	0.36	0.90	0.90
d, Delay for Lane Group [s/veh]	51.22	40.68	50.83	29.54	58.44	34.67	51.47	37.06	37.89
Lane Group LOS	D	D	D	C	E	C	D	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	8.79	6.13	8.96	2.97	15.07	0.55	13.98	12.71
50th-Percentile Queue Length [ft/ln]	14.94	219.75	153.29	224.09	74.36	376.73	13.68	349.48	317.84
95th-Percentile Queue Length [veh/ln]	1.08	13.65	10.19	13.87	5.35	21.44	0.98	20.11	18.56
95th-Percentile Queue Length [ft/ln]	26.90	341.30	254.81	346.85	133.85	535.88	24.62	502.77	464.03

Movement, Approach, & Intersection Results

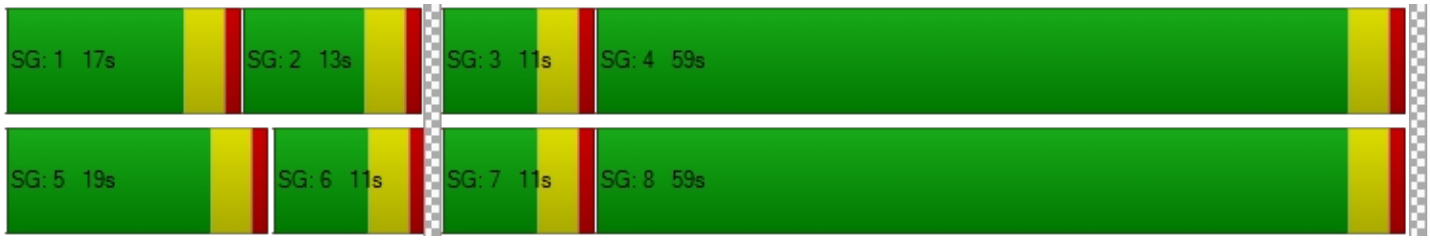
d_M, Delay for Movement [s/veh]	51.22	40.68	40.68	50.83	29.54	29.54	58.44	34.67	34.67	51.47	37.26	37.89
Movement LOS	D	D	D	D	C	C	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	41.29			36.92			37.99			37.70		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	38.07											
Intersection LOS	D											
Intersection V/C	0.825											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	140	180	1099	1099
d_b, Bicycle Delay [s]	43.28	41.44	10.15	10.15
I_b,int, Bicycle LOS Score for Intersection	2.187	2.650	2.791	2.487
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	51.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	121	60	42	83	23	41	179	48	89	204	39
Total Analysis Volume [veh/h]	227	483	240	167	331	90	164	715	191	357	817	157
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	33	0	17	29	0	17	38	0	32	53	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	32	32	13	28	28	13	33	33	26	46	46
g / C, Green / Cycle	0.14	0.27	0.27	0.11	0.24	0.24	0.11	0.27	0.27	0.22	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.13	0.20	0.20	0.09	0.12	0.12	0.09	0.25	0.25	0.20	0.27	0.27
s, saturation flow rate [veh/h]	1781	1870	1663	1781	1870	1735	1781	1870	1736	1781	1870	1767
c, Capacity [veh/h]	254	504	448	195	442	410	192	508	472	385	711	672
d1, Uniform Delay [s]	50.63	40.29	40.29	52.58	39.61	39.67	52.66	42.52	42.53	46.17	31.48	31.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.34	0.34	0.31	0.21	0.21
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.69	10.28	11.45	10.36	3.86	4.25	10.25	18.81	19.98	21.95	2.46	2.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.76	0.76	0.86	0.49	0.50	0.85	0.92	0.92	0.93	0.70	0.71
d, Delay for Lane Group [s/veh]	61.32	50.57	51.74	62.94	43.47	43.92	62.91	61.34	62.51	68.12	33.94	34.27
Lane Group LOS	E	D	D	E	D	D	E	E	E	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.45	11.76	10.60	5.51	6.02	5.69	5.40	16.08	15.09	12.74	12.59	12.06
50th-Percentile Queue Length [ft/ln]	186.17	294.00	265.12	137.65	150.45	142.34	135.09	402.00	377.30	318.43	314.72	301.49
95th-Percentile Queue Length [veh/ln]	11.92	17.38	15.95	9.35	10.04	9.61	9.22	22.66	21.46	18.59	18.41	17.75
95th-Percentile Queue Length [ft/ln]	298.06	434.60	398.64	233.86	251.02	240.17	230.39	566.41	536.57	464.75	460.20	443.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.32	50.82	51.74	62.94	43.63	43.92	62.91	61.74	62.51	68.12	34.07	34.27
Movement LOS	E	D	D	E	D	D	E	E	E	E	C	C
d_A, Approach Delay [s/veh]	53.56			49.16			62.06			43.23		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	51.72											
Intersection LOS	D											
Intersection V/C	0.866											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	49.54	49.54	49.54
l_p,int, Pedestrian LOS Score for Intersection	2.670	2.585	2.743	2.792
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	416	566	816
d_b, Bicycle Delay [s]	34.53	37.63	30.85	21.03
l_b,int, Bicycle LOS Score for Intersection	2.343	2.045	2.442	2.658
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	34.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.099

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	202	722	614	124	21	256
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	722	614	124	21	256
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	181	154	31	5	64
Total Analysis Volume [veh/h]	202	722	614	124	21	256
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.01	0.01	0.00	0.10	0.52
d_M, Delay for Movement [s/veh]	10.40	0.00	0.00	0.00	34.17	24.55
Movement LOS	B	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.90	0.00	0.00	0.00	4.09	4.09
95th-Percentile Queue Length [ft/ln]	22.50	0.00	0.00	0.00	102.35	102.35
d_A, Approach Delay [s/veh]	2.27		0.00		25.28	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	4.69					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Signalized	Delay (sec / veh):	33.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	108	122	13	187	4	2	3	53	159	2	4
Total Analysis Volume [veh/h]	72	432	488	51	748	16	9	11	212	637	7	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	9	25	0	9	25	0	19	32	0	34	47	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	43	43	4	41	41	1	16	21	36
g / C, Green / Cycle	0.05	0.43	0.43	0.04	0.41	0.41	0.01	0.16	0.21	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.23	0.31	0.03	0.21	0.21	0.01	0.14	0.18	0.01
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1870	1856	1781	1601	3459	1666
c, Capacity [veh/h]	91	795	676	69	773	768	22	259	740	606
d1, Uniform Delay [s]	47.00	21.50	23.86	47.60	21.67	21.67	49.10	40.87	37.92	20.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.34	2.66	6.56	13.86	2.27	2.28	11.93	8.19	3.09	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.54	0.72	0.73	0.50	0.50	0.41	0.86	0.86	0.04
d, Delay for Lane Group [s/veh]	61.34	24.15	30.42	61.46	23.93	23.95	61.03	49.06	41.01	20.59
Lane Group LOS	E	C	C	E	C	C	E	D	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.07	7.54	9.94	1.48	6.61	6.57	0.29	5.88	7.73	0.35
50th-Percentile Queue Length [ft/ln]	51.85	188.42	248.61	37.09	165.35	164.26	7.37	147.05	193.16	8.74
95th-Percentile Queue Length [veh/ln]	3.73	12.04	15.12	2.67	10.83	10.77	0.53	9.86	12.28	0.63
95th-Percentile Queue Length [ft/ln]	93.33	300.98	377.90	66.76	270.79	269.35	13.27	246.48	307.12	15.74

Movement, Approach, & Intersection Results

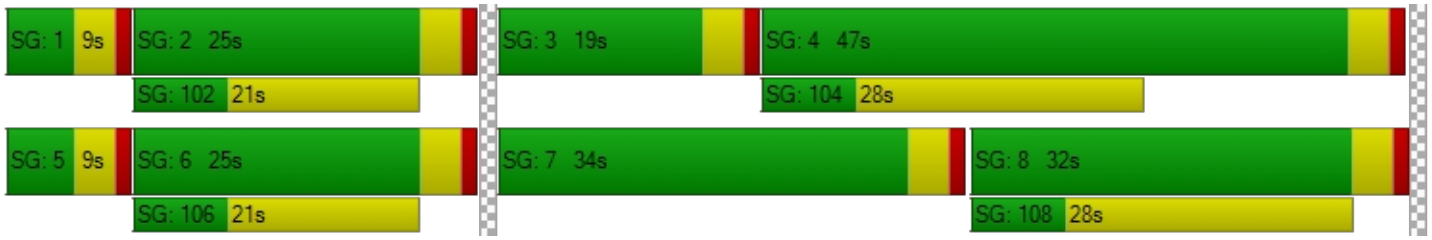
d_M, Delay for Movement [s/veh]	61.34	24.15	30.42	61.46	23.94	23.95	61.03	49.06	49.06	41.01	20.59	20.59
Movement LOS	E	C	C	E	C	C	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	29.93			26.29			49.52			40.30		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	33.05											
Intersection LOS	C											
Intersection V/C	0.785											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	39.64	39.64
l_p,int, Pedestrian LOS Score for Intersection	3.062	2.677	2.216	2.431
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	420	560	859
d_b, Bicycle Delay [s]	31.24	31.24	25.95	16.27
l_b,int, Bicycle LOS Score for Intersection	2.378	2.232	1.942	2.649
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	240	0	0	238	151	0	0	0	27	4	23
Total Analysis Volume [veh/h]	233	961	0	0	952	602	0	0	0	108	16	91
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	30	83	0	0	53	0	0	0	0	0	12	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	95	95	95	95		95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	15	79	60	60		8	8
g / C, Green / Cycle	0.15	0.83	0.64	0.64		0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.13	0.27	0.42	0.47		0.07	0.06
s, saturation flow rate [veh/h]	1781	3560	1870	1645		1792	1589
c, Capacity [veh/h]	272	2958	1189	1046		152	135
d1, Uniform Delay [s]	39.24	1.86	10.78	11.94		42.73	42.19
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.61	0.29	2.80	4.77		9.94	5.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.32	0.65	0.74		0.81	0.67
d, Delay for Lane Group [s/veh]	46.85	2.16	13.59	16.72		52.67	47.88
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		Yes	No
50th-Percentile Queue Length [veh/ln]	5.62	0.71	8.94	10.27		3.26	2.27
50th-Percentile Queue Length [ft/ln]	140.38	17.67	223.58	256.67		81.38	56.69
95th-Percentile Queue Length [veh/ln]	9.50	1.27	13.85	15.52		5.86	4.08
95th-Percentile Queue Length [ft/ln]	237.53	31.80	346.19	388.05		146.48	102.04

Movement, Approach, & Intersection Results

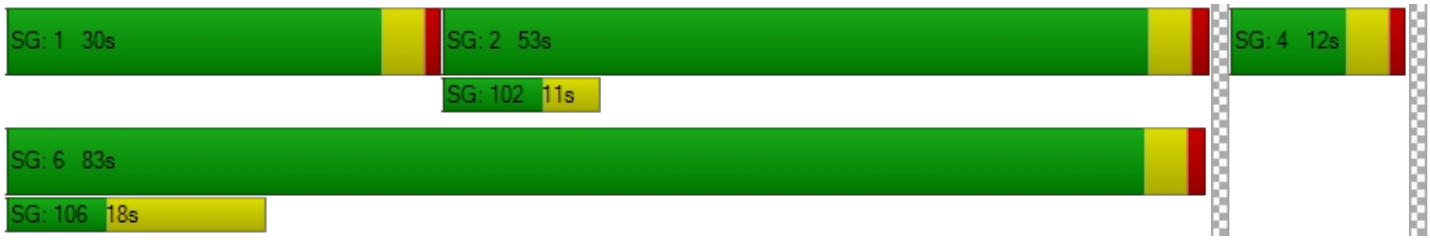
d_M, Delay for Movement [s/veh]	46.85	2.16	0.00	0.00	14.16	16.72	0.00	0.00	0.00	52.67	52.67	47.88
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	10.88			15.15			0.00			50.64		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	16.00											
Intersection LOS	B											
Intersection V/C	0.770											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.255	2.012
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1663	1031	0	168
d_b, Bicycle Delay [s]	1.35	11.14	47.51	39.84
l_b,int, Bicycle LOS Score for Intersection	2.545	2.842	4.132	1.914
Bicycle LOS	B	C	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	212	33	20	252	0	79	0	68	0	0	0
Total Analysis Volume [veh/h]	0	849	131	78	1006	0	317	1	271	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	5	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	15	0	9	24	0	0	66	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	54	54	5	63	19	19	
g / C, Green / Cycle	0.60	0.60	0.06	0.70	0.21	0.21	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.27	0.04	0.28	0.18	0.17	
s, saturation flow rate [veh/h]	1870	1786	1781	3560	1781	1589	
c, Capacity [veh/h]	1120	1069	101	2492	377	336	
d1, Uniform Delay [s]	9.82	9.99	41.91	5.66	34.09	33.76	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.24	1.42	11.83	0.49	5.22	4.59	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.44	0.46	0.77	0.40	0.84	0.81	
d, Delay for Lane Group [s/veh]	11.07	11.41	53.73	6.14	39.31	38.34	
Lane Group LOS	B	B	D	A	D	D	
Critical Lane Group	No	Yes	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	4.67	4.78	1.97	2.93	7.07	5.93	
50th-Percentile Queue Length [ft/ln]	116.79	119.45	49.14	73.27	176.64	148.24	
95th-Percentile Queue Length [veh/ln]	8.22	8.36	3.54	5.28	11.42	9.92	
95th-Percentile Queue Length [ft/ln]	205.40	209.07	88.46	131.88	285.62	248.08	

Movement, Approach, & Intersection Results

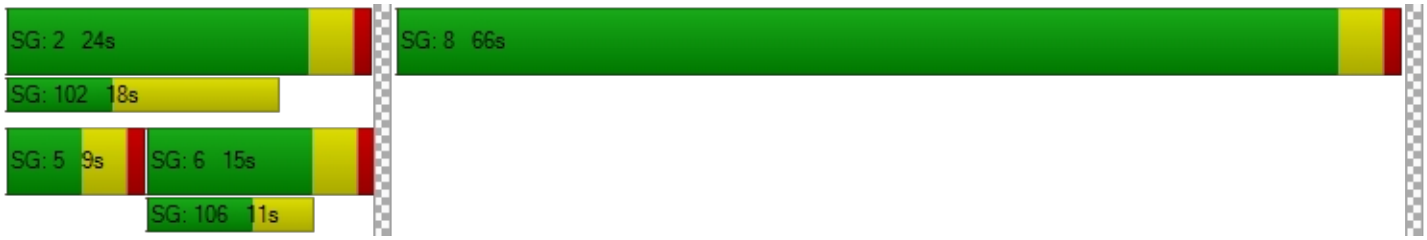
d_M, Delay for Movement [s/veh]	0.00	11.21	11.41	53.73	6.14	0.00	39.31	39.31	38.34	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	11.24			9.57			38.87			0.00		
Approach LOS	B			A			D			A		
d_I, Intersection Delay [s/veh]	16.69											
Intersection LOS	B											
Intersection V/C	0.573											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.131	1.628
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	444	1377	0
d_b, Bicycle Delay [s]	34.68	27.23	4.36	45.01
l_b,int, Bicycle LOS Score for Intersection	2.368	2.454	2.531	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.640

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	58	1	1	1	1	119	31	113	164	1
Total Analysis Volume [veh/h]	140	5	233	5	5	5	5	475	122	452	655	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	22	0	0	22	0	0	35	0	38	73	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	18	18	18	53	53	69	69
g / C, Green / Cycle	0.19	0.19	0.19	0.56	0.56	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.19	0.15	0.04	0.26	0.08	0.45	0.35
s, saturation flow rate [veh/h]	744	1589	388	1861	1589	1013	1867
c, Capacity [veh/h]	215	300	124	1081	891	616	1358
d1, Uniform Delay [s]	38.80	36.63	32.56	12.35	9.95	13.22	5.48
k, delay calibration	0.17	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.66	4.32	0.43	1.32	0.32	7.58	1.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.78	0.12	0.44	0.14	0.73	0.49
d, Delay for Lane Group [s/veh]	44.46	40.94	33.00	13.68	10.27	20.80	6.72
Lane Group LOS	D	D	C	B	B	C	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.68	5.41	0.29	5.60	1.14	3.51	4.19
50th-Percentile Queue Length [ft/ln]	91.88	135.36	7.37	139.98	28.60	87.66	104.87
95th-Percentile Queue Length [veh/ln]	6.62	9.23	0.53	9.48	2.06	6.31	7.55
95th-Percentile Queue Length [ft/ln]	165.39	230.77	13.27	237.00	51.47	157.79	188.76

Movement, Approach, & Intersection Results

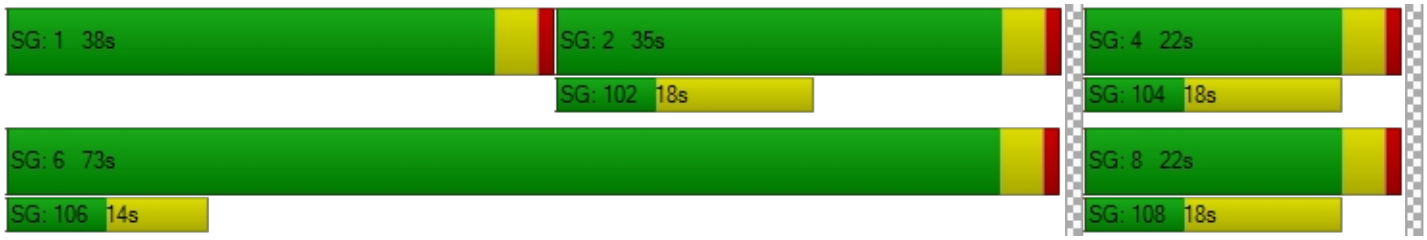
d_M, Delay for Movement [s/veh]	44.46	44.46	40.94	33.00	33.00	33.00	13.68	13.68	10.27	20.80	6.72	6.72
Movement LOS	D	D	D	C	C	C	B	B	B	C	A	A
d_A, Approach Delay [s/veh]	42.29			33.00			12.99			12.44		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	18.10											
Intersection LOS	B											
Intersection V/C	0.640											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.627	1.739	2.825	2.839
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	379	379	653	1453
d_b, Bicycle Delay [s]	31.21	31.21	21.56	3.56
l_b,int, Bicycle LOS Score for Intersection	2.183	1.584	2.553	3.394
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	44.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	205	749	71	210	1349	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	749	71	210	1349	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	187	18	53	337	11
Total Analysis Volume [veh/h]	205	749	71	210	1349	42
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split
Signal Group	3	0	2	0	0	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	7	0	0	7
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	52	0	32	0	0	26
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	18	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	33	33	33
g / C, Green / Cycle	0.30	0.30	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.12	0.27	0.04	0.13	0.27	0.26
s, saturation flow rate [veh/h]	1781	2813	1870	1589	3459	1788
c, Capacity [veh/h]	530	837	555	472	1026	531
d1, Uniform Delay [s]	30.65	36.96	28.25	31.31	37.00	36.94
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.46	3.68	0.48	3.03	11.92	19.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.90	0.13	0.45	0.89	0.89
d, Delay for Lane Group [s/veh]	31.11	40.64	28.72	34.34	48.92	56.71
Lane Group LOS	C	D	C	C	D	E
Critical Lane Group	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.21	9.55	1.36	4.62	12.61	14.14
50th-Percentile Queue Length [ft/ln]	105.25	238.80	34.05	115.55	315.35	353.44
95th-Percentile Queue Length [veh/ln]	7.57	14.62	2.45	8.15	18.44	20.30
95th-Percentile Queue Length [ft/ln]	189.37	365.52	61.29	203.70	460.96	507.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.11	40.64	28.72	34.34	51.41	56.71
Movement LOS	C	D	C	C	D	E
d_A, Approach Delay [s/veh]	38.59		32.92		51.57	
Approach LOS	D		C		D	
d_I, Intersection Delay [s/veh]	44.86					
Intersection LOS	D					
Intersection V/C	0.745					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.52	0.00	44.52
l_p,int, Pedestrian LOS Score for Intersection	3.075	0.000	3.100
Crosswalk LOS	C	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	873	509	400
d_b, Bicycle Delay [s]	17.45	30.53	35.17
l_b,int, Bicycle LOS Score for Intersection	1.560	2.023	3.855
Bicycle LOS	A	B	D

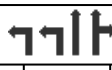
Sequence

Ring 1	2	6	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	49.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.025

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	131	7	48	182	159	67	269	61	36	479	48
Total Analysis Volume [veh/h]	355	525	26	191	727	634	267	1075	243	143	1917	190
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	29	0	0	29	29	13	47	47	15	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No	No	No	No	No	No	No	
Maximum Recall		No			No	No	No	No	No	No	No	
Pedestrian Recall		No			No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	25	25	25	25	67	9	43	87	11	45	45
g / C, Green / Cycle	0.21	0.21	0.21	0.21	0.21	0.56	0.08	0.36	0.72	0.09	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.23	0.15	0.15	0.11	0.20	0.23	0.08	0.30	0.15	0.13	0.38	0.12
s, saturation flow rate [veh/h]	1540	1870	1839	1781	3560	2813	3459	3560	1589	1137	5094	1589
c, Capacity [veh/h]	350	386	379	371	742	1568	264	1280	1152	150	1915	598
d1, Uniform Delay [s]	50.70	44.45	44.45	42.15	47.29	15.18	55.48	35.31	5.36	57.06	37.48	26.57
k, delay calibration	0.11	0.15	0.15	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.28	3.59	3.65	1.10	11.29	0.17	28.74	6.76	0.42	24.44	20.84	1.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.02	0.72	0.72	0.51	0.98	0.40	1.01	0.84	0.21	0.95	1.00	0.32
d, Delay for Lane Group [s/veh]	76.99	48.04	48.10	43.26	58.57	15.35	84.22	42.07	5.78	81.50	58.32	27.97
Lane Group LOS	F	D	D	D	E	B	F	D	A	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.60	8.07	7.94	5.15	11.90	4.89	5.04	15.44	1.94	5.38	22.04	4.10
50th-Percentile Queue Length [ft/ln]	165.05	201.76	198.61	128.63	297.62	122.30	126.10	386.00	48.43	134.38	551.03	102.58
95th-Percentile Queue Length [veh/ln]	10.90	12.73	12.57	8.87	17.56	8.52	8.76	21.88	3.49	9.18	29.77	7.39
95th-Percentile Queue Length [ft/ln]	272.41	318.24	314.17	221.63	439.09	212.99	219.04	547.10	87.17	229.44	744.13	184.65

Movement, Approach, & Intersection Results

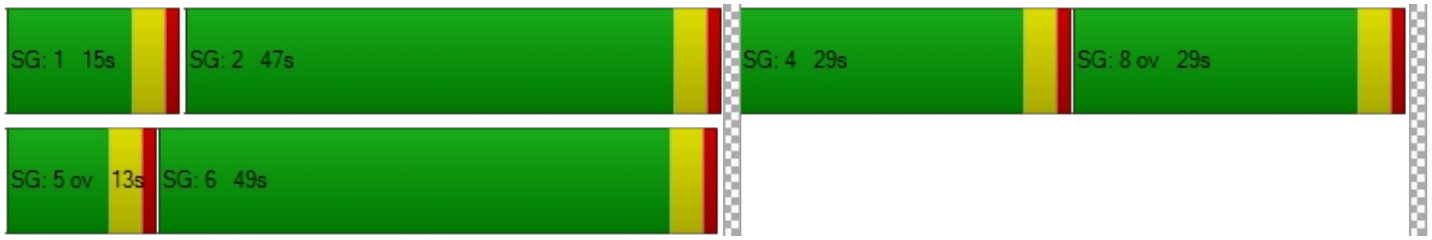
d_M, Delay for Movement [s/veh]	76.99	48.07	48.10	43.26	58.57	15.35	84.22	42.07	5.78	81.50	58.32	27.97
Movement LOS	F	D	D	D	E	B	F	D	A	F	F	C
d_A, Approach Delay [s/veh]	59.40			39.03			43.60			57.23		
Approach LOS	E			D			D			E		
d_I, Intersection Delay [s/veh]	49.62											
Intersection LOS	D											
Intersection V/C	1.025											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	416	416	716	750
d_b, Bicycle Delay [s]	37.63	37.63	24.73	23.46
l_b,int, Bicycle LOS Score for Intersection	2.307	2.840	2.867	2.797
Bicycle LOS	B	C	C	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	53.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.935

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	108	1	1	1	1	136	11	141	174	1
Total Analysis Volume [veh/h]	83	5	432	5	5	5	5	542	43	562	696	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	40	0	39	79	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	37	37	39	75	75
g / C, Green / Cycle	0.31	0.31	0.32	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.33	0.02	0.33	0.64	0.38
s, saturation flow rate [veh/h]	1569	906	1770	875	1868
c, Capacity [veh/h]	519	319	603	599	1167
d1, Uniform Delay [s]	42.64	28.95	40.79	29.71	13.50
k, delay calibration	0.50	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.17	0.06	31.85	24.30	2.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.05	0.98	0.94	0.60
d, Delay for Lane Group [s/veh]	82.81	29.01	72.64	54.01	15.79
Lane Group LOS	F	C	E	D	B
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	21.41	0.31	21.79	11.57	11.02
50th-Percentile Queue Length [ft/ln]	535.24	7.76	544.71	289.16	275.57
95th-Percentile Queue Length [veh/ln]	29.05	0.56	29.44	17.14	16.47
95th-Percentile Queue Length [ft/ln]	726.25	13.97	736.09	428.60	411.69

Movement, Approach, & Intersection Results

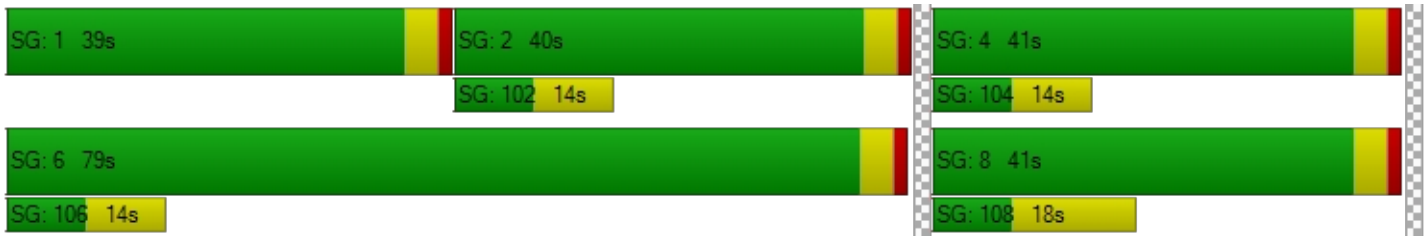
d_M, Delay for Movement [s/veh]	82.81	82.81	82.81	29.01	29.01	29.01	72.64	72.64	72.64	54.01	15.79	15.79
Movement LOS	F	F	F	C	C	C	E	E	E	D	B	B
d_A, Approach Delay [s/veh]	82.81			29.01			72.64			32.80		
Approach LOS	F			C			E			C		
d_I, Intersection Delay [s/veh]	53.51											
Intersection LOS	D											
Intersection V/C	0.935											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.50	49.50	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	2.551	1.750	3.075	2.933
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	617	617	600	1250
d_b, Bicycle Delay [s]	28.70	28.70	29.40	8.43
l_b,int, Bicycle LOS Score for Intersection	2.418	1.584	2.533	3.644
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	28	599	441	206	878	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	599	441	206	878	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	150	110	52	220	13
Total Analysis Volume [veh/h]	28	599	441	206	878	52
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	25	0	43	65	22	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	14	0	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	20	25	62	34	34
g / C, Green / Cycle	0.22	0.22	0.27	0.69	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.25	0.11	0.25	0.25
s, saturation flow rate [veh/h]	1605	1589	1781	1870	1870	1834
c, Capacity [veh/h]	351	347	486	1295	702	689
d1, Uniform Delay [s]	34.22	34.22	31.65	4.78	23.36	23.52
k, delay calibration	0.15	0.15	0.14	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.91	11.07	8.62	0.26	4.87	5.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.90	0.91	0.16	0.66	0.68
d, Delay for Lane Group [s/veh]	45.12	45.29	40.27	5.04	28.23	28.76
Lane Group LOS	D	D	D	A	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.59	7.54	9.60	0.99	8.54	8.65
50th-Percentile Queue Length [ft/ln]	189.77	188.48	240.06	24.86	213.56	216.15
95th-Percentile Queue Length [veh/ln]	12.11	12.04	14.68	1.79	13.34	13.47
95th-Percentile Queue Length [ft/ln]	302.74	301.06	367.10	44.74	333.39	336.71

Movement, Approach, & Intersection Results

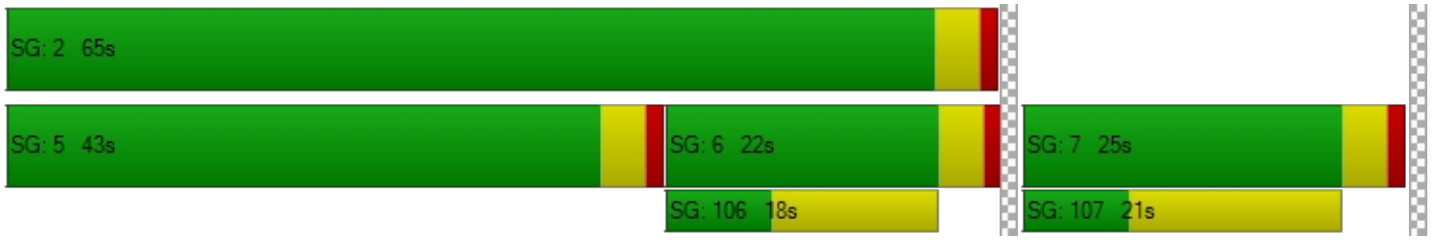
d_M, Delay for Movement [s/veh]	45.12	45.21	40.27	5.04	28.48	28.76
Movement LOS	D	D	D	A	C	C
d_A, Approach Delay [s/veh]	45.21		29.05		28.50	
Approach LOS	D		C		C	
d_I, Intersection Delay [s/veh]	33.41					
Intersection LOS	C					
Intersection V/C	0.805					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.304	2.993	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	1355	400
d_b, Bicycle Delay [s]	26.46	4.68	28.81
l_b,int, Bicycle LOS Score for Intersection	2.594	2.627	2.327
Bicycle LOS	B	B	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	48.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.542

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	333	50	17	279	35	74	99	17	24	185	160
Total Analysis Volume [veh/h]	148	1332	198	66	1114	141	294	396	68	97	739	639
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0
Split [s]	19	29	0	15	25	0	0	45	0	0	31	31
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Minimum Recall	No	No		No	No			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	38	38	11	38	38	28	28	28	27	27	74
g / C, Green / Cycle	0.10	0.32	0.32	0.09	0.31	0.31	0.23	0.23	0.23	0.22	0.22	0.61
(v / s)_i Volume / Saturation Flow Rate	0.08	0.26	0.12	0.04	0.22	0.09	0.17	0.13	0.13	0.05	0.21	0.40
s, saturation flow rate [veh/h]	1781	5094	1589	1781	5094	1589	1781	1870	1776	1781	3560	1589
c, Capacity [veh/h]	175	1329	415	163	1295	404	515	541	513	401	801	1024
d1, Uniform Delay [s]	53.20	44.35	37.44	51.41	42.72	36.62	36.32	34.74	34.75	38.11	45.48	12.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.50	25.24	3.90	1.61	7.64	2.37	1.00	0.56	0.60	0.31	5.05	2.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	1.00	0.48	0.40	0.86	0.35	0.57	0.44	0.44	0.24	0.92	0.62
d, Delay for Lane Group [s/veh]	63.69	69.58	41.34	53.02	50.36	38.99	37.32	35.30	35.35	38.42	50.52	15.57
Lane Group LOS	E	F	D	D	D	D	D	D	D	D	D	B
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.90	14.97	4.93	1.95	10.43	3.36	13.79	6.28	5.99	2.39	11.26	11.49
50th-Percentile Queue Length [ft/ln]	122.41	374.33	123.20	48.76	260.82	84.10	344.69	157.10	149.72	59.72	281.56	287.19
95th-Percentile Queue Length [veh/ln]	8.53	21.35	8.57	3.51	15.73	6.06	19.88	10.39	10.00	4.30	16.77	17.05
95th-Percentile Queue Length [ft/ln]	213.13	533.77	214.21	87.77	393.25	151.39	496.94	259.87	250.05	107.49	419.15	426.15

Movement, Approach, & Intersection Results

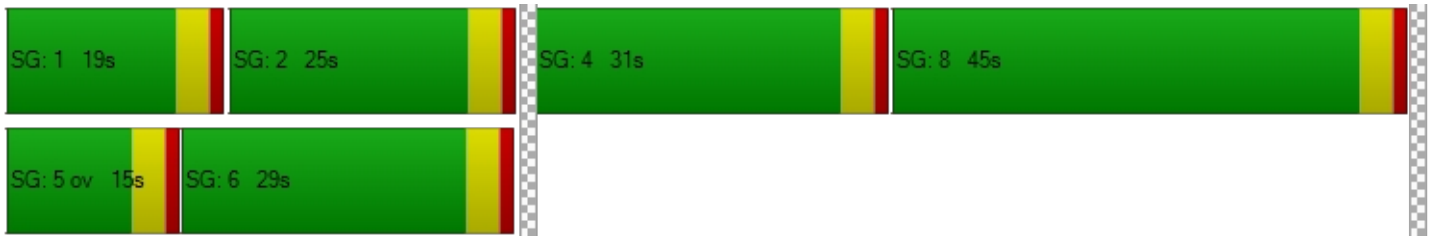
d_M, Delay for Movement [s/veh]	63.69	69.58	41.34	53.02	50.36	38.99	37.32	35.32	35.35	38.42	50.52	15.57
Movement LOS	E	F	D	D	D	D	D	D	D	D	D	B
d_A, Approach Delay [s/veh]	65.73			49.28			36.10			34.58		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	48.50											
Intersection LOS	D											
Intersection V/C	0.542											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	417	350	683	450
d_b, Bicycle Delay [s]	37.60	40.84	26.00	36.04
l_b,int, Bicycle LOS Score for Intersection	2.483	2.286	2.185	2.776
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	36.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.817

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	1	84	1	1	1	1	197	45	85	196	1
Total Analysis Volume [veh/h]	427	5	334	5	5	5	5	789	179	339	784	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	56	0	0	56	0	0	25	0	14	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C	L	C	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	43	30	30	44	44	44
g / C, Green / Cycle	0.46	0.46	0.46	0.31	0.31	0.46	0.46	0.46
(v / s)_i Volume / Saturation Flow Rate	0.30	0.21	0.01	0.28	0.28	0.37	0.21	0.21
s, saturation flow rate [veh/h]	1405	1593	1043	1854	1590	910	1870	1866
c, Capacity [veh/h]	436	726	526	618	497	377	860	858
d1, Uniform Delay [s]	29.01	17.87	14.99	31.21	31.29	22.12	17.56	17.57
k, delay calibration	0.14	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.06	0.47	0.02	13.59	22.42	26.77	1.76	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.47	0.03	0.85	0.90	0.90	0.46	0.46
d, Delay for Lane Group [s/veh]	47.07	18.33	15.01	44.80	53.70	48.90	19.33	19.33
Lane Group LOS	D	B	B	D	D	D	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.24	5.04	0.18	13.10	12.35	7.37	5.88	5.87
50th-Percentile Queue Length [ft/ln]	281.12	126.06	4.42	327.38	308.74	184.18	146.96	146.67
95th-Percentile Queue Length [veh/ln]	16.74	8.73	0.32	19.03	18.11	11.82	9.85	9.84
95th-Percentile Queue Length [ft/ln]	418.60	218.13	7.96	475.75	452.83	295.47	246.37	245.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.07	18.33	18.33	15.01	15.01	15.01	44.80	47.85	53.70	48.90	19.33	19.33
Movement LOS	D	B	B	B	B	B	D	D	D	D	B	B
d_A, Approach Delay [s/veh]	34.35			15.01			48.91			28.22		
Approach LOS	C			B			D			C		
d_I, Intersection Delay [s/veh]	36.76											
Intersection LOS	D											
Intersection V/C	0.817											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.523	1.739	3.452	2.896
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1095	1095	442	737
d_b, Bicycle Delay [s]	9.73	9.73	28.82	18.95
l_b,int, Bicycle LOS Score for Intersection	2.824	1.584	2.362	2.490
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	34.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.047

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	11	8	28	28	153	22	16	17	29	18	91
Total Analysis Volume [veh/h]	229	42	31	113	111	612	86	63	69	116	73	364
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	0	51	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	48	48	34	34
g / C, Green / Cycle	0.54	0.54	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.60	0.47	0.24	0.36
s, saturation flow rate [veh/h]	507	1771	927	1545
c, Capacity [veh/h]	343	997	402	626
d1, Uniform Delay [s]	25.38	18.48	21.49	27.31
k, delay calibration	0.50	0.50	0.16	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	26.20	8.40	1.72	13.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.84	0.54	0.88
d, Delay for Lane Group [s/veh]	51.58	26.88	23.21	41.07
Lane Group LOS	D	C	C	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.10	16.18	3.54	12.97
50th-Percentile Queue Length [ft/ln]	227.53	404.38	88.40	324.36
95th-Percentile Queue Length [veh/ln]	14.05	22.77	6.37	18.88
95th-Percentile Queue Length [ft/ln]	351.22	569.28	159.13	472.04

Movement, Approach, & Intersection Results

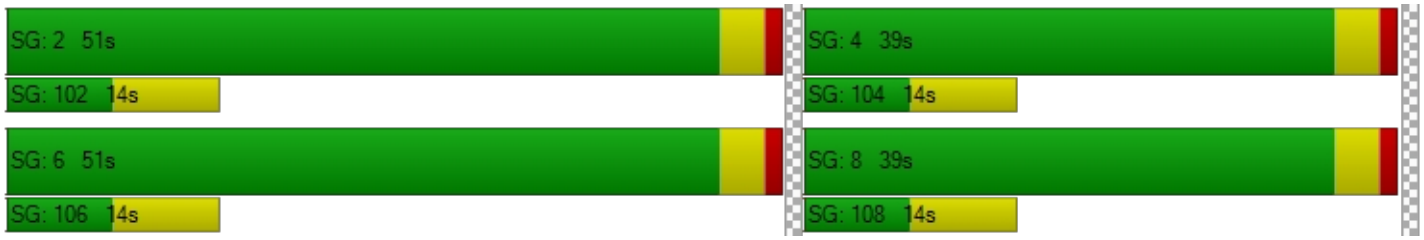
d_M, Delay for Movement [s/veh]	51.58	51.58	51.58	26.88	26.88	26.88	23.21	23.21	23.21	41.07	41.07	41.07
Movement LOS	D	D	D	C	C	C	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	51.58			26.88			23.21			41.07		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	34.48											
Intersection LOS	C											
Intersection V/C	1.047											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.65	34.65	34.65	34.65
l_p,int, Pedestrian LOS Score for Intersection	2.171	2.484	2.776	2.369
Crosswalk LOS	B	B	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1045	1045	778	778
d_b, Bicycle Delay [s]	10.26	10.26	16.79	16.79
l_b,int, Bicycle LOS Score for Intersection	2.058	2.939	1.919	2.472
Bicycle LOS	B	C	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Jackson Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	31.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	83	6	28	104	41	39	108	38	9	70	32
Total Analysis Volume [veh/h]	94	330	22	110	416	165	154	432	153	34	278	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	10	22	0	17	29	0	13	42	0	9	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	18	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	35	7	36	36	9	29	29	3	23
g / C, Green / Cycle	0.07	0.39	0.08	0.40	0.40	0.10	0.32	0.32	0.03	0.25
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.06	0.16	0.16	0.09	0.23	0.10	0.02	0.23
s, saturation flow rate [veh/h]	1781	1850	1781	1870	1692	1781	1870	1589	1781	1772
c, Capacity [veh/h]	120	719	142	750	679	179	600	510	59	449
d1, Uniform Delay [s]	41.39	20.79	40.69	19.30	19.33	39.92	27.06	23.03	42.97	32.58
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.43	2.37	8.64	1.62	1.82	11.20	1.65	0.33	8.52	9.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.49	0.77	0.40	0.41	0.86	0.72	0.30	0.58	0.90
d, Delay for Lane Group [s/veh]	51.81	23.16	49.34	20.93	21.15	51.11	28.72	23.36	51.49	42.45
Lane Group LOS	D	C	D	C	C	D	C	C	D	D
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.29	5.46	2.60	4.39	4.04	3.71	7.70	2.28	0.85	9.03
50th-Percentile Queue Length [ft/ln]	57.22	136.45	64.95	109.70	101.07	92.84	192.46	57.08	21.19	225.81
95th-Percentile Queue Length [veh/ln]	4.12	9.29	4.68	7.82	7.28	6.68	12.25	4.11	1.53	13.96
95th-Percentile Queue Length [ft/ln]	103.00	232.24	116.92	195.59	181.93	167.12	306.21	102.75	38.15	349.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.81	23.16	23.16	49.34	20.99	21.15	51.11	28.72	23.36	51.49	42.45	42.45
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	29.20			25.54			32.27			43.15		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.73											
Intersection LOS	C											
Intersection V/C	0.689											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.557	2.659	2.714	2.483
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	555	844	755
d_b, Bicycle Delay [s]	28.84	23.51	15.06	17.46
l_b,int, Bicycle LOS Score for Intersection	2.296	2.130	2.779	2.282
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Jackson Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	31	1	49	46	28	28	150	10	4	84	57
Total Analysis Volume [veh/h]	27	122	5	197	182	113	111	601	38	14	335	228
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	5	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	35	0	0	35	0	26	46	0	9	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	7	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	7	54	1	48	48
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.08	0.60	0.02	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.09	0.16	0.10	0.07	0.06	0.35	0.01	0.16	0.16
s, saturation flow rate [veh/h]	1690	1263	1870	1589	1781	1851	1781	1870	1623
c, Capacity [veh/h]	476	253	475	404	142	1104	29	997	865
d1, Uniform Delay [s]	27.31	34.52	27.75	26.97	40.63	11.20	43.88	11.68	11.73
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	5.17	0.51	0.37	8.91	2.22	11.66	0.77	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.78	0.38	0.28	0.78	0.58	0.48	0.30	0.31
d, Delay for Lane Group [s/veh]	27.71	39.69	28.26	27.34	49.54	13.41	55.54	12.45	12.65
Lane Group LOS	C	D	C	C	D	B	E	B	B
Critical Lane Group	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.55	4.24	3.07	1.85	2.63	6.81	0.39	3.01	2.71
50th-Percentile Queue Length [ft/ln]	63.74	106.03	76.67	46.29	65.65	170.25	9.70	75.13	67.71
95th-Percentile Queue Length [veh/ln]	4.59	7.62	5.52	3.33	4.73	11.09	0.70	5.41	4.87
95th-Percentile Queue Length [ft/ln]	114.73	190.46	138.00	83.33	118.17	277.24	17.46	135.23	121.87

Movement, Approach, & Intersection Results

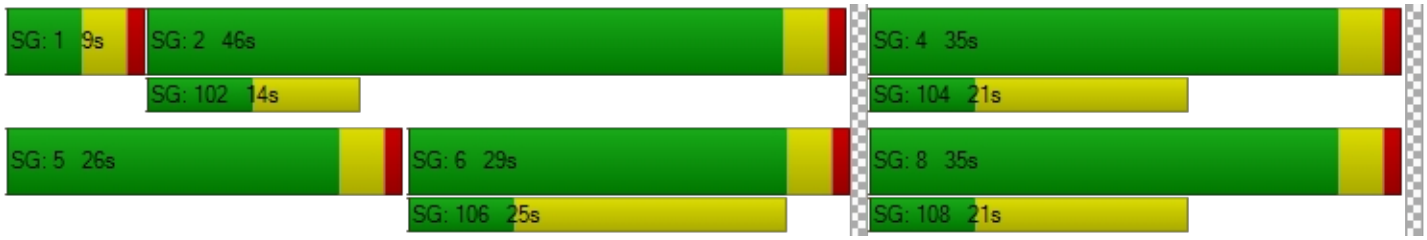
d_M, Delay for Movement [s/veh]	27.71	27.71	27.71	39.69	28.26	27.34	49.54	13.41	13.41	55.54	12.47	12.65
Movement LOS	C	C	C	D	C	C	D	B	B	E	B	B
d_A, Approach Delay [s/veh]	27.71			32.62			18.76			13.59		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.40											
Intersection LOS	C											
Intersection V/C	0.587											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.030	2.609	2.667	2.971
Crosswalk LOS	B	B	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	689	933	556
d_b, Bicycle Delay [s]	19.34	19.34	12.80	23.47
l_b,int, Bicycle LOS Score for Intersection	1.814	2.371	2.797	2.036
Bicycle LOS	A	B	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Golf Center Parkway at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	221	0	0	205	75	0	0	0	54	0	66
Total Analysis Volume [veh/h]	359	884	0	0	821	300	0	0	0	217	0	264
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	69	0	0	36	0	0	0	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	20	65	41	41		17	17	17
g / C, Green / Cycle	0.23	0.73	0.46	0.46		0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.20	0.25	0.30	0.33		0.06	0.06	0.17
s, saturation flow rate [veh/h]	1781	3560	1870	1709		1781	1781	1589
c, Capacity [veh/h]	401	2583	852	779		331	331	295
d1, Uniform Delay [s]	33.84	4.51	19.05	19.85		31.79	31.79	35.80
k, delay calibration	0.16	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	10.09	0.36	3.96	5.69		0.57	0.57	9.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.34	0.66	0.72		0.33	0.33	0.89
d, Delay for Lane Group [s/veh]	43.93	4.88	23.01	25.54		32.36	32.36	45.12
Lane Group LOS	D	A	C	C		C	C	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.54	2.47	9.52	10.17		2.07	2.07	6.30
50th-Percentile Queue Length [ft/ln]	213.50	61.70	237.90	254.25		51.82	51.82	157.49
95th-Percentile Queue Length [veh/ln]	13.33	4.44	14.57	15.40		3.73	3.73	10.42
95th-Percentile Queue Length [ft/ln]	333.31	111.07	364.37	385.00		93.27	93.27	260.39

Movement, Approach, & Intersection Results

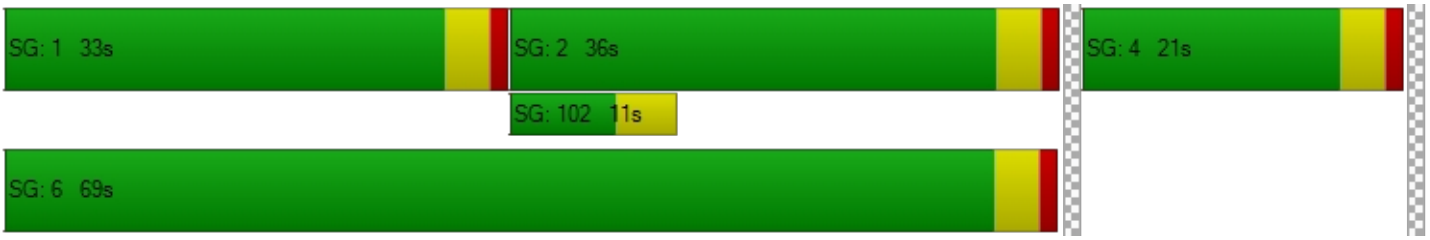
d_M, Delay for Movement [s/veh]	43.93	4.88	0.00	0.00	23.81	25.54	0.00	0.00	0.00	32.36	32.36	45.12
Movement LOS	D	A			C	C				C	C	D
d_A, Approach Delay [s/veh]	16.16			24.27			0.00			39.37		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	23.28											
Intersection LOS	C											
Intersection V/C	0.803											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.065	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1444	711	0	378
d_b, Bicycle Delay [s]	3.48	18.70	45.01	29.62
l_b,int, Bicycle LOS Score for Intersection	2.585	2.484	4.132	2.353
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Golf Center Parkway at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Golf Center Parkway			Golf Center Parkway			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	248	107	108	155	0	67	1	111	0	0	0
Total Analysis Volume [veh/h]	0	992	426	431	619	0	269	5	442	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	17	0	39	56	0	0	39	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	29	29	25	58	29	29	
g / C, Green / Cycle	0.30	0.30	0.26	0.61	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.27	0.24	0.17	0.15	0.28	
s, saturation flow rate [veh/h]	3560	1589	1781	3560	1782	1589	
c, Capacity [veh/h]	1085	484	472	2178	542	483	
d1, Uniform Delay [s]	31.84	31.38	33.86	8.67	27.20	31.88	
k, delay calibration	0.50	0.50	0.20	0.50	0.11	0.28	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	13.20	19.86	12.39	0.33	0.73	15.66	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.91	0.88	0.91	0.28	0.51	0.91	
d, Delay for Lane Group [s/veh]	45.04	51.24	46.25	8.99	27.93	47.54	
Lane Group LOS	D	D	D	A	C	D	
Critical Lane Group	Yes	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.62	11.67	11.02	2.86	5.12	11.58	
50th-Percentile Queue Length [ft/ln]	315.50	291.78	275.39	71.40	128.11	289.60	
95th-Percentile Queue Length [veh/ln]	18.45	17.27	16.46	5.14	8.84	17.17	
95th-Percentile Queue Length [ft/ln]	461.15	431.84	411.47	128.53	220.92	429.14	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	45.04	51.24	46.25	8.99	0.00	27.93	27.93	47.54	0.00	0.00	0.00
Movement LOS		D	D	D	A		C	C	D			
d_A, Approach Delay [s/veh]	46.90			24.29			40.03			0.00		
Approach LOS	D			C			D			A		
d_I, Intersection Delay [s/veh]	37.90											
Intersection LOS	D											
Intersection V/C	0.914											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.175	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	274	1095	737	0
d_b, Bicycle Delay [s]	35.40	9.74	18.95	47.51
l_b,int, Bicycle LOS Score for Intersection	2.729	2.426	2.741	4.132
Bicycle LOS	B	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 16: Golf Center Parkway/Lorraine Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	47.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Lorraine Street			Golf Center Parkway			Highway 111			Highway 111		
Base Volume Input [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	10	142	11	80	122	50	3	5	37	128
Total Analysis Volume [veh/h]	10	83	41	568	42	320	489	201	11	19	148	512
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	29	0	0	37	0	25	24	0	30	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	21	0	0	7	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	27	27	27	19	62	62	3	47	47
g / C, Green / Cycle	0.09	0.23	0.23	0.23	0.16	0.52	0.52	0.03	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.20	0.14	0.06	0.06	0.01	0.08	0.32
s, saturation flow rate [veh/h]	1768	1781	1793	1589	3459	1870	1836	1781	1870	1589
c, Capacity [veh/h]	164	404	406	360	550	971	953	50	726	617
d1, Uniform Delay [s]	53.47	43.33	43.28	44.96	49.44	14.72	14.72	57.29	24.38	33.12
k, delay calibration	0.11	0.18	0.17	0.26	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.55	4.66	4.48	15.64	5.13	0.23	0.23	4.60	0.63	12.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.76	0.75	0.89	0.89	0.11	0.11	0.38	0.20	0.83
d, Delay for Lane Group [s/veh]	63.02	47.99	47.75	60.61	54.57	14.95	14.95	61.89	25.02	45.34
Lane Group LOS	E	D	D	E	D	B	B	E	C	D
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.40	8.95	8.93	10.74	7.56	1.55	1.52	0.63	2.94	15.30
50th-Percentile Queue Length [ft/ln]	110.09	223.69	223.26	268.59	188.91	38.73	38.11	15.79	73.46	382.61
95th-Percentile Queue Length [veh/ln]	7.85	13.85	13.83	16.12	12.06	2.79	2.74	1.14	5.29	21.72
95th-Percentile Queue Length [ft/ln]	196.13	346.33	345.79	402.97	301.62	69.71	68.60	28.42	132.23	543.01

Movement, Approach, & Intersection Results

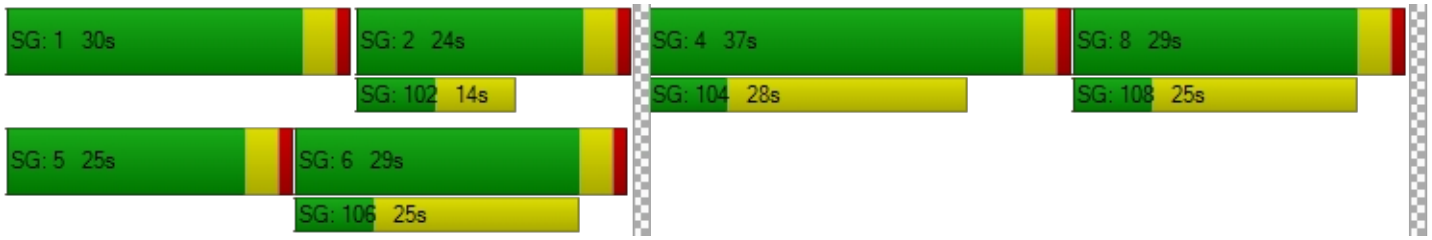
d_M, Delay for Movement [s/veh]	63.02	63.02	63.02	47.88	47.75	60.61	54.57	14.95	14.95	61.89	25.02	45.34
Movement LOS	E	E	E	D	D	E	D	B	B	E	C	D
d_A, Approach Delay [s/veh]	63.02			52.25			42.59			41.38		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	47.05											
Intersection LOS	D											
Intersection V/C	0.855											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	1.829	2.706	2.658	2.604
Crosswalk LOS	A	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	417	550	333	417
d_b, Bicycle Delay [s]	37.62	31.55	41.68	37.62
l_b,int, Bicycle LOS Score for Intersection	1.781	3.094	2.138	2.120
Bicycle LOS	A	C	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 19: Calhoun Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			50.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Calhoun Street			Calhoun Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	16	4	20	19	6	5	197	2	4	147	13
Total Analysis Volume [veh/h]	6	63	14	78	77	24	18	788	9	17	586	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	46	0	0	46	0	0	44	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	70	70
g / C, Green / Cycle	0.13	0.13	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.44	0.36
s, saturation flow rate [veh/h]	1828	1650	1843	1812
c, Capacity [veh/h]	277	269	1484	1460
d1, Uniform Delay [s]	35.79	38.10	3.75	3.28
k, delay calibration	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.60	2.84	1.47	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.67	0.55	0.45
d, Delay for Lane Group [s/veh]	36.39	40.94	5.22	4.27
Lane Group LOS	D	D	A	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.61	3.81	2.97	2.06
50th-Percentile Queue Length [ft/ln]	40.24	95.22	74.27	51.53
95th-Percentile Queue Length [veh/ln]	2.90	6.86	5.35	3.71
95th-Percentile Queue Length [ft/ln]	72.44	171.39	133.68	92.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.39	36.39	36.39	40.94	40.94	40.94	5.22	5.22	5.22	4.27	4.27	4.27
Movement LOS	D	D	D	D	D	D	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	36.39			40.94			5.22			4.27		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	10.05											
Intersection LOS	B											
Intersection V/C	0.605											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.63	34.63	34.63	34.63
l_p,int, Pedestrian LOS Score for Intersection	1.890	1.993	2.886	3.072
Crosswalk LOS	A	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	934	934	890	890
d_b, Bicycle Delay [s]	12.77	12.77	13.85	13.85
l_b,int, Bicycle LOS Score for Intersection	1.697	1.855	2.904	2.639
Bicycle LOS	A	A	C	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 22: Van Buren Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	34.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Van Buren Street			Van Buren Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	64	5	57	72	18	17	196	4	5	140	51
Total Analysis Volume [veh/h]	10	254	20	227	288	73	68	783	14	21	561	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	13	0	18	17	0	41	48	0	11	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	17	13	29	6	41	3	38	38
g / C, Green / Cycle	0.02	0.19	0.15	0.32	0.06	0.45	0.03	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.13	0.20	0.04	0.43	0.01	0.21	0.21
s, saturation flow rate [veh/h]	1781	1846	1781	1806	1781	1864	1781	1870	1703
c, Capacity [veh/h]	31	354	262	580	114	841	57	784	714
d1, Uniform Delay [s]	43.70	34.53	37.53	25.91	41.02	23.69	42.68	19.29	19.31
k, delay calibration	0.11	0.50	0.11	0.50	0.11	0.32	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.73	15.12	8.41	4.96	4.94	15.08	3.88	0.51	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.77	0.87	0.62	0.60	0.95	0.37	0.51	0.51
d, Delay for Lane Group [s/veh]	49.43	49.64	45.94	30.87	45.96	38.77	46.56	19.80	19.87
Lane Group LOS	D	D	D	C	D	D	D	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.27	7.06	5.41	7.15	1.61	18.61	0.51	6.00	5.50
50th-Percentile Queue Length [ft/ln]	6.70	176.52	135.29	178.81	40.19	465.21	12.87	150.11	137.57
95th-Percentile Queue Length [veh/ln]	0.48	11.42	9.23	11.54	2.89	25.68	0.93	10.02	9.35
95th-Percentile Queue Length [ft/ln]	12.06	285.46	230.66	288.47	72.33	642.07	23.17	250.57	233.75

Movement, Approach, & Intersection Results

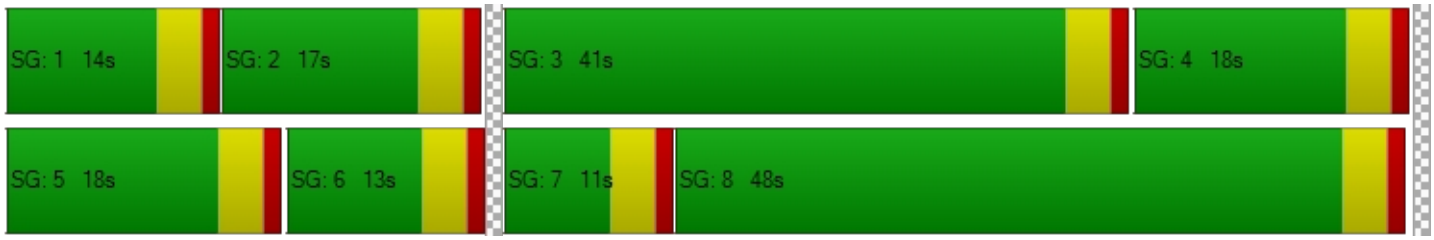
d_M, Delay for Movement [s/veh]	49.43	49.64	49.64	45.94	30.87	30.87	45.96	38.77	38.77	46.56	19.82	19.87
Movement LOS	D	D	D	D	C	C	D	D	D	D	B	B
d_A, Approach Delay [s/veh]	49.64			36.69			39.34			20.55		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	34.04											
Intersection LOS	C											
Intersection V/C	0.870											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	200	289	978	311
d_b, Bicycle Delay [s]	36.46	32.95	11.76	32.10
l_b,int, Bicycle LOS Score for Intersection	2.028	2.530	2.987	2.206
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 32: Cesar Chavez Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	51.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Cesar Chavez Street			Cesar Chavez Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	90	67	53	105	38	29	198	37	72	201	29
Total Analysis Volume [veh/h]	280	361	269	213	418	152	117	793	146	286	802	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	30	0	24	29	0	13	41	0	25	53	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	18	0	0	18	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	33	33	16	29	29	9	33	33	21	45	45
g / C, Green / Cycle	0.17	0.28	0.28	0.14	0.24	0.24	0.08	0.28	0.28	0.17	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.18	0.12	0.16	0.16	0.07	0.26	0.26	0.16	0.25	0.25
s, saturation flow rate [veh/h]	1781	1870	1608	1781	1870	1702	1781	1870	1770	1781	1870	1789
c, Capacity [veh/h]	307	518	445	243	450	410	136	521	493	312	706	675
d1, Uniform Delay [s]	48.83	38.36	38.37	50.89	41.18	41.20	54.85	42.13	42.13	48.68	31.06	31.09
k, delay calibration	0.18	0.50	0.50	0.11	0.50	0.50	0.11	0.34	0.34	0.19	0.18	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.70	6.32	7.32	9.76	7.45	8.22	14.42	18.83	19.66	16.58	1.81	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.65	0.65	0.88	0.66	0.66	0.86	0.93	0.93	0.92	0.66	0.67
d, Delay for Lane Group [s/veh]	64.53	44.69	45.69	60.66	48.62	49.42	69.28	60.96	61.80	65.26	32.87	33.01
Lane Group LOS	E	D	D	E	D	D	E	E	E	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.55	9.68	8.46	6.93	8.88	8.20	4.04	16.49	15.73	9.83	11.53	11.08
50th-Percentile Queue Length [ft/ln]	238.87	242.09	211.39	173.32	221.90	204.93	101.09	412.13	393.14	245.75	288.15	276.98
95th-Percentile Queue Length [veh/ln]	14.62	14.79	13.22	11.25	13.76	12.89	7.28	23.14	22.23	14.97	17.09	16.54
95th-Percentile Queue Length [ft/ln]	365.60	369.67	330.61	281.27	344.05	322.32	181.97	578.60	555.73	374.29	427.35	413.45

Movement, Approach, & Intersection Results

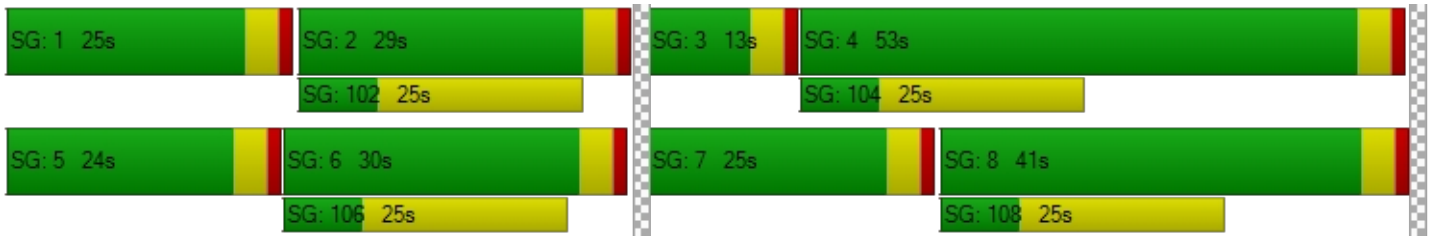
d_M, Delay for Movement [s/veh]	64.53	44.75	45.69	60.66	48.85	49.42	69.28	61.29	61.80	65.26	32.93	33.01
Movement LOS	E	D	D	E	D	D	E	E	E	E	C	C
d_A, Approach Delay [s/veh]	51.11			52.17			62.24			40.61		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	51.10											
Intersection LOS	D											
Intersection V/C	0.849											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	49.54	49.54	49.54
l_p,int, Pedestrian LOS Score for Intersection	2.657	2.582	2.760	2.797
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	433	416	616	816
d_b, Bicycle Delay [s]	36.85	37.63	28.73	21.03
l_b,int, Bicycle LOS Score for Intersection	2.310	2.206	2.431	2.553
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 34: Grapefruit Boulevard at Leoco Lane

Control Type:	Two-way stop	Delay (sec / veh):	36.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Grapefruit Boulevard		Grapefruit Boulevard		Leoco Lane	
Base Volume Input [veh/h]	96	635	691	139	6	321
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	635	691	139	6	321
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	159	173	35	2	80
Total Analysis Volume [veh/h]	96	635	691	139	6	321
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			Yes
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.01	0.00	0.02	0.72
d_M, Delay for Movement [s/veh]	10.10	0.00	0.00	0.00	36.85	33.12
Movement LOS	B	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.41	0.00	0.00	0.00	6.05	6.05
95th-Percentile Queue Length [ft/ln]	10.15	0.00	0.00	0.00	151.21	151.21
d_A, Approach Delay [s/veh]	1.33		0.00		33.18	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.26					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 36: Dillon Road at Vista Del Norte

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			Vista Del Norte			Vista Del Norte		
Base Volume Input [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	165	137	9	68	4	3	2	58	127	1	2
Total Analysis Volume [veh/h]	101	660	548	34	273	15	12	9	233	507	5	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	10	26	0	9	25	0	23	33	0	22	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	14	0	0	21	0	0	21	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	40	40	3	37	37	1	16	15	30
g / C, Green / Cycle	0.07	0.44	0.44	0.03	0.41	0.41	0.01	0.18	0.17	0.33
(v / s)_i Volume / Saturation Flow Rate	0.06	0.35	0.35	0.02	0.08	0.08	0.01	0.15	0.15	0.01
s, saturation flow rate [veh/h]	1781	1870	1595	1781	1870	1836	1781	1598	3459	1679
c, Capacity [veh/h]	120	828	706	58	763	749	27	281	593	558
d1, Uniform Delay [s]	41.56	21.40	21.60	42.98	17.11	17.13	43.99	36.05	36.23	20.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.65	7.24	9.02	9.10	0.55	0.57	11.15	7.63	3.66	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.78	0.80	0.59	0.19	0.19	0.45	0.86	0.85	0.03
d, Delay for Lane Group [s/veh]	56.21	28.64	30.62	52.08	17.67	17.69	55.14	43.68	39.89	20.27
Lane Group LOS	E	C	C	D	B	B	E	D	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.60	11.90	10.74	0.86	1.88	1.86	0.35	5.65	5.60	0.20
50th-Percentile Queue Length [ft/ln]	65.09	297.50	268.53	21.55	46.95	46.56	8.65	141.35	140.07	4.95
95th-Percentile Queue Length [veh/ln]	4.69	17.56	16.12	1.55	3.38	3.35	0.62	9.55	9.48	0.36
95th-Percentile Queue Length [ft/ln]	117.17	438.93	402.90	38.78	84.50	83.81	15.58	238.84	237.12	8.91

Movement, Approach, & Intersection Results

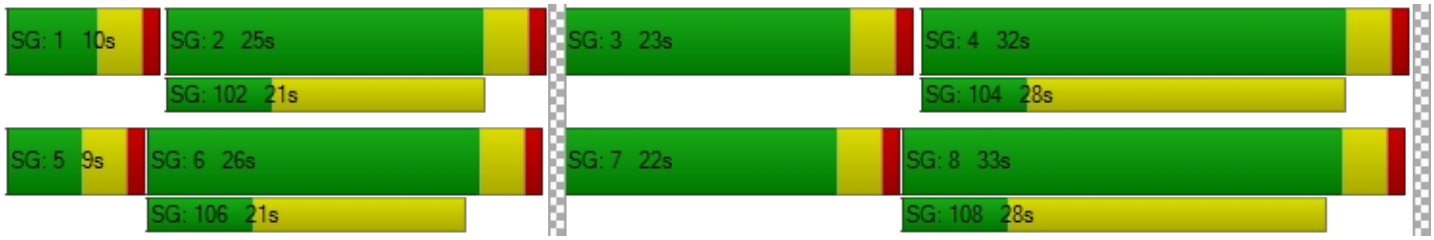
d_M, Delay for Movement [s/veh]	56.21	28.68	30.62	52.08	17.68	17.69	55.14	43.68	43.68	39.89	20.27	20.27
Movement LOS	E	C	C	D	B	B	E	D	D	D	C	C
d_A, Approach Delay [s/veh]	31.62			21.31			44.22			39.37		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	33.25											
Intersection LOS	C											
Intersection V/C	0.814											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	34.69	34.69	34.69
l_p,int, Pedestrian LOS Score for Intersection	2.979	2.593	2.222	2.402
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	466	644	622
d_b, Bicycle Delay [s]	25.71	26.47	20.69	21.38
l_b,int, Bicycle LOS Score for Intersection	2.640	1.825	1.979	2.419
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 37: Dillon Road at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	280	0	0	174	75	0	0	0	36	3	54
Total Analysis Volume [veh/h]	238	1119	0	0	695	301	0	0	0	145	12	217
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	5	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	68	0	0	41	0	0	0	0	0	22	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	11	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C		C	R
C, Cycle Length [s]	90	90	90	90		90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	14	68	50	50		14	14
g / C, Green / Cycle	0.16	0.75	0.55	0.55		0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.13	0.31	0.27	0.29		0.09	0.14
s, saturation flow rate [veh/h]	1781	3560	1870	1690		1787	1589
c, Capacity [veh/h]	279	2674	1029	930		286	254
d1, Uniform Delay [s]	36.98	4.07	12.42	12.92		34.82	36.78
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	7.35	0.48	1.63	2.21		1.64	7.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.42	0.48	0.54		0.55	0.85
d, Delay for Lane Group [s/veh]	44.32	4.55	14.05	15.13		36.46	44.69
Lane Group LOS	D	A	B	B		D	D
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	5.39	2.35	5.67	5.99		3.25	5.11
50th-Percentile Queue Length [ft/ln]	134.64	58.64	141.84	149.71		81.25	127.84
95th-Percentile Queue Length [veh/ln]	9.19	4.22	9.58	10.00		5.85	8.82
95th-Percentile Queue Length [ft/ln]	229.79	105.55	239.50	250.04		146.24	220.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.32	4.55	0.00	0.00	14.35	15.13	0.00	0.00	0.00	36.46	36.46	44.69
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	11.53			14.59			0.00			41.23		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	16.72											
Intersection LOS	B											
Intersection V/C	0.652											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.960	2.061
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1422	822	0	400
d_b, Bicycle Delay [s]	3.76	15.62	45.01	28.81
l_b,int, Bicycle LOS Score for Intersection	2.679	2.381	4.132	2.177
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 38: Dillon Road at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Dillon Road			Dillon Road			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	46	28	186	0	108	0	118	0	0	0
Total Analysis Volume [veh/h]	0	923	185	111	742	0	431	0	470	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	5	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	35	0	11	46	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	11	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	41	41	7	52	30	30	
g / C, Green / Cycle	0.46	0.46	0.08	0.58	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.31	0.06	0.21	0.24	0.30	
s, saturation flow rate [veh/h]	1870	1766	1781	3560	1781	1589	
c, Capacity [veh/h]	858	810	140	2072	586	523	
d1, Uniform Delay [s]	18.74	19.22	40.76	9.94	26.72	28.76	
k, delay calibration	0.50	0.50	0.11	0.50	0.12	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.74	4.65	9.58	0.48	2.06	10.51	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.65	0.68	0.79	0.36	0.74	0.90	
d, Delay for Lane Group [s/veh]	22.48	23.87	50.34	10.43	28.78	39.27	
Lane Group LOS	C	C	D	B	C	D	
Critical Lane Group	No	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.73	9.08	2.68	3.37	8.23	10.80	
50th-Percentile Queue Length [ft/ln]	218.16	227.05	66.99	84.17	205.87	269.98	
95th-Percentile Queue Length [veh/ln]	13.57	14.02	4.82	6.06	12.94	16.19	
95th-Percentile Queue Length [ft/ln]	339.27	350.61	120.58	151.50	323.52	404.71	

Movement, Approach, & Intersection Results

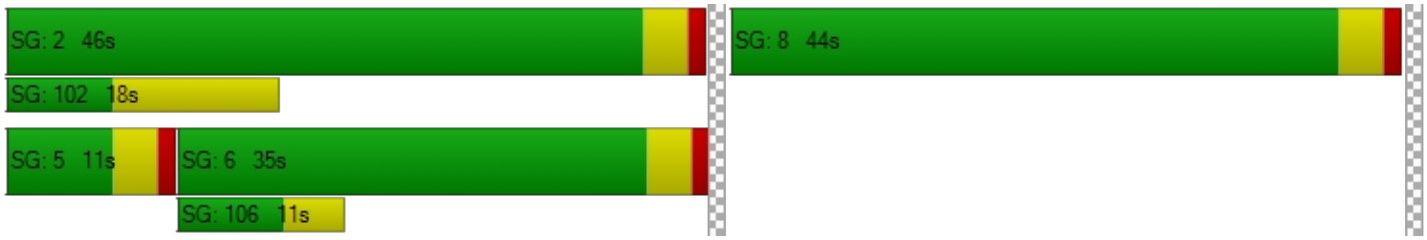
d_M, Delay for Movement [s/veh]	0.00	23.03	23.87	50.34	10.43	0.00	28.78	28.78	39.27	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	D			
d_A, Approach Delay [s/veh]	23.17			15.62			34.25			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	24.41											
Intersection LOS	C											
Intersection V/C	0.775											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.233	1.712
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	689	933	889	0
d_b, Bicycle Delay [s]	19.35	12.81	13.90	45.01
l_b,int, Bicycle LOS Score for Intersection	2.474	2.263	3.046	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Tyler Street			Magnolia Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	1	67	1	1	1	1	128	34	102	153	1
Total Analysis Volume [veh/h]	132	5	267	5	5	5	5	511	134	406	610	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	27	0	0	27	0	0	22	0	46	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	C	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	20	20	20	50	50	67	67
g / C, Green / Cycle	0.21	0.21	0.21	0.52	0.52	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.19	0.17	0.04	0.28	0.08	0.40	0.33
s, saturation flow rate [veh/h]	716	1589	381	1857	1589	1010	1867
c, Capacity [veh/h]	227	338	132	1009	831	513	1313
d1, Uniform Delay [s]	36.33	35.37	31.00	14.93	11.80	20.06	6.25
k, delay calibration	0.16	0.11	0.11	0.50	0.50	0.40	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.83	4.12	0.38	1.85	0.42	9.56	1.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.79	0.11	0.51	0.16	0.79	0.47
d, Delay for Lane Group [s/veh]	40.16	39.50	31.38	16.78	12.22	29.63	7.45
Lane Group LOS	D	D	C	B	B	C	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.27	6.13	0.28	6.97	1.42	3.61	4.36
50th-Percentile Queue Length [ft/ln]	81.75	153.18	7.11	174.15	35.50	90.30	109.00
95th-Percentile Queue Length [veh/ln]	5.89	10.19	0.51	11.29	2.56	6.50	7.78
95th-Percentile Queue Length [ft/ln]	147.15	254.67	12.80	282.36	63.89	162.54	194.61

Movement, Approach, & Intersection Results

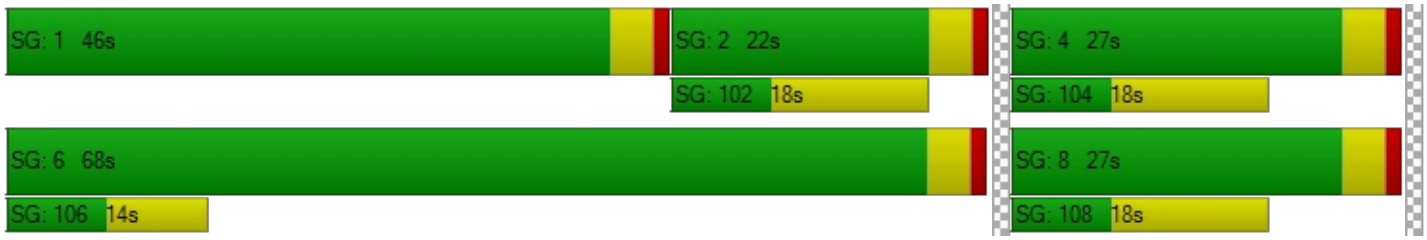
d_M, Delay for Movement [s/veh]	40.16	40.16	39.50	31.38	31.38	31.38	16.78	16.78	12.22	29.63	7.45	7.45
Movement LOS	D	D	D	C	C	C	B	B	B	C	A	A
d_A, Approach Delay [s/veh]	39.72			31.38			15.84			16.27		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]	20.78											
Intersection LOS	C											
Intersection V/C	0.573											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.565	1.739	2.811	2.829
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	484	484	379	1347
d_b, Bicycle Delay [s]	27.28	27.28	31.21	5.06
l_b,int, Bicycle LOS Score for Intersection	2.226	1.584	2.632	3.244
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 46: Tyler Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Tyler Street		Tyler Street		Avenue 50	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name	Tyler Street		Tyler Street		Avenue 50	
Base Volume Input [veh/h]	205	1164	58	178	706	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	205	1164	58	178	706	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	291	15	45	177	12
Total Analysis Volume [veh/h]	205	1164	58	178	706	49
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split
Signal Group	3	0	2	0	0	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	5	0	7	0	0	7
Maximum Green [s]	30	0	30	0	0	30
Amber [s]	3.0	0.0	3.0	0.0	0.0	3.0
All red [s]	1.0	0.0	1.0	0.0	0.0	1.0
Split [s]	67	0	32	0	0	11
Vehicle Extension [s]	3.0	0.0	3.0	0.0	0.0	3.0
Walk [s]	7	0	7	0	0	0
Pedestrian Clearance [s]	18	0	21	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	0.0	2.0
Minimum Recall	No		No			No
Maximum Recall	No		No			No
Pedestrian Recall	No		No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	50	50	24	24	24	24
g / C, Green / Cycle	0.45	0.45	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.12	0.41	0.03	0.11	0.14	0.14
s, saturation flow rate [veh/h]	1781	2813	1870	1589	3459	1797
c, Capacity [veh/h]	808	1276	409	347	756	393
d1, Uniform Delay [s]	18.54	27.98	34.64	37.80	39.20	39.18
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	2.94	0.73	5.32	4.45	8.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.25	0.91	0.14	0.51	0.66	0.66
d, Delay for Lane Group [s/veh]	18.70	30.92	35.37	43.11	43.65	47.48
Lane Group LOS	B	C	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.07	13.54	1.27	4.49	6.23	6.88
50th-Percentile Queue Length [ft/ln]	76.87	338.49	31.77	112.31	155.81	171.95
95th-Percentile Queue Length [veh/ln]	5.53	19.57	2.29	7.97	10.33	11.18
95th-Percentile Queue Length [ft/ln]	138.37	489.36	57.19	199.21	258.17	279.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	18.70	30.92	35.37	43.11	44.78	47.48
Movement LOS	B	C	D	D	D	D
d_A, Approach Delay [s/veh]	29.09		41.21		44.96	
Approach LOS	C		D		D	
d_I, Intersection Delay [s/veh]	35.38					
Intersection LOS	D					
Intersection V/C	0.752					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.53	0.00	44.53
l_p,int, Pedestrian LOS Score for Intersection	3.012	0.000	3.016
Crosswalk LOS	C	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1146	509	127
d_b, Bicycle Delay [s]	10.03	30.55	48.21
l_b,int, Bicycle LOS Score for Intersection	1.560	1.949	2.805
Bicycle LOS	A	A	C

Sequence

Ring 1	2	6	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 47: Tyler Street at SR-86

Control Type:	Signalized	Delay (sec / veh):	51.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.046

Intersection Setup

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Tyler Street			Tyler Street			SR-86			SR-86		
Base Volume Input [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	171	14	21	140	56	134	385	99	29	329	39
Total Analysis Volume [veh/h]	192	685	55	84	558	225	537	1539	396	116	1314	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	4	5	2	2	1	6	0
Auxiliary Signal Groups						4,5			2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	7	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	30	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	28	0	0	23	23	26	56	56	13	43	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No	No	No	No	No	No	No	
Maximum Recall		No			No	No	No	No	No	No	No	
Pedestrian Recall		No			No	No	No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	24	19	19	72	21	52	93	9	40	40
g / C, Green / Cycle	0.20	0.20	0.20	0.16	0.16	0.60	0.17	0.43	0.77	0.08	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.09	0.20	0.20	0.05	0.16	0.08	0.16	0.43	0.25	0.12	0.26	0.10
s, saturation flow rate [veh/h]	2244	1870	1822	1781	3560	2813	3459	3560	1589	988	5094	1589
c, Capacity [veh/h]	463	371	361	282	564	1679	599	1547	1232	119	1714	535
d1, Uniform Delay [s]	44.16	48.11	48.11	44.61	50.40	10.61	48.56	33.81	4.05	58.18	35.60	29.27
k, delay calibration	0.11	0.31	0.31	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	39.07	39.56	0.58	15.21	0.04	5.06	21.70	0.69	32.37	3.34	1.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	1.01	1.01	0.30	0.99	0.13	0.90	0.99	0.32	0.97	0.77	0.29
d, Delay for Lane Group [s/veh]	44.76	87.17	87.67	45.19	65.61	10.64	53.62	55.51	4.74	90.55	38.94	30.64
Lane Group LOS	D	F	F	D	E	B	D	E	A	F	D	C
Critical Lane Group	No	No	Yes	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.60	15.05	14.71	2.26	9.52	1.30	8.27	26.33	2.67	4.65	11.89	3.51
50th-Percentile Queue Length [ft/ln]	65.10	376.29	367.79	56.62	238.00	32.43	206.65	658.20	66.81	116.19	297.34	87.74
95th-Percentile Queue Length [veh/ln]	4.69	21.53	21.12	4.08	14.58	2.33	12.98	34.74	4.81	8.18	17.55	6.32
95th-Percentile Queue Length [ft/ln]	117.17	538.36	528.00	101.92	364.51	58.37	324.53	868.58	120.25	204.58	438.74	157.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.76	87.40	87.67	45.19	65.61	10.64	53.62	55.51	4.74	90.55	38.94	30.64
Movement LOS	D	F	F	D	E	B	D	E	A	F	D	C
d_A, Approach Delay [s/veh]	78.63			49.36			46.97			41.90		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	50.99											
Intersection LOS	D											
Intersection V/C	1.046											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	317	867	650
d_b, Bicycle Delay [s]	38.41	42.51	19.27	27.34
l_b,int, Bicycle LOS Score for Intersection	2.329	2.275	3.599	2.431
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 49: Polk Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	43.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			55.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Polk Street			Polk Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	117	2	1	1	1	167	31	90	108	2
Total Analysis Volume [veh/h]	17	5	468	6	5	5	5	666	124	360	430	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	33	0	0	33	0	0	46	0	16	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C
C, Cycle Length [s]	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	29	29	42	58	58
g / C, Green / Cycle	0.31	0.31	0.44	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.31	0.02	0.44	0.71	0.23
s, saturation flow rate [veh/h]	1593	750	1817	506	1865
c, Capacity [veh/h]	525	281	840	380	1139
d1, Uniform Delay [s]	33.09	23.14	26.32	23.44	9.40
k, delay calibration	0.43	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.23	0.08	20.40	34.87	0.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.06	0.95	0.95	0.38
d, Delay for Lane Group [s/veh]	56.32	23.23	46.72	58.31	10.38
Lane Group LOS	E	C	D	E	B
Critical Lane Group	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	14.32	0.26	19.88	6.81	4.26
50th-Percentile Queue Length [ft/ln]	358.02	6.40	497.08	170.20	106.45
95th-Percentile Queue Length [veh/ln]	20.53	0.46	27.20	11.09	7.64
95th-Percentile Queue Length [ft/ln]	513.17	11.52	679.91	277.18	191.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.32	56.32	56.32	23.23	23.23	23.23	46.72	46.72	46.72	58.31	10.38	10.38
Movement LOS	E	E	E	C	C	C	D	D	D	E	B	B
d_A, Approach Delay [s/veh]	56.32			23.23			46.72			32.06		
Approach LOS	E			C			D			C		
d_I, Intersection Delay [s/veh]	43.22											
Intersection LOS	D											
Intersection V/C	0.932											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.431	1.740	2.856	2.790
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	610	610	884	1221
d_b, Bicycle Delay [s]	22.93	22.93	14.79	7.21
l_b,int, Bicycle LOS Score for Intersection	2.368	1.586	2.871	2.873
Bicycle LOS	B	A	C	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 50: Polk Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	26.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Polk Street		Avenue 52		Avenue 52	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		No	

Volumes

Name	Polk Street		Avenue 52		Avenue 52	
Base Volume Input [veh/h]	119	386	461	508	506	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	386	461	508	506	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	97	115	127	127	1
Total Analysis Volume [veh/h]	119	386	461	508	506	5
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	5	0	5	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	25	0	43	65	22	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	0	7	0
Pedestrian Clearance [s]	14	0	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	26	66	36	36
g / C, Green / Cycle	0.18	0.18	0.28	0.73	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.15	0.15	0.26	0.27	0.14	0.14
s, saturation flow rate [veh/h]	1672	1589	1781	1870	1870	1864
c, Capacity [veh/h]	303	288	506	1365	751	748
d1, Uniform Delay [s]	35.71	35.71	31.15	4.51	18.67	18.68
k, delay calibration	0.11	0.11	0.16	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.82	7.14	9.59	0.78	1.23	1.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.85	0.91	0.37	0.34	0.34
d, Delay for Lane Group [s/veh]	42.53	42.86	40.74	5.29	19.90	19.92
Lane Group LOS	D	D	D	A	B	B
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.96	5.70	10.13	2.36	3.69	3.70
50th-Percentile Queue Length [ft/ln]	149.10	142.39	253.22	58.93	92.36	92.44
95th-Percentile Queue Length [veh/ln]	9.97	9.61	15.35	4.24	6.65	6.66
95th-Percentile Queue Length [ft/ln]	249.23	240.24	383.71	106.07	166.25	166.40

Movement, Approach, & Intersection Results

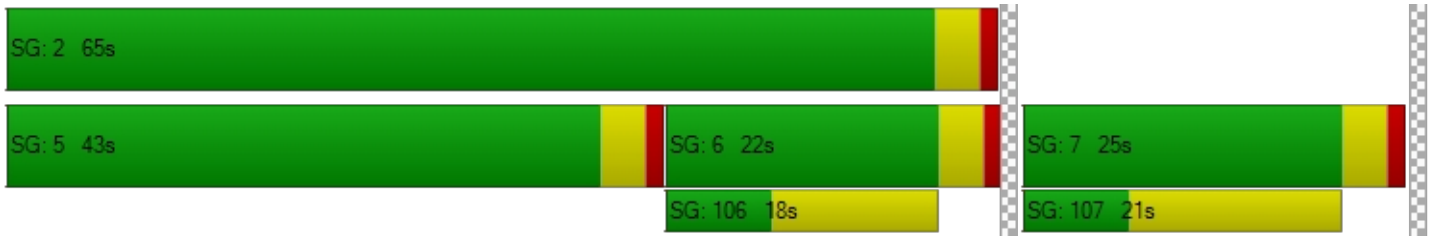
d_M, Delay for Movement [s/veh]	42.53	42.74	40.74	5.29	19.91	19.92
Movement LOS	D	D	D	A	B	B
d_A, Approach Delay [s/veh]	42.69		22.16		19.91	
Approach LOS	D		C		B	
d_I, Intersection Delay [s/veh]	26.80					
Intersection LOS	C					
Intersection V/C	0.636					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.255	2.887	0.000
Crosswalk LOS	B	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	1355	400
d_b, Bicycle Delay [s]	26.46	4.68	28.81
l_b,int, Bicycle LOS Score for Intersection	2.393	3.158	1.981
Bicycle LOS	B	C	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 51: SR-86 at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	37.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	SR-86			SR-86			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	285	21	83	306	48	44	166	26	26	104	92
Total Analysis Volume [veh/h]	50	1140	84	330	1223	191	174	663	105	102	415	369
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Overlap
Signal Group	1	6	0	5	2	0	0	8	0	0	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	7
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0
Split [s]	25	29	0	27	31	0	0	31	0	0	18	18
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	2.0
Minimum Recall	No	No		No	No			No			No	No
Maximum Recall	No	No		No	No			No			No	No
Pedestrian Recall	No	No		No	No			No			No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	5	29	29	22	45	45	25	25	25	14	14	68
g / C, Green / Cycle	0.05	0.28	0.28	0.21	0.43	0.43	0.23	0.23	0.23	0.13	0.13	0.65
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.05	0.19	0.24	0.12	0.17	0.21	0.21	0.06	0.12	0.23
s, saturation flow rate [veh/h]	1781	5094	1589	1781	5094	1589	1013	1870	1782	1781	3560	1589
c, Capacity [veh/h]	93	1403	438	366	2183	681	282	436	416	238	476	1031
d1, Uniform Delay [s]	48.58	35.56	29.14	40.73	22.58	19.50	37.41	39.13	39.14	41.83	44.64	8.45
k, delay calibration	0.11	0.50	0.50	0.19	0.50	0.50	0.16	0.26	0.26	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.76	5.25	0.97	13.40	1.04	1.03	3.21	14.66	15.25	1.22	5.08	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.81	0.19	0.90	0.56	0.28	0.62	0.90	0.90	0.43	0.87	0.36
d, Delay for Lane Group [s/veh]	53.34	40.80	30.12	54.12	23.63	20.53	40.62	53.80	54.38	43.05	49.72	9.06
Lane Group LOS	D	D	C	D	C	C	D	D	D	D	D	A
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.40	9.62	1.74	9.59	7.61	3.19	4.35	11.48	11.01	2.50	5.60	3.72
50th-Percentile Queue Length [ft/ln]	34.96	240.54	43.45	239.73	190.14	79.66	108.77	286.95	275.13	62.61	139.95	92.98
95th-Percentile Queue Length [veh/ln]	2.52	14.71	3.13	14.67	12.13	5.74	7.77	17.03	16.45	4.51	9.48	6.69
95th-Percentile Queue Length [ft/ln]	62.92	367.72	78.21	366.70	303.21	143.38	194.28	425.86	411.14	112.69	236.95	167.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.34	40.80	30.12	54.12	23.63	20.53	40.62	54.04	54.38	43.05	49.72	9.06
Movement LOS	D	D	C	D	C	C	D	D	D	D	D	A
d_A, Approach Delay [s/veh]	40.59			29.06			51.60			32.02		
Approach LOS	D			C			D			C		
d_I, Intersection Delay [s/veh]	37.01											
Intersection LOS	D											
Intersection V/C	0.943											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	476	514	514	267
d_b, Bicycle Delay [s]	30.50	29.00	29.00	39.46
l_b,int, Bicycle LOS Score for Intersection	2.260	2.519	2.337	2.291
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 52: Fillmore Street at Avenue 50

Control Type:	Signalized	Delay (sec / veh):	44.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 50			Avenue 50		
Base Volume Input [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	1	84	1	1	1	1	180	88	86	165	1
Total Analysis Volume [veh/h]	158	5	337	5	5	5	5	721	351	343	660	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	5	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	28	0	17	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	18	0	0	14	0	0	11	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No			No		No	No	
Maximum Recall		No			No			No		No	No	
Pedestrian Recall		No			No			No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	47	47	60	60	60
g / C, Green / Cycle	0.24	0.24	0.24	0.52	0.52	0.67	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.11	0.21	0.04	0.32	0.32	0.45	0.18	0.18
s, saturation flow rate [veh/h]	1405	1593	427	1864	1508	769	1870	1865
c, Capacity [veh/h]	83	389	158	1002	778	509	1247	1244
d1, Uniform Delay [s]	30.71	32.74	27.43	15.47	15.50	12.85	6.07	6.07
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	412.48	6.51	0.26	2.59	3.69	6.99	0.52	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.90	0.88	0.10	0.59	0.62	0.67	0.27	0.27
d, Delay for Lane Group [s/veh]	443.19	39.25	27.69	18.06	19.19	19.84	6.60	6.60
Lane Group LOS	F	D	C	B	B	B	A	A
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	11.15	7.68	0.25	8.35	6.98	3.10	2.20	2.19
50th-Percentile Queue Length [ft/ln]	278.70	192.04	6.34	208.76	174.59	77.55	54.94	54.81
95th-Percentile Queue Length [veh/ln]	20.07	12.23	0.46	13.09	11.32	5.58	3.96	3.95
95th-Percentile Queue Length [ft/ln]	501.66	305.68	11.42	327.23	282.93	139.58	98.90	98.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	443.19	39.25	39.25	27.69	27.69	27.69	18.06	18.27	19.19	19.84	6.60	6.60
Movement LOS	F	D	D	C	C	C	B	B	B	B	A	A
d_A, Approach Delay [s/veh]	166.89			27.69			18.57			11.10		
Approach LOS	F			C			B			B		
d_I, Intersection Delay [s/veh]	44.25											
Intersection LOS	D											
Intersection V/C	0.719											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.592	1.736	2.973	2.845
Crosswalk LOS	B	A	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	911	911	533	911
d_b, Bicycle Delay [s]	13.34	13.34	24.20	13.34
l_b,int, Bicycle LOS Score for Intersection	2.385	1.584	2.448	2.391
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 53: Fillmore Street at Avenue 52

Control Type:	Signalized	Delay (sec / veh):	48.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.102

Intersection Setup

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Fillmore Street			Fillmore Street			Avenue 52			Avenue 52		
Base Volume Input [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	32	19	60	24	65	97	28	40	5	18	47
Total Analysis Volume [veh/h]	131	129	75	239	95	260	387	113	160	19	71	187
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	45	45
g / C, Green / Cycle	0.41	0.41	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.27	0.45	0.55	0.16
s, saturation flow rate [veh/h]	1240	1312	1197	1730
c, Capacity [veh/h]	567	597	660	906
d1, Uniform Delay [s]	20.50	28.69	26.04	13.54
k, delay calibration	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.48	35.63	34.88	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.99	1.00	0.31
d, Delay for Lane Group [s/veh]	24.98	64.32	60.92	13.73
Lane Group LOS	C	E	E	B
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.01	18.78	20.03	3.09
50th-Percentile Queue Length [ft/ln]	150.31	469.50	500.75	77.34
95th-Percentile Queue Length [veh/ln]	10.03	25.89	27.37	5.57
95th-Percentile Queue Length [ft/ln]	250.84	647.18	684.24	139.21

Movement, Approach, & Intersection Results

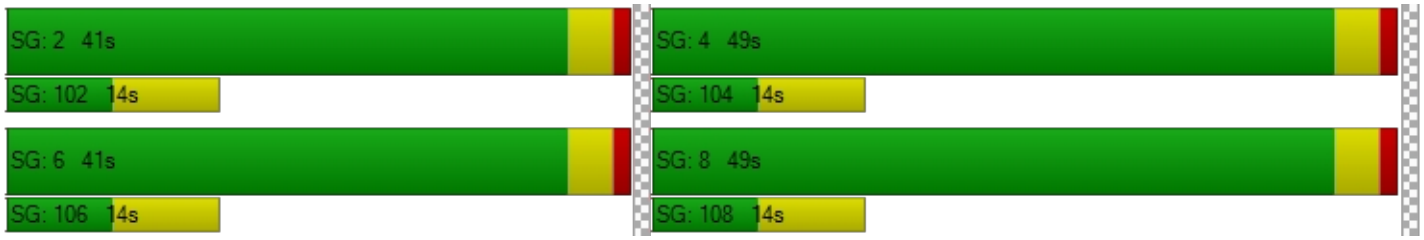
d_M, Delay for Movement [s/veh]	24.98	24.98	24.98	64.32	64.32	64.32	60.92	60.92	60.92	13.73	13.73	13.73
Movement LOS	C	C	C	E	E	E	E	E	E	B	B	B
d_A, Approach Delay [s/veh]	24.98			64.32			60.92			13.73		
Approach LOS	C			E			E			B		
d_I, Intersection Delay [s/veh]	48.55											
Intersection LOS	D											
Intersection V/C	1.102											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.66	34.66	34.66	34.66
l_p,int, Pedestrian LOS Score for Intersection	2.038	2.897	2.630	2.512
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	822	822	1000	1000
d_b, Bicycle Delay [s]	15.60	15.60	11.24	11.24
l_b,int, Bicycle LOS Score for Intersection	2.112	2.540	2.649	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F

INTERNAL NETWORK PROJECT TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Intersection Level Of Service Report
Intersection 56: Intersection 1

Control Type:	Roundabout	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	160	415	304	117	939	234
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	415	304	117	939	234
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	104	76	29	235	59
Total Analysis Volume [veh/h]	160	415	304	117	939	234
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	310		958		163	
Exiting Flow Rate [veh/h]	958		402		310	
Demand Flow Rate [veh/h]	160	415	304	117	939	234
Adjusted Demand Flow Rate [veh/h]	160	415	304	117	939	234

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00102	0.00092	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	164	0	311	0	958	239
Capacity of Entry and Bypass Lanes [veh/h]	1091	1091	630	520	1162	1237
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1070	1070	617	510	1140	1212
X, volume / capacity	0.15	0.39	0.49	0.23	0.82	0.19

Movement, Approach, & Intersection Results

Lane LOS	A	A	B	B	C	A
95th-Percentile Queue Length [veh]	0.53	1.86	2.73	0.88	10.05	0.71
95th-Percentile Queue Length [ft]	13.13	46.49	68.15	21.97	251.17	17.84
Approach Delay [s/veh]	6.67		12.86		16.98	
Approach LOS	A		B		C	
Intersection Delay [s/veh]	13.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 57: Intersection 2

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	691	206	1057	88	58	14	51	167	1237	1185	16	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	691	206	1057	88	58	14	51	167	1237	1185	16	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	173	52	264	22	15	4	13	42	309	296	4	10
Total Analysis Volume [veh/h]	691	206	1057	88	58	14	51	167	1237	1185	16	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	33	33	0	11	11	0	12	22	0	34	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	L	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	44	6	28	28	4	7	26	29	29
g / C, Green / Cycle	0.23	0.44	0.06	0.28	0.28	0.04	0.07	0.26	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.20	0.11	0.05	0.02	0.02	0.03	0.05	0.23	0.01	0.02
s, saturation flow rate [veh/h]	3459	1870	1781	1870	1749	1781	3560	5188	1870	1589
c, Capacity [veh/h]	790	829	114	521	487	69	250	1365	550	468
d1, Uniform Delay [s]	37.24	17.45	46.16	26.59	26.61	47.60	45.42	35.24	25.16	25.55
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.24	0.72	10.59	0.26	0.29	13.86	3.08	1.82	0.02	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.25	0.77	0.07	0.07	0.73	0.67	0.87	0.03	0.08
d, Delay for Lane Group [s/veh]	40.48	18.17	56.75	26.84	26.90	61.46	48.50	37.06	25.18	25.62
Lane Group LOS	D	B	E	C	C	E	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.37	3.07	2.48	0.67	0.66	1.52	2.12	9.25	0.27	0.66
50th-Percentile Queue Length [ft/ln]	209.35	76.83	61.95	16.84	16.57	37.98	52.99	231.14	6.83	16.53
95th-Percentile Queue Length [veh/ln]	13.12	5.53	4.46	1.21	1.19	2.73	3.82	14.23	0.49	1.19
95th-Percentile Queue Length [ft/ln]	328.00	138.30	111.51	30.30	29.83	68.37	95.38	355.81	12.30	29.76

Movement, Approach, & Intersection Results

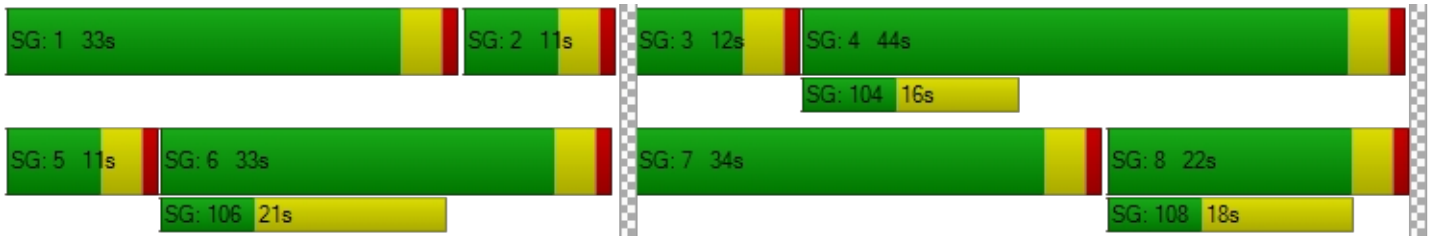
d_M, Delay for Movement [s/veh]	40.48	18.17	0.00	56.75	26.87	26.90	61.46	48.50	0.00	37.06	25.18	25.62
Movement LOS	D	B		E	C	C	E	D		D	C	C
d_A, Approach Delay [s/veh]	35.35			43.31			51.53			36.56		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	37.86											
Intersection LOS	D											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.64	39.64	0.00	39.64
l_p,int, Pedestrian LOS Score for Intersection	2.897	2.393	0.000	2.912
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	140	360	799
d_b, Bicycle Delay [s]	25.24	43.28	33.65	18.03
l_b,int, Bicycle LOS Score for Intersection	3.040	1.692	1.739	2.582
Bicycle LOS	C	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 58: Intersection 3

Control Type:	Roundabout	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	410	15	9	6	25	68	48	713	122	11	737	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	410	15	9	6	25	68	48	713	122	11	737	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	4	2	2	6	17	12	178	31	3	184	1
Total Analysis Volume [veh/h]	410	15	9	6	25	68	48	713	122	11	737	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2			2		
Circulating Flow Rate [veh/h]	782			1181			43			482		
Exiting Flow Rate [veh/h]	161			69			1239			743		
Demand Flow Rate [veh/h]	410	15	9	6	25	68	48	713	122	11	737	5
Adjusted Demand Flow Rate [veh/h]	410	15	9	6	25	68	48	713	122	11	737	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	443	101	424	478	361	408
Capacity of Entry and Bypass Lanes [veh/h]	731	521	1298	1370	867	943
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	716	511	1273	1343	850	924
X, volume / capacity	0.61	0.19	0.33	0.35	0.42	0.43

Movement, Approach, & Intersection Results

Lane LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh]	4.13	0.71	1.43	1.58	2.07	2.21
95th-Percentile Queue Length [ft]	103.33	17.81	35.82	39.57	51.86	55.18
Approach Delay [s/veh]	15.49	9.72	5.84		9.14	
Approach LOS	C	A	A		A	
Intersection Delay [s/veh]	9.09					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Intersection 4

Control Type:	Roundabout	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	221	135	75	529	688	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	135	75	529	688	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	34	19	132	172	10
Total Analysis Volume [veh/h]	221	135	75	529	688	40
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	702		225		77	
Exiting Flow Rate [veh/h]	77		839		225	
Demand Flow Rate [veh/h]	221	135	75	529	688	40
Adjusted Demand Flow Rate [veh/h]	221	135	75	529	688	40

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00085	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	364	77	0	702	0
Capacity of Entry and Bypass Lanes [veh/h]	675	1097	1173	1277	1277
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	662	1076	1150	1252	1252
X, volume / capacity	0.54	0.07	0.46	0.55	0.03

Movement, Approach, & Intersection Results

Lane LOS	B	A	A	A	A
95th-Percentile Queue Length [veh]	3.23	0.22	2.48	3.49	0.10
95th-Percentile Queue Length [ft]	80.63	5.61	61.97	87.26	2.47
Approach Delay [s/veh]	14.30	7.56		8.75	
Approach LOS	B	A		A	
Intersection Delay [s/veh]	9.50				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 60: Intersection 5

Control Type:	Roundabout	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	145	85	6	381	117	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	145	85	6	381	117	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	21	2	95	29	1
Total Analysis Volume [veh/h]	145	85	6	381	117	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	6		119		148	
Exiting Flow Rate [veh/h]	508		153		6	
Demand Flow Rate [veh/h]	145	85	6	381	117	5
Adjusted Demand Flow Rate [veh/h]	145	85	6	381	117	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1380.00	1350.00	1420.00	1420.00
B (coefficient)	0.00085	0.00102	0.00092	0.00085	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	148	0	186	210	125
Capacity of Entry and Bypass Lanes [veh/h]	1413	1372	1210	1284	1253
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1385	1345	1186	1258	1228
X, volume / capacity	0.10	0.06	0.15	0.16	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.35	0.20	0.54	0.58	0.33
95th-Percentile Queue Length [ft]	8.75	5.05	13.53	14.55	8.26
Approach Delay [s/veh]	3.33		4.29		3.75
Approach LOS	A		A		A
Intersection Delay [s/veh]	3.90				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 56: Intersection 1

Control Type:	Roundabout	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	153	713	281	76	575	115
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	713	281	76	575	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	178	70	19	144	29
Total Analysis Volume [veh/h]	153	713	281	76	575	115
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	287		587		156	
Exiting Flow Rate [veh/h]	587		273		287	
Demand Flow Rate [veh/h]	153	713	281	76	575	115
Adjusted Demand Flow Rate [veh/h]	153	713	281	76	575	115

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1420.00	1380.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00085	0.00102	0.00092	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	157	0	287	0	587	118
Capacity of Entry and Bypass Lanes [veh/h]	1113	1113	863	759	1170	1244
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1092	1092	846	744	1147	1220
X, volume / capacity	0.14	0.65	0.33	0.10	0.50	0.09

Movement, Approach, & Intersection Results

Lane LOS	A	B	A	A	A	A
95th-Percentile Queue Length [veh]	0.49	5.11	1.46	0.34	2.90	0.31
95th-Percentile Queue Length [ft]	12.18	127.63	36.57	8.50	72.51	7.79
Approach Delay [s/veh]	11.14		7.57		7.92	
Approach LOS	B		A		A	
Intersection Delay [s/veh]	9.31					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 57: Intersection 2

Control Type:	Signalized	Delay (sec / veh):	44.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1087	76	929	115	91	23	19	153	669	1138	62	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1087	76	929	115	91	23	19	153	669	1138	62	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	272	19	232	29	23	6	5	38	167	285	16	3
Total Analysis Volume [veh/h]	1087	76	929	115	91	23	19	153	669	1138	62	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	7	0	5	7	0	5	7	0	5	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	53	25	0	39	11	0	10	22	0	34	46	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	11	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	L	C	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	41	58	10	27	27	2	7	29	34	34
g / C, Green / Cycle	0.34	0.49	0.08	0.22	0.22	0.02	0.06	0.24	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.31	0.04	0.06	0.03	0.03	0.01	0.04	0.22	0.02	0.02
s, saturation flow rate [veh/h]	3459	1870	1781	1870	1744	1781	3560	5188	1870	1766
c, Capacity [veh/h]	1186	908	144	417	389	36	217	1244	524	495
d1, Uniform Delay [s]	37.79	16.57	54.22	37.39	37.44	58.22	55.33	44.45	31.76	31.76
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.30	0.18	9.70	0.69	0.78	11.02	4.19	3.11	0.06	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.08	0.80	0.14	0.14	0.52	0.71	0.91	0.07	0.07
d, Delay for Lane Group [s/veh]	41.09	16.76	63.92	38.08	38.21	69.23	59.51	47.56	31.81	31.82
Lane Group LOS	D	B	E	D	D	E	E	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	15.62	1.17	3.80	1.45	1.42	0.68	2.40	11.28	0.83	0.78
50th-Percentile Queue Length [ft/ln]	390.57	29.37	95.05	36.33	35.47	17.09	59.98	281.90	20.69	19.62
95th-Percentile Queue Length [veh/ln]	22.11	2.11	6.84	2.62	2.55	1.23	4.32	16.78	1.49	1.41
95th-Percentile Queue Length [ft/ln]	552.63	52.87	171.10	65.39	63.85	30.77	107.97	419.58	37.24	35.31

Movement, Approach, & Intersection Results

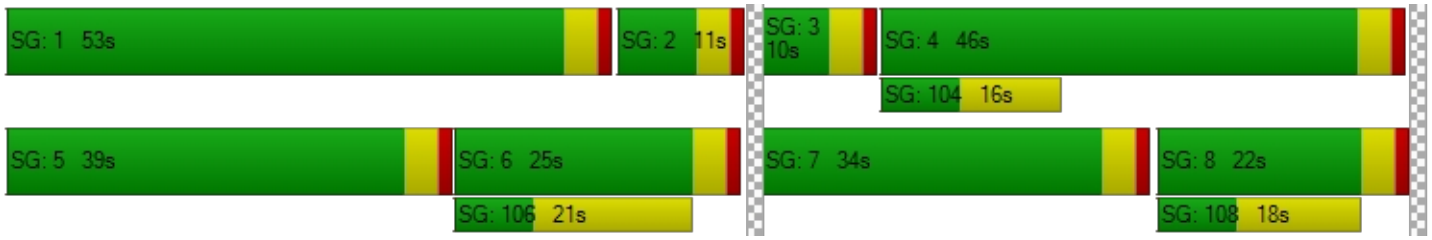
d_M, Delay for Movement [s/veh]	41.09	16.76	0.00	63.92	38.13	38.21	69.23	59.51	0.00	47.56	31.82	31.82
Movement LOS	D	B		E	D	D	E	E		D	C	C
d_A, Approach Delay [s/veh]	39.50			51.09			60.59			46.60		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	44.86											
Intersection LOS	D											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	0.00	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.941	2.379	0.000	2.920
Crosswalk LOS	C	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	117	300	700
d_b, Bicycle Delay [s]	40.85	53.22	43.37	25.36
l_b,int, Bicycle LOS Score for Intersection	3.479	1.749	1.702	2.560
Bicycle LOS	C	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 58: Intersection 3

Control Type:	Roundabout	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	176	6	5	5	25	35	59	644	295	20	652	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	6	5	5	25	35	59	644	295	20	652	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	2	1	1	6	9	15	161	74	5	163	1
Total Analysis Volume [veh/h]	176	6	5	5	25	35	59	644	295	20	652	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Number of Conflicting Circulating Lanes	2			2			2			2		
Circulating Flow Rate [veh/h]	722			865			51			246		
Exiting Flow Rate [veh/h]	347			71			880			667		
Demand Flow Rate [veh/h]	176	6	5	5	25	35	59	644	295	20	652	5
Adjusted Demand Flow Rate [veh/h]	176	6	5	5	25	35	59	644	295	20	652	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1420.00	1350.00	1420.00	1350.00	1420.00
B (coefficient)	0.00085	0.00085	0.00092	0.00085	0.00092	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	191	67	479	540	325	366
Capacity of Entry and Bypass Lanes [veh/h]	769	681	1289	1360	1077	1153
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	754	668	1263	1334	1056	1130
X, volume / capacity	0.25	0.10	0.37	0.40	0.30	0.32

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.98	0.32	1.74	1.94	1.28	1.38
95th-Percentile Queue Length [ft]	24.42	8.06	43.55	48.40	31.92	34.42
Approach Delay [s/veh]	7.59	6.46	6.42		6.31	
Approach LOS	A	A	A		A	
Intersection Delay [s/veh]	6.50					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 59: Intersection 4

Control Type:	Roundabout	Delay (sec / veh):	7.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	116	38	162	556	532	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	38	162	556	532	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	10	41	139	133	29
Total Analysis Volume [veh/h]	116	38	162	556	532	117
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	1		1		1	
Circulating Flow Rate [veh/h]	543		118		165	
Exiting Flow Rate [veh/h]	165		581		118	
Demand Flow Rate [veh/h]	116	38	162	556	532	117
Adjusted Demand Flow Rate [veh/h]	116	38	162	556	532	117

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1380.00	1380.00	1420.00	1380.00	1380.00
B (coefficient)	0.00102	0.00102	0.00085	0.00102	0.00102
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	158	166	0	543	0
Capacity of Entry and Bypass Lanes [veh/h]	794	1224	1285	1166	1166
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	778	1200	1259	1144	1144
X, volume / capacity	0.20	0.14	0.44	0.47	0.10

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.73	0.47	2.31	2.53	0.34
95th-Percentile Queue Length [ft]	18.34	11.67	57.80	63.20	8.53
Approach Delay [s/veh]	6.76	6.60		7.44	
Approach LOS	A	A		A	
Intersection Delay [s/veh]	6.97				
Intersection LOS	A				

Intersection Level Of Service Report
Intersection 60: Intersection 5

Control Type:	Roundabout	Delay (sec / veh):	3.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	287	40	5	197	39	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	40	5	197	39	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	10	1	49	10	1
Total Analysis Volume [veh/h]	287	40	5	197	39	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Number of Conflicting Circulating Lanes	2		2		2	
Circulating Flow Rate [veh/h]	5		40		293	
Exiting Flow Rate [veh/h]	241		298		5	
Demand Flow Rate [veh/h]	287	40	5	197	39	5
Adjusted Demand Flow Rate [veh/h]	287	40	5	197	39	5

Lanes

Overwrite Calculated Critical Headway	No	No	No	No	No
User-Defined Critical Headway [s]	4.00	4.00	4.00	4.00	4.00
Overwrite Calculated Follow-Up Time	No	No	No	No	No
User-Defined Follow-Up Time [s]	3.00	3.00	3.00	3.00	3.00
A (intercept)	1420.00	1380.00	1350.00	1420.00	1420.00
B (coefficient)	0.00085	0.00102	0.00092	0.00085	0.00085
HV Adjustment Factor	0.98	0.98	0.98	0.98	0.98
Entry Flow Rate [veh/h]	293	0	97	110	45
Capacity of Entry and Bypass Lanes [veh/h]	1414	1373	1302	1373	1108
Pedestrian Impedance	1.00	1.00	1.00	1.00	1.00
Capacity per Entry Lane [veh/h]	1387	1346	1276	1346	1086
X, volume / capacity	0.21	0.03	0.07	0.08	0.04

Movement, Approach, & Intersection Results

Lane LOS	A	A	A	A	A
95th-Percentile Queue Length [veh]	0.78	0.09	0.24	0.26	0.13
95th-Percentile Queue Length [ft]	19.47	2.30	6.02	6.47	3.17
Approach Delay [s/veh]	4.14		3.36		3.66
Approach LOS	A		A		A
Intersection Delay [s/veh]	3.83				
Intersection LOS	A				

APPENDIX G

EXTERNAL NETWORK TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

Signal Warrants Report For Intersection 9: Jackson Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	643	611	809	586
2	624	593	785	568
3	611	580	769	557
4	572	544	720	522
5	508	483	639	463
6	502	477	631	457
7	495	470	623	451
8	450	428	566	410
9	444	422	558	404
10	437	415	550	398
11	379	360	477	346
12	354	336	445	322
13	347	330	437	316
14	257	244	324	234
15	257	244	324	234
16	180	171	227	164
17	103	98	129	94
18	103	98	129	94
19	58	55	73	53
20	32	31	40	29
21	19	18	24	18
22	6	6	8	6
23	6	6	8	6
24	6	6	8	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1254	2	809	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1217	2	785	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1191	2	769	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1116	2	720	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	991	2	639	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	979	2	631	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	965	2	623	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	878	2	566	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	3	866	2	558	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	3	852	2	550	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	3	739	2	477	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
12	3	690	2	445	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
13	3	677	2	437	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
14	3	501	2	324	No	Yes	Yes	Yes	No	No	No	No	Yes	No
15	3	501	2	324	No	Yes	Yes	Yes	No	No	No	No	Yes	No
16	3	351	2	227	No	No	No	Yes	No	No	No	No	No	No
17	3	201	2	129	No	No	No	No	No	No	No	No	No	No
18	3	201	2	129	No	No	No	No	No	No	No	No	No	No
19	3	113	2	73	No	No	No	No	No	No	No	No	No	No
20	3	63	2	40	No	No	No	No	No	No	No	No	No	No
21	3	37	2	24	No	No	No	No	No	No	No	No	No	No
22	3	12	2	8	No	No	No	No	No	No	No	No	No	No
23	3	12	2	8	No	No	No	No	No	No	No	No	No	No
24	3	12	2	8	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	7	11	13	13	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	315.9	27.2
Number of Lanes on Minor Street Approach	2	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	70:59	4:25
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	809	586
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2649	2649
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 10: Jackson Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	229	473	899	690
2	222	459	872	669
3	218	449	854	656
4	204	421	800	614
5	181	374	710	545
6	179	369	701	538
7	176	364	692	531
8	160	331	629	483
9	158	326	620	476
10	156	322	611	469
11	135	279	530	407
12	126	260	494	380
13	124	255	485	373
14	92	189	360	276
15	92	189	360	276
16	64	132	252	193
17	37	76	144	110
18	37	76	144	110
19	21	43	81	62
20	11	24	45	35
21	7	14	27	21
22	2	5	9	7
23	2	5	9	7
24	2	5	9	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	702	3	899	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	3	681	3	872	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
3	3	667	3	854	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
4	3	625	3	800	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
5	3	555	3	710	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
6	3	548	3	701	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
7	3	540	3	692	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
8	3	491	3	629	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
9	3	484	3	620	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
10	3	478	3	611	No	No	Yes	Yes	No	No	No	No	Yes	Yes
11	3	414	3	530	No	No	No	Yes	No	No	No	No	Yes	Yes
12	3	386	3	494	No	No	No	Yes	No	No	No	No	Yes	Yes
13	3	379	3	485	No	No	No	Yes	No	No	No	No	Yes	Yes
14	3	281	3	360	No	No	No	No	No	No	No	No	Yes	No
15	3	281	3	360	No	No	No	No	No	No	No	No	Yes	No
16	3	196	3	252	No	No	No	No	No	No	No	No	No	No
17	3	113	3	144	No	No	No	No	No	No	No	No	No	No
18	3	113	3	144	No	No	No	No	No	No	No	No	No	No
19	3	64	3	81	No	No	No	No	No	No	No	No	No	No
20	3	35	3	45	No	No	No	No	No	No	No	No	No	No
21	3	21	3	27	No	No	No	No	No	No	No	No	No	No
22	3	7	3	9	No	No	No	No	No	No	No	No	No	No
23	3	7	3	9	No	No	No	No	No	No	No	No	No	No
24	3	7	3	9	No	No	No	No	No	No	No	No	No	No
Hours Met					4	9	10	13	0	0	3	7	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	112.3	187.5
Number of Lanes on Minor Street Approach	3	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	28:02	35:55
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	899	690
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2291	2291
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 19: Calhoun Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	308	240	924	602
2	299	233	896	584
3	293	228	878	572
4	274	214	822	536
5	243	190	730	476
6	240	187	721	470
7	237	185	711	464
8	216	168	647	421
9	213	166	638	415
10	209	163	628	409
11	182	142	545	355
12	169	132	508	331
13	166	130	499	325
14	123	96	370	241
15	123	96	370	241
16	86	67	259	169
17	49	38	148	96
18	49	38	148	96
19	28	22	83	54
20	15	12	46	30
21	9	7	28	18
22	3	2	9	6
23	3	2	9	6
24	3	2	9	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	548	1	924	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	1	532	1	896	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
3	1	521	1	878	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
4	1	488	1	822	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
5	1	433	1	730	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
6	1	427	1	721	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
7	1	422	1	711	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
8	1	384	1	647	No	No	Yes	Yes	No	No	No	No	Yes	Yes
9	1	379	1	638	No	No	Yes	Yes	No	No	No	No	Yes	Yes
10	1	372	1	628	No	No	Yes	Yes	No	No	No	No	Yes	Yes
11	1	324	1	545	No	No	No	Yes	No	No	No	No	Yes	Yes
12	1	301	1	508	No	No	No	Yes	No	No	No	No	Yes	Yes
13	1	296	1	499	No	No	No	Yes	No	No	No	No	Yes	Yes
14	1	219	1	370	No	No	No	No	No	No	No	No	Yes	Yes
15	1	219	1	370	No	No	No	No	No	No	No	No	Yes	Yes
16	1	153	1	259	No	No	No	No	No	No	No	No	Yes	No
17	1	87	1	148	No	No	No	No	No	No	No	No	No	No
18	1	87	1	148	No	No	No	No	No	No	No	No	No	No
19	1	50	1	83	No	No	No	No	No	No	No	No	No	No
20	1	27	1	46	No	No	No	No	No	No	No	No	No	No
21	1	16	1	28	No	No	No	No	No	No	No	No	No	No
22	1	5	1	9	No	No	No	No	No	No	No	No	No	No
23	1	5	1	9	No	No	No	No	No	No	No	No	No	No
24	1	5	1	9	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	2	7	16	15

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	480.5	180.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	123:20	30:10
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	924	602
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2074	2074
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 36: Dillon Road at Vista Del Norte

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	992	815	660	232
2	962	791	640	225
3	942	774	627	220
4	883	725	587	206
5	784	644	521	183
6	774	636	515	181
7	764	628	508	179
8	694	571	462	162
9	684	562	455	160
10	675	554	449	158
11	585	481	389	137
12	546	448	363	128
13	536	440	356	125
14	397	326	264	93
15	397	326	264	93
16	278	228	185	65
17	159	130	106	37
18	159	130	106	37
19	89	73	59	21
20	50	41	33	12
21	30	24	20	7
22	10	8	7	2
23	10	8	7	2
24	10	8	7	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1807	1	660	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1753	1	640	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1716	1	627	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1608	1	587	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1428	1	521	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1410	1	515	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1392	1	508	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1265	1	462	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1246	1	455	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1229	1	449	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	1066	1	389	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	994	1	363	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	3	976	1	356	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	3	723	1	264	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	3	723	1	264	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	3	506	1	185	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
17	3	289	1	106	No	No	No	No	No	No	No	No	No	No
18	3	289	1	106	No	No	No	No	No	No	No	No	No	No
19	3	162	1	59	No	No	No	No	No	No	No	No	No	No
20	3	91	1	33	No	No	No	No	No	No	No	No	No	No
21	3	54	1	20	No	No	No	No	No	No	No	No	No	No
22	3	18	1	7	No	No	No	No	No	No	No	No	No	No
23	3	18	1	7	No	No	No	No	No	No	No	No	No	No
24	3	18	1	7	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	16	15

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	4970.1	24.2
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	911:10	1:33
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	660	232
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2699	2699
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 37: Dillon Road at I-10 WB Ramps

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1194	1554	215
2	1158	1507	209
3	1134	1476	204
4	1063	1383	191
5	943	1228	170
6	931	1212	168
7	919	1197	166
8	836	1088	151
9	824	1072	148
10	812	1057	146
11	704	917	127
12	657	855	118
13	645	839	116
14	478	622	86
15	478	622	86
16	334	435	60
17	191	249	34
18	191	249	34
19	107	140	19
20	60	78	11
21	36	47	6
22	12	16	2
23	12	16	2
24	12	16	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2748	2	215	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	2665	2	209	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	2610	2	204	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	2446	2	191	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	2171	2	170	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	2143	2	168	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	2116	2	166	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1924	2	151	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1896	2	148	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1869	2	146	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	1621	2	127	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	1512	2	118	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	3	1484	2	116	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	3	1100	2	86	No	No	No	No	No	Yes	Yes	Yes	Yes	No
15	3	1100	2	86	No	No	No	No	No	Yes	Yes	Yes	Yes	No
16	3	769	2	60	No	No	No	No	No	No	No	Yes	No	No
17	3	440	2	34	No	No	No	No	No	No	No	No	No	No
18	3	440	2	34	No	No	No	No	No	No	No	No	No	No
19	3	247	2	19	No	No	No	No	No	No	No	No	No	No
20	3	138	2	11	No	No	No	No	No	No	No	No	No	No
21	3	83	2	6	No	No	No	No	No	No	No	No	No	No
22	3	28	2	2	No	No	No	No	No	No	No	No	No	No
23	3	28	2	2	No	No	No	No	No	No	No	No	No	No
24	3	28	2	2	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	13	15	15	16	15	13

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	2204.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	131:40
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	215
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2963
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 38: Dillon Road at I-10 EB Ramps

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	980	1084	589
2	951	1051	571
3	931	1030	560
4	872	965	524
5	774	856	465
6	764	846	459
7	755	835	454
8	686	759	412
9	676	748	406
10	666	737	401
11	578	640	348
12	539	596	324
13	529	585	318
14	392	434	236
15	392	434	236
16	274	304	165
17	157	173	94
18	157	173	94
19	88	98	53
20	49	54	29
21	29	33	18
22	10	11	6
23	10	11	6
24	10	11	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2064	2	589	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	2002	2	571	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1961	2	560	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1837	2	524	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1630	2	465	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1610	2	459	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1590	2	454	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1445	2	412	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1424	2	406	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1403	2	401	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	1218	2	348	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	1135	2	324	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	3	1114	2	318	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	3	826	2	236	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	3	826	2	236	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	3	578	2	165	No	Yes	Yes	Yes	No	No	No	Yes	No	No
17	3	330	2	94	No	No	No	No	No	No	No	No	No	No
18	3	330	2	94	No	No	No	No	No	No	No	No	No	No
19	3	186	2	53	No	No	No	No	No	No	No	No	No	No
20	3	103	2	29	No	No	No	No	No	No	No	No	No	No
21	3	62	2	18	No	No	No	No	No	No	No	No	No	No
22	3	21	2	6	No	No	No	No	No	No	No	No	No	No
23	3	21	2	6	No	No	No	No	No	No	No	No	No	No
24	3	21	2	6	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	15	15

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1035.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	169:22
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	589
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2653
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	378	15	1112	602
2	367	15	1079	584
3	359	14	1056	572
4	336	13	990	536
5	299	12	878	476
6	295	12	867	470
7	291	12	856	464
8	265	11	778	421
9	261	10	767	415
10	257	10	756	409
11	223	9	656	355
12	208	8	612	331
13	204	8	600	325
14	151	6	445	241
15	151	6	445	241
16	106	4	311	169
17	60	2	178	96
18	60	2	178	96
19	34	1	100	54
20	19	1	56	30
21	11	0	33	18
22	4	0	11	6
23	4	0	11	6
24	4	0	11	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	393	1	1112	No	No	No	Yes	No	No	No	No	Yes	Yes
2	2	382	1	1079	No	No	No	Yes	No	No	No	No	Yes	Yes
3	2	373	1	1056	No	No	No	Yes	No	No	No	No	Yes	Yes
4	2	349	1	990	No	No	No	Yes	No	No	No	No	Yes	Yes
5	2	311	1	878	No	No	No	No	No	No	No	No	Yes	Yes
6	2	307	1	867	No	No	No	No	No	No	No	No	Yes	Yes
7	2	303	1	856	No	No	No	No	No	No	No	No	Yes	Yes
8	2	276	1	778	No	No	No	No	No	No	No	No	Yes	Yes
9	2	271	1	767	No	No	No	No	No	No	No	No	Yes	Yes
10	2	267	1	756	No	No	No	No	No	No	No	No	Yes	Yes
11	2	232	1	656	No	No	No	No	No	No	No	No	Yes	Yes
12	2	216	1	612	No	No	No	No	No	No	No	No	Yes	Yes
13	2	212	1	600	No	No	No	No	No	No	No	No	Yes	Yes
14	2	157	1	445	No	No	No	No	No	No	No	No	Yes	No
15	2	157	1	445	No	No	No	No	No	No	No	No	Yes	No
16	2	110	1	311	No	No	No	No	No	No	No	No	No	No
17	2	62	1	178	No	No	No	No	No	No	No	No	No	No
18	2	62	1	178	No	No	No	No	No	No	No	No	No	No
19	2	35	1	100	No	No	No	No	No	No	No	No	No	No
20	2	20	1	56	No	No	No	No	No	No	No	No	No	No
21	2	11	1	33	No	No	No	No	No	No	No	No	No	No
22	2	4	1	11	No	No	No	No	No	No	No	No	No	No
23	2	4	1	11	No	No	No	No	No	No	No	No	No	No
24	2	4	1	11	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	0	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	530.8	37
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	163:56	6:11
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1112	602
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2107	2107
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 46: Tyler Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	1391	281	954
2	1349	273	925
3	1321	267	906
4	1238	250	849
5	1099	222	754
6	1085	219	744
7	1071	216	735
8	974	197	668
9	960	194	658
10	946	191	649
11	821	166	563
12	765	155	525
13	751	152	515
14	556	112	382
15	556	112	382
16	389	79	267
17	223	45	153
18	223	45	153
19	125	25	86
20	70	14	48
21	42	8	29
22	14	3	10
23	14	3	10
24	14	3	10

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1672	2	954	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1622	2	925	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1588	2	906	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1488	2	849	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1321	2	754	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1304	2	744	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1287	2	735	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1171	2	668	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1154	2	658	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1137	2	649	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	987	2	563	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	920	2	525	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	903	2	515	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	668	2	382	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	1	668	2	382	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	1	468	2	267	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
17	1	268	2	153	No	No	No	No	No	No	No	No	No	No
18	1	268	2	153	No	No	No	No	No	No	No	No	No	No
19	1	150	2	86	No	No	No	No	No	No	No	No	No	No
20	1	84	2	48	No	No	No	No	No	No	No	No	No	No
21	1	50	2	29	No	No	No	No	No	No	No	No	No	No
22	1	17	2	10	No	No	No	No	No	No	No	No	No	No
23	1	17	2	10	No	No	No	No	No	No	No	No	No	No
24	1	17	2	10	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	16	15

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	2171.6
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	575:28
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	954
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2626
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 49: Polk Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	1263	590	520	15
2	1225	572	504	15
3	1200	561	494	14
4	1124	525	463	13
5	998	466	411	12
6	985	460	406	12
7	973	454	400	12
8	884	413	364	11
9	871	407	359	10
10	859	401	354	10
11	745	348	307	9
12	695	325	286	8
13	682	319	281	8
14	505	236	208	6
15	505	236	208	6
16	354	165	146	4
17	202	94	83	2
18	202	94	83	2
19	114	53	47	1
20	63	30	26	1
21	38	18	16	0
22	13	6	5	0
23	13	6	5	0
24	13	6	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1853	1	520	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1797	1	504	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1761	1	494	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1649	1	463	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1464	1	411	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1445	1	406	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1427	1	400	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1297	1	364	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1278	1	359	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1260	1	354	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	1093	1	307	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	1020	1	286	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	1001	1	281	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	741	1	208	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	1	741	1	208	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	1	519	1	146	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
17	1	296	1	83	No	No	No	No	No	No	No	No	No	No
18	1	296	1	83	No	No	No	No	No	No	No	No	No	No
19	1	167	1	47	No	No	No	No	No	No	No	No	No	No
20	1	93	1	26	No	No	No	No	No	No	No	No	No	No
21	1	56	1	16	No	No	No	No	No	No	No	No	No	No
22	1	19	1	5	No	No	No	No	No	No	No	No	No	No
23	1	19	1	5	No	No	No	No	No	No	No	No	No	No
24	1	19	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	16	15

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10000	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1444:26	41:40
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	520	15
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	2388	2388
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 50: Polk Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	930	647	627
2	902	628	608
3	884	615	596
4	828	576	558
5	735	511	495
6	725	505	489
7	716	498	483
8	651	453	439
9	642	446	433
10	632	440	426
11	549	382	370
12	512	356	345
13	502	349	339
14	372	259	251
15	372	259	251
16	260	181	176
17	149	104	100
18	149	104	100
19	84	58	56
20	47	32	31
21	28	19	19
22	9	6	6
23	9	6	6
24	9	6	6

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1577	1	627	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1530	1	608	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1499	1	596	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1404	1	558	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1246	1	495	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1230	1	489	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1214	1	483	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1104	1	439	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1088	1	433	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1072	1	426	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	931	1	370	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	868	1	345	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	851	1	339	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	631	1	251	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	1	631	1	251	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	1	441	1	176	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
17	1	253	1	100	No	No	No	No	No	No	No	No	No	No
18	1	253	1	100	No	No	No	No	No	No	No	No	No	No
19	1	142	1	56	No	No	No	No	No	No	No	No	No	No
20	1	79	1	31	No	No	No	No	No	No	No	No	No	No
21	1	47	1	19	No	No	No	No	No	No	No	No	No	No
22	1	15	1	6	No	No	No	No	No	No	No	No	No	No
23	1	15	1	6	No	No	No	No	No	No	No	No	No	No
24	1	15	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	16	15

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	987.9
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	172:03
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	627
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2204
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 52: Fillmore Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	1128	973	766	15
2	1094	944	743	15
3	1072	924	728	14
4	1004	866	682	13
5	891	769	605	12
6	880	759	597	12
7	869	749	590	12
8	790	681	536	11
9	778	671	529	10
10	767	662	521	10
11	666	574	452	9
12	620	535	421	8
13	609	525	414	8
14	451	389	306	6
15	451	389	306	6
16	316	272	214	4
17	180	156	123	2
18	180	156	123	2
19	102	88	69	1
20	56	49	38	1
21	34	29	23	0
22	11	10	8	0
23	11	10	8	0
24	11	10	8	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	2101	1	766	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	2038	1	743	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1996	1	728	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1870	1	682	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1660	1	605	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1639	1	597	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1618	1	590	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1471	1	536	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1449	1	529	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1429	1	521	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	1240	1	452	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	1155	1	421	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	1134	1	414	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	840	1	306	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
15	1	840	1	306	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
16	1	588	1	214	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
17	1	336	1	123	No	No	No	Yes	No	No	No	No	No	No
18	1	336	1	123	No	No	No	Yes	No	No	No	No	No	No
19	1	190	1	69	No	No	No	No	No	No	No	No	No	No
20	1	105	1	38	No	No	No	No	No	No	No	No	No	No
21	1	63	1	23	No	No	No	No	No	No	No	No	No	No
22	1	21	1	8	No	No	No	No	No	No	No	No	No	No
23	1	21	1	8	No	No	No	No	No	No	No	No	No	No
24	1	21	1	8	No	No	No	No	No	No	No	No	No	No
Hours Met					16	16	16	18	15	15	16	16	15	13

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10000	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	2127:46	41:40
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	766	15
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	2882	2882
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 53: Fillmore Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	302	836	553	218
2	293	811	536	211
3	287	794	525	207
4	269	744	492	194
5	239	660	437	172
6	236	652	431	170
7	233	644	426	168
8	211	585	387	153
9	208	577	382	150
10	205	568	376	148
11	178	493	326	129
12	166	460	304	120
13	163	451	299	118
14	121	334	221	87
15	121	334	221	87
16	85	234	155	61
17	48	134	88	35
18	48	134	88	35
19	27	75	50	20
20	15	42	28	11
21	9	25	17	7
22	3	8	6	2
23	3	8	6	2
24	3	8	6	2

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1138	1	553	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1104	1	536	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1081	1	525	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1013	1	492	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	899	1	437	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	888	1	431	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	877	1	426	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	796	1	387	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	785	1	382	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	773	1	376	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	671	1	326	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	1	626	1	304	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
13	1	614	1	299	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
14	1	455	1	221	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	1	455	1	221	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	1	319	1	155	No	No	No	Yes	No	No	No	No	No	No
17	1	182	1	88	No	No	No	No	No	No	No	No	No	No
18	1	182	1	88	No	No	No	No	No	No	No	No	No	No
19	1	102	1	50	No	No	No	No	No	No	No	No	No	No
20	1	57	1	28	No	No	No	No	No	No	No	No	No	No
21	1	34	1	17	No	No	No	No	No	No	No	No	No	No
22	1	11	1	6	No	No	No	No	No	No	No	No	No	No
23	1	11	1	6	No	No	No	No	No	No	No	No	No	No
24	1	11	1	6	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	10	13	13	15	13	9

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1196.3	6050.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	183:45	366:25
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	553	218
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1909	1909
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 9: Jackson Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	446	691	438	739
2	433	670	425	717
3	424	656	416	702
4	397	615	390	658
5	352	546	346	584
6	348	539	342	576
7	343	532	337	569
8	312	484	307	517
9	308	477	302	510
10	303	470	298	503
11	263	408	258	436
12	245	380	241	406
13	241	373	237	399
14	178	276	175	296
15	178	276	175	296
16	125	193	123	207
17	71	111	70	118
18	71	111	70	118
19	40	62	39	67
20	22	35	22	37
21	13	21	13	22
22	4	7	4	7
23	4	7	4	7
24	4	7	4	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1137	3	739	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1103	3	717	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1080	3	702	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1012	3	658	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	898	3	584	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	3	887	3	576	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
7	3	875	3	569	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
8	3	796	3	517	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	3	785	3	510	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	3	773	3	503	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	3	671	3	436	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
12	3	625	3	406	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
13	3	614	3	399	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
14	3	454	3	296	No	No	Yes	Yes	No	No	No	No	Yes	No
15	3	454	3	296	No	No	Yes	Yes	No	No	No	No	Yes	No
16	3	318	3	207	No	No	No	No	No	No	No	No	No	No
17	3	182	3	118	No	No	No	No	No	No	No	No	No	No
18	3	182	3	118	No	No	No	No	No	No	No	No	No	No
19	3	102	3	67	No	No	No	No	No	No	No	No	No	No
20	3	57	3	37	No	No	No	No	No	No	No	No	No	No
21	3	34	3	22	No	No	No	No	No	No	No	No	No	No
22	3	11	3	7	No	No	No	No	No	No	No	No	No	No
23	3	11	3	7	No	No	No	No	No	No	No	No	No	No
24	3	11	3	7	No	No	No	No	No	No	No	No	No	No
Hours Met					13	13	15	15	4	10	11	13	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	99.1	98.4
Number of Lanes on Minor Street Approach	2	3
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	12:03	20:12
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	438	739
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2314	2314
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 10: Jackson Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	154	492	577	750
2	149	477	560	728
3	146	467	548	713
4	137	438	514	668
5	122	389	456	593
6	120	384	450	585
7	119	379	444	578
8	108	344	404	525
9	106	339	398	518
10	105	335	392	510
11	91	290	340	443
12	85	271	317	413
13	83	266	312	405
14	62	197	231	300
15	62	197	231	300
16	43	138	162	210
17	25	79	92	120
18	25	79	92	120
19	14	44	52	68
20	8	25	29	38
21	5	15	17	23
22	2	5	6	8
23	2	5	6	8
24	2	5	6	8

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	646	2	750	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
2	3	626	2	728	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
3	3	613	2	713	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
4	3	575	2	668	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
5	3	511	2	593	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
6	3	504	2	585	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
7	3	498	2	578	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes
8	3	452	2	525	No	No	Yes	Yes	No	No	No	No	Yes	Yes
9	3	445	2	518	No	No	Yes	Yes	No	No	No	No	Yes	Yes
10	3	440	2	510	No	No	Yes	Yes	No	No	No	No	Yes	Yes
11	3	381	2	443	No	No	No	Yes	No	No	No	No	Yes	Yes
12	3	356	2	413	No	No	No	Yes	No	No	No	No	Yes	Yes
13	3	349	2	405	No	No	No	Yes	No	No	No	No	Yes	Yes
14	3	259	2	300	No	No	No	No	No	No	No	No	Yes	No
15	3	259	2	300	No	No	No	No	No	No	No	No	Yes	No
16	3	181	2	210	No	No	No	No	No	No	No	No	No	No
17	3	104	2	120	No	No	No	No	No	No	No	No	No	No
18	3	104	2	120	No	No	No	No	No	No	No	No	No	No
19	3	58	2	68	No	No	No	No	No	No	No	No	No	No
20	3	33	2	38	No	No	No	No	No	No	No	No	No	No
21	3	20	2	23	No	No	No	No	No	No	No	No	No	No
22	3	7	2	8	No	No	No	No	No	No	No	No	No	No
23	3	7	2	8	No	No	No	No	No	No	No	No	No	No
24	3	7	2	8	No	No	No	No	No	No	No	No	No	No
Hours Met					3	7	10	13	0	0	1	6	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	25.1	223
Number of Lanes on Minor Street Approach	3	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	4:01	46:27
Delay Condition Met	No	Yes
Volume on Minor Street Approach During Same Hour	577	750
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1973	1973
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 19: Calhoun Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	83	179	654	815
2	81	174	634	791
3	79	170	621	774
4	74	159	582	725
5	66	141	517	644
6	65	140	510	636
7	64	138	504	628
8	58	125	458	571
9	57	124	451	562
10	56	122	445	554
11	49	106	386	481
12	46	98	360	448
13	45	97	353	440
14	33	72	262	326
15	33	72	262	326
16	23	50	183	228
17	13	29	105	130
18	13	29	105	130
19	7	16	59	73
20	4	9	33	41
21	2	5	20	24
22	1	2	7	8
23	1	2	7	8
24	1	2	7	8

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	262	1	815	No	No	No	No	No	No	No	No	Yes	Yes
2	1	255	1	791	No	No	No	No	No	No	No	No	Yes	Yes
3	1	249	1	774	No	No	No	No	No	No	No	No	Yes	Yes
4	1	233	1	725	No	No	No	No	No	No	No	No	Yes	Yes
5	1	207	1	644	No	No	No	No	No	No	No	No	Yes	Yes
6	1	205	1	636	No	No	No	No	No	No	No	No	Yes	Yes
7	1	202	1	628	No	No	No	No	No	No	No	No	Yes	Yes
8	1	183	1	571	No	No	No	No	No	No	No	No	Yes	Yes
9	1	181	1	562	No	No	No	No	No	No	No	No	Yes	Yes
10	1	178	1	554	No	No	No	No	No	No	No	No	Yes	Yes
11	1	155	1	481	No	No	No	No	No	No	No	No	Yes	Yes
12	1	144	1	448	No	No	No	No	No	No	No	No	Yes	Yes
13	1	142	1	440	No	No	No	No	No	No	No	No	Yes	Yes
14	1	105	1	326	No	No	No	No	No	No	No	No	Yes	No
15	1	105	1	326	No	No	No	No	No	No	No	No	Yes	No
16	1	73	1	228	No	No	No	No	No	No	No	No	Yes	No
17	1	42	1	130	No	No	No	No	No	No	No	No	No	No
18	1	42	1	130	No	No	No	No	No	No	No	No	No	No
19	1	23	1	73	No	No	No	No	No	No	No	No	No	No
20	1	13	1	41	No	No	No	No	No	No	No	No	No	No
21	1	7	1	24	No	No	No	No	No	No	No	No	No	No
22	1	3	1	8	No	No	No	No	No	No	No	No	No	No
23	1	3	1	8	No	No	No	No	No	No	No	No	No	No
24	1	3	1	8	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	16	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	85.7	192.2
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	15:34	43:30
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	654	815
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1731	1731
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 36: Dillon Road at Vista Del Norte

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	1309	322	521	254
2	1270	312	505	246
3	1244	306	495	241
4	1165	287	464	226
5	1034	254	412	201
6	1021	251	406	198
7	1008	248	401	196
8	916	225	365	178
9	903	222	359	175
10	890	219	354	173
11	772	190	307	150
12	720	177	287	140
13	707	174	281	137
14	524	129	208	102
15	524	129	208	102
16	367	90	146	71
17	209	52	83	41
18	209	52	83	41
19	118	29	47	23
20	65	16	26	13
21	39	10	16	8
22	13	3	5	3
23	13	3	5	3
24	13	3	5	3

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1631	1	521	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1582	1	505	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1550	1	495	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1452	1	464	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1288	1	412	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1272	1	406	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1256	1	401	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1141	1	365	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1125	1	359	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1109	1	354	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	962	1	307	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	897	1	287	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
13	3	881	1	281	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
14	3	653	1	208	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
15	3	653	1	208	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
16	3	457	1	146	No	No	Yes	Yes	No	No	No	No	No	No
17	3	261	1	83	No	No	No	No	No	No	No	No	No	No
18	3	261	1	83	No	No	No	No	No	No	No	No	No	No
19	3	147	1	47	No	No	No	No	No	No	No	No	No	No
20	3	81	1	26	No	No	No	No	No	No	No	No	No	No
21	3	49	1	16	No	No	No	No	No	No	No	No	No	No
22	3	16	1	5	No	No	No	No	No	No	No	No	No	No
23	3	16	1	5	No	No	No	No	No	No	No	No	No	No
24	3	16	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					15	15	16	16	11	13	15	15	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	3369.5	14.9
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	487:38	1:03
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	521	254
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2406	2406
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 37: Dillon Road at I-10 WB Ramps

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	E
1	1357	996	374
2	1316	966	363
3	1289	946	355
4	1208	886	333
5	1072	787	295
6	1058	777	292
7	1045	767	288
8	950	697	262
9	936	687	258
10	923	677	254
11	801	588	221
12	746	548	206
13	733	538	202
14	543	398	150
15	543	398	150
16	380	279	105
17	217	159	60
18	217	159	60
19	122	90	34
20	68	50	19
21	41	30	11
22	14	10	4
23	14	10	4
24	14	10	4

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	2353	2	374	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	2282	2	363	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	2235	2	355	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	2094	2	333	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1859	2	295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1835	2	292	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1812	2	288	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1647	2	262	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1623	2	258	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1600	2	254	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	1389	2	221	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	1294	2	206	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	3	1271	2	202	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	3	941	2	150	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
15	3	941	2	150	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
16	3	659	2	105	No	No	No	No	No	No	Yes	Yes	No	No
17	3	376	2	60	No	No	No	No	No	No	No	No	No	No
18	3	376	2	60	No	No	No	No	No	No	No	No	No	No
19	3	212	2	34	No	No	No	No	No	No	No	No	No	No
20	3	118	2	19	No	No	No	No	No	No	No	No	No	No
21	3	71	2	11	No	No	No	No	No	No	No	No	No	No
22	3	24	2	4	No	No	No	No	No	No	No	No	No	No
23	3	24	2	4	No	No	No	No	No	No	No	No	No	No
24	3	24	2	4	No	No	No	No	No	No	No	No	No	No
Hours Met					13	13	15	15	15	15	16	16	15	13

Warrant 3 Condition A

Orientation	E
Total Stopped Delay Per Vehicle on Minor Approach (s)	1163.8
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	120:54
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	374
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2727
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 38: Dillon Road at I-10 EB Ramps

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	W
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	S	N	W
1	1108	853	901
2	1075	827	874
3	1053	810	856
4	986	759	802
5	875	674	712
6	864	665	703
7	853	657	694
8	776	597	631
9	765	589	622
10	753	580	613
11	654	503	532
12	609	469	496
13	598	461	487
14	443	341	360
15	443	341	360
16	310	239	252
17	177	136	144
18	177	136	144
19	100	77	81
20	55	43	45
21	33	26	27
22	11	9	9
23	11	9	9
24	11	9	9

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	3	1961	2	901	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	3	1902	2	874	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	3	1863	2	856	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	3	1745	2	802	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	3	1549	2	712	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	3	1529	2	703	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	3	1510	2	694	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	3	1373	2	631	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	3	1354	2	622	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	3	1333	2	613	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	3	1157	2	532	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	3	1078	2	496	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	3	1059	2	487	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	3	784	2	360	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
15	3	784	2	360	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
16	3	549	2	252	No	Yes	Yes	Yes	No	No	No	Yes	Yes	No
17	3	313	2	144	No	No	No	No	No	No	No	No	No	No
18	3	313	2	144	No	No	No	No	No	No	No	No	No	No
19	3	177	2	81	No	No	No	No	No	No	No	No	No	No
20	3	98	2	45	No	No	No	No	No	No	No	No	No	No
21	3	59	2	27	No	No	No	No	No	No	No	No	No	No
22	3	20	2	9	No	No	No	No	No	No	No	No	No	No
23	3	20	2	9	No	No	No	No	No	No	No	No	No	No
24	3	20	2	9	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	16	15

Warrant 3 Condition A

Orientation	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1026.3
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	256:51
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	901
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2862
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 40: Magnolia Street/Tyler Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	404	15	1021	650
2	392	15	990	631
3	384	14	970	618
4	360	13	909	579
5	319	12	807	514
6	315	12	796	507
7	311	12	786	501
8	283	11	715	455
9	279	10	704	448
10	275	10	694	442
11	238	9	602	384
12	222	8	562	358
13	218	8	551	351
14	162	6	408	260
15	162	6	408	260
16	113	4	286	182
17	65	2	163	104
18	65	2	163	104
19	36	1	92	59
20	20	1	51	33
21	12	0	31	20
22	4	0	10	7
23	4	0	10	7
24	4	0	10	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	419	1	1021	No	No	No	Yes	No	No	No	No	Yes	Yes
2	2	407	1	990	No	No	No	Yes	No	No	No	No	Yes	Yes
3	2	398	1	970	No	No	No	Yes	No	No	No	No	Yes	Yes
4	2	373	1	909	No	No	No	Yes	No	No	No	No	Yes	Yes
5	2	331	1	807	No	No	No	No	No	No	No	No	Yes	Yes
6	2	327	1	796	No	No	No	No	No	No	No	No	Yes	Yes
7	2	323	1	786	No	No	No	No	No	No	No	No	Yes	Yes
8	2	294	1	715	No	No	No	No	No	No	No	No	Yes	Yes
9	2	289	1	704	No	No	No	No	No	No	No	No	Yes	Yes
10	2	285	1	694	No	No	No	No	No	No	No	No	Yes	Yes
11	2	247	1	602	No	No	No	No	No	No	No	No	Yes	Yes
12	2	230	1	562	No	No	No	No	No	No	No	No	Yes	Yes
13	2	226	1	551	No	No	No	No	No	No	No	No	Yes	Yes
14	2	168	1	408	No	No	No	No	No	No	No	No	Yes	No
15	2	168	1	408	No	No	No	No	No	No	No	No	Yes	No
16	2	117	1	286	No	No	No	No	No	No	No	No	No	No
17	2	67	1	163	No	No	No	No	No	No	No	No	No	No
18	2	67	1	163	No	No	No	No	No	No	No	No	No	No
19	2	37	1	92	No	No	No	No	No	No	No	No	No	No
20	2	21	1	51	No	No	No	No	No	No	No	No	No	No
21	2	12	1	31	No	No	No	No	No	No	No	No	No	No
22	2	4	1	10	No	No	No	No	No	No	No	No	No	No
23	2	4	1	10	No	No	No	No	No	No	No	No	No	No
24	2	4	1	10	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	4	0	0	0	0	15	13

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	479.2	50.6
Number of Lanes on Minor Street Approach	1	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	135:53	9:08
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	1021	650
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	2090	2090
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 46: Tyler Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	S
1	755	236	1369
2	732	229	1328
3	717	224	1301
4	672	210	1218
5	596	186	1082
6	589	184	1068
7	581	182	1054
8	529	165	958
9	521	163	945
10	513	160	931
11	445	139	808
12	415	130	753
13	408	127	739
14	302	94	548
15	302	94	548
16	211	66	383
17	121	38	219
18	121	38	219
19	68	21	123
20	38	12	68
21	23	7	41
22	8	2	14
23	8	2	14
24	8	2	14

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	991	2	1369	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	961	2	1328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	941	2	1301	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	882	2	1218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	782	2	1082	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	773	2	1068	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	763	2	1054	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	694	2	958	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	1	684	2	945	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	1	673	2	931	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	1	584	2	808	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
12	1	545	2	753	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
13	1	535	2	739	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
14	1	396	2	548	No	No	Yes	Yes	No	No	No	No	Yes	Yes
15	1	396	2	548	No	No	Yes	Yes	No	No	No	No	Yes	Yes
16	1	277	2	383	No	No	No	No	No	No	No	No	Yes	Yes
17	1	159	2	219	No	No	No	No	No	No	No	No	No	No
18	1	159	2	219	No	No	No	No	No	No	No	No	No	No
19	1	89	2	123	No	No	No	No	No	No	No	No	No	No
20	1	50	2	68	No	No	No	No	No	No	No	No	No	No
21	1	30	2	41	No	No	No	No	No	No	No	No	No	No
22	1	10	2	14	No	No	No	No	No	No	No	No	No	No
23	1	10	2	14	No	No	No	No	No	No	No	No	No	No
24	1	10	2	14	No	No	No	No	No	No	No	No	No	No
Hours Met					13	13	15	15	7	10	13	13	16	16

Warrant 3 Condition A

Orientation	S
Total Stopped Delay Per Vehicle on Minor Approach (s)	353.2
Number of Lanes on Minor Street Approach	2
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	134:19
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	1369
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	2360
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 49: Polk Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	796	795	490	16
2	772	771	475	16
3	756	755	466	15
4	708	708	436	14
5	629	628	387	13
6	621	620	382	12
7	613	612	377	12
8	557	557	343	11
9	549	549	338	11
10	541	541	333	11
11	470	469	289	9
12	438	437	270	9
13	430	429	265	9
14	318	318	196	6
15	318	318	196	6
16	223	223	137	4
17	127	127	78	3
18	127	127	78	3
19	72	72	44	1
20	40	40	25	1
21	24	24	15	0
22	8	8	5	0
23	8	8	5	0
24	8	8	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1591	1	490	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1543	1	475	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1511	1	466	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1416	1	436	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1257	1	387	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1241	1	382	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1225	1	377	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1114	1	343	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1098	1	338	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1082	1	333	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	939	1	289	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	875	1	270	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	859	1	265	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	636	1	196	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
15	1	636	1	196	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
16	1	446	1	137	No	Yes	Yes	Yes	No	No	No	Yes	No	No
17	1	254	1	78	No	No	No	No	No	No	No	No	No	No
18	1	254	1	78	No	No	No	No	No	No	No	No	No	No
19	1	144	1	44	No	No	No	No	No	No	No	No	No	No
20	1	80	1	25	No	No	No	No	No	No	No	No	No	No
21	1	48	1	15	No	No	No	No	No	No	No	No	No	No
22	1	16	1	5	No	No	No	No	No	No	No	No	No	No
23	1	16	1	5	No	No	No	No	No	No	No	No	No	No
24	1	16	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	15	15	16	15	13

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	549.1	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	74:44	44:26
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	490	16
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	2097	2097
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 50: Polk Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	N
Speed > 40mph	Yes
Population < 10,000	No
Warrant Factor	70%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets
	E	W	N
1	511	969	505
2	496	940	490
3	485	921	480
4	455	862	449
5	404	766	399
6	399	756	394
7	393	746	389
8	358	678	354
9	353	669	348
10	347	659	343
11	301	572	298
12	281	533	278
13	276	523	273
14	204	388	202
15	204	388	202
16	143	271	141
17	82	155	81
18	82	155	81
19	46	87	45
20	26	48	25
21	15	29	15
22	5	10	5
23	5	10	5
24	5	10	5

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1480	1	505	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1436	1	490	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1406	1	480	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1317	1	449	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1170	1	399	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1155	1	394	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1139	1	389	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1036	1	354	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1022	1	348	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1006	1	343	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	873	1	298	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	814	1	278	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	799	1	273	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	592	1	202	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
15	1	592	1	202	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
16	1	414	1	141	No	Yes	Yes	Yes	No	No	No	No	No	No
17	1	237	1	81	No	No	No	No	No	No	No	No	No	No
18	1	237	1	81	No	No	No	No	No	No	No	No	No	No
19	1	133	1	45	No	No	No	No	No	No	No	No	No	No
20	1	74	1	25	No	No	No	No	No	No	No	No	No	No
21	1	44	1	15	No	No	No	No	No	No	No	No	No	No
22	1	15	1	5	No	No	No	No	No	No	No	No	No	No
23	1	15	1	5	No	No	No	No	No	No	No	No	No	No
24	1	15	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	13	13	15	15	15	13

Warrant 3 Condition A

Orientation	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	1845.8
Number of Lanes on Minor Street Approach	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	258:55
Delay Condition Met	Yes
Volume on Minor Street Approach During Same Hour	505
High Minor Volume Condition Met	Yes
Total Entering Volume on All Approaches During Same Hour	1985
Number of Approaches on Intersection	3
Total Volume Condition Met	Yes
Warrant Met for Approach	Yes
Warrant Met for Intersection	**Yes**

Signal Warrants Report For Intersection 52: Fillmore Street at Avenue 50

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	1008	1077	500	15
2	978	1045	485	15
3	958	1023	475	14
4	897	959	445	13
5	796	851	395	12
6	786	840	390	12
7	776	829	385	12
8	706	754	350	11
9	696	743	345	10
10	685	732	340	10
11	595	635	295	9
12	554	592	275	8
13	544	582	270	8
14	403	431	200	6
15	403	431	200	6
16	282	302	140	4
17	161	172	80	2
18	161	172	80	2
19	91	97	45	1
20	50	54	25	1
21	30	32	15	0
22	10	11	5	0
23	10	11	5	0
24	10	11	5	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	2085	1	500	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	2023	1	485	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1981	1	475	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1856	1	445	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1647	1	395	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1626	1	390	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1605	1	385	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1460	1	350	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1439	1	345	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1417	1	340	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	1	1230	1	295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	1	1146	1	275	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	1	1126	1	270	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	1	834	1	200	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
15	1	834	1	200	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
16	1	584	1	140	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
17	1	333	1	80	No	No	No	No	No	No	No	No	No	No
18	1	333	1	80	No	No	No	No	No	No	No	No	No	No
19	1	188	1	45	No	No	No	No	No	No	No	No	No	No
20	1	104	1	25	No	No	No	No	No	No	No	No	No	No
21	1	62	1	15	No	No	No	No	No	No	No	No	No	No
22	1	21	1	5	No	No	No	No	No	No	No	No	No	No
23	1	21	1	5	No	No	No	No	No	No	No	No	No	No
24	1	21	1	5	No	No	No	No	No	No	No	No	No	No
Hours Met					15	16	16	16	15	15	16	16	15	13

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	10000	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	1388:53	41:40
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	500	15
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	2600	2600
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 53: Fillmore Street at Avenue 52

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	335	594	277	660
2	325	576	269	640
3	318	564	263	627
4	298	529	247	587
5	265	469	219	521
6	261	463	216	515
7	258	457	213	508
8	234	416	194	462
9	231	410	191	455
10	228	404	188	449
11	198	350	163	389
12	184	327	152	363
13	181	321	150	356
14	134	238	111	264
15	134	238	111	264
16	94	166	78	185
17	54	95	44	106
18	54	95	44	106
19	30	53	25	59
20	17	30	14	33
21	10	18	8	20
22	3	6	3	7
23	3	6	3	7
24	3	6	3	7

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	929	1	660	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	901	1	640	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	882	1	627	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	827	1	587	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	734	1	521	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	1	724	1	515	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
7	1	715	1	508	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
8	1	650	1	462	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9	1	641	1	455	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
10	1	632	1	449	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
11	1	548	1	389	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
12	1	511	1	363	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
13	1	502	1	356	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	No
14	1	372	1	264	No	No	Yes	Yes	No	No	No	No	No	No
15	1	372	1	264	No	No	Yes	Yes	No	No	No	No	No	No
16	1	260	1	185	No	No	No	No	No	No	No	No	No	No
17	1	149	1	106	No	No	No	No	No	No	No	No	No	No
18	1	149	1	106	No	No	No	No	No	No	No	No	No	No
19	1	83	1	59	No	No	No	No	No	No	No	No	No	No
20	1	47	1	33	No	No	No	No	No	No	No	No	No	No
21	1	28	1	20	No	No	No	No	No	No	No	No	No	No
22	1	9	1	7	No	No	No	No	No	No	No	No	No	No
23	1	9	1	7	No	No	No	No	No	No	No	No	No	No
24	1	9	1	7	No	No	No	No	No	No	No	No	No	No
Hours Met					13	13	15	15	4	10	11	13	13	10

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	571	4788
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	43:56	877:48
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	277	660
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1866	1866
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	**Yes**	

APPENDIX H

VEHICLE MILES TRAVELED (VMT) ANALYSIS FOR THE PROPOSED KPC COACHELLA SPECIFIC PLAN TECHNICAL MEMORANDUM

TECHNICAL MEMORANDUM

To:	Dr. Kali Chaudhuri KPC Development Company, LLC	Date:	December 7, 2022
From:	Keil D. Maberry, P.E., Principal Zawwar Saiyed, P.E., Associate Principal Yi Li, Transportation Engineer I Linscott, Law and Greenspan, Engineers	LLG Ref:	2.22.4560.1
Subject:	***Vehicle Miles Traveled (VMT) Analysis for the Proposed KPC Coachella Specific Plan, Coachella***		

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Analysis Technical Memorandum for the proposed KPC Coachella Specific Plan project (herein after referred to as "Project") in the City of Coachella, Riverside County, California. This Technical Memorandum presents the VMT screening criteria, analysis methodology, impact thresholds, analysis, findings, and conclusions. It should be noted that the approach and methodology outlined in this Technical Memorandum are consistent with the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020),* which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum summarize the Project description, County of Riverside VMT screening criteria, analysis methodology, VMT impact thresholds, VMT analysis, and conclusion.

PROJECT DESCRIPTION

The Project site is generally located on the north side of the I-10 Freeway in the City of Coachella, Riverside County, California. The Project applicant is proposing a Specific Plan for the development of various mixed-uses on approximately 2,700 acres of land. The KPC Coachella Specific Plan will include a broad range of land uses including residential, commercial, entertainment, schools, parks, other public facilities, and open space. The Specific Plan will be made up of five villages, further divided into planning areas. The proposed Project consists of a mixed-use master plan with:

- 1,679 DU Single Family Detached Housing
- 3,027 DU Multifamily Housing (Low-Rise)
- 2,838 DU Multifamily Housing (Mid-Rise)
- 538 DU Senior Adult Housing – Single Family
- 1,456 DU Senior Adult Housing – Multifamily
- 2,831 Kindergarten – 12th Grade Students

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Dave Roseman, PE

An LG2WB Company Founded 1966

- 1,399,135 SF Shopping Center (Retail)
- 466,382 SF Office
- 375 Rooms Hotel
- 100,000 SF Casino
- 10,000-Seat Live Theater
- 449.7-Acres in Public Parks

Primary access for the Project site will be provided via the proposed Avenue 50/I-10 Interchange as well as an extension of the Vista Del Norte Road from the west. The Project land uses are anticipated to be completed by Buildout Year 2045.

Figure 1 presents the vicinity map that illustrates the general location of the Project site and surrounding street system while ***Figure 2*** displays the existing site aerial of the current site layout. ***Figure 3*** presents the conceptual site plan for the Project, prepared by KPC.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020),* and outlines whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Small Projects Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, resulting in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) per year screening level threshold. Presumed to cause a less-than-significant impact:*
>
> - *Single Family Housing projects less than or equal to 110 Dwelling Units; or*
> - *Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units; or*

- *Multi Family (mid-rise) Housing projects less than or equal to 194 Dwelling Units; or*
- *General Office Building with area less than or equal to 165,000 SF; or*
- *Retail buildings with area less than or equal to 60,000 SF; or*
- *Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF; or*
- *General Light Industrial buildings with area less than or equal to 179,000 SF; or*
- *Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO2e) as determined by a methodology acceptable to the Transportation Department; or*
- *Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County."*

Based on the above, the proposed Project will not screen-out since it is not listed in any of the small projects' categories listed above.

Projects Near High Quality Transit Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT. Presumed to cause a less-than-significant impact:*
>
> - *Within a ½ mile of an existing major transit stop; and*
> - *Maintains a service internal frequency of 15 minutes or less during the morning and afternoon peak commute periods."*

Based on the above, the proposed Project will not screen-out since it is not near high quality transit.

Local-Serving Retail Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> "*The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur. Presumed to cause a less-than-significant impact:*

- *No single store on site exceeds 50,000 SF; and*
- *2)Project is local-serving as determined by the Transportation Department."*

Based on the above, the proposed Project will not screen-out since it is not a Local-Serving retail project.

Affordable Housing Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"Lower-income residents make fewer trips on average, resulting in lower VMT overall. Presumed to cause a less-than-significant impact:*
>
> - *A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments."*

Based on the above, the proposed Project will not screen-out since it is not an affordable housing project.

Local Essential Service Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"As with Local-Serving Retail, the introduction of new Local Essential Service shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. Presumed to cause a less-than-significant impact if:*
>
> - *Project is local-serving as determined by the Transportation Department; and*
> - *Local-serving and Day care center; or*
> - *Police or Fire facility; or*
> - *Medical/Dental office building under 50,000 square feet; or*
> - *Government offices (in-person services such as post office, library, and utilities); or*
> - *Local or Community Parks."*

Based on the above, the proposed Project will not screen-out since it is not a local essential service project.

Map-Based Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"This method eliminates the need for complex analyses, by following existing VMT data to serve as a basis for screening smaller developments. Note that screening is limited to residential and office projects. Presumed to cause a less-than-significant impact:*
>
> - *Area of development is under threshold as shown on screening map as allowed by the Transportation Department."*

Based on the above, the proposed Project will not screen-out since map-based screening is not available for the proposed Project site.

Redevelopment Projects Screening

The *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* states:

> *"Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT). Presumed to cause a less-than-significant impact:*
>
> - *Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT. "*

Based on the above, the proposed Project will not screen-out since it is a new development project and not a redevelopment project.

Based on the above, the proposed Project will not screen-out, either in its entirety, or partially based on individual land uses, thus requiring a full VMT analysis.

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

As required by the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)*, projects not screened out through the steps above should complete VMT analysis and forecasting through the RIVCOM model to determine if they have a significant VMT impact. This analysis shall include both "Project-generated VMT" and "Project's effect on VMT" estimates under the four scenarios listed below:

- Baseline Conditions

- Baseline Plus Project
- Cumulative No Project
- Cumulative Plus Project

The following section is to determine the VMT measure and threshold of significance for application to a land use project. Significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. ***Table 1*** presents the threshold basis that will be presented in this Technical Memorandum.

Table 1. Threshold Basis

Threshold Basis	Efficiency	Net Change
Example Land Use	Residential, Office, Industrial	Retail, Medical Office, Sports Venue
Measure for VMT Threshold	Per capita, per employee	Regional VMT change
Customer Component	No	Yes

Efficiency metrics include VMT/Capita and Work VMT/employee. "Net Change" refers to the net change in regional VMT and it is used for elements that include a significant customer base, such as commercial uses.

Based on the above, a VMT analysis for the proposed Project was conducted utilizing RIVCOM to determine the County of Riverside average and Project's residential VMT, office VMT and retail VMT, and the County of Riverside, and the following:

- VMT per Capita
- VMT per Employee
- Regional VMT Change

It should be noted that according to ***Appendix E*** as contained in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)*, it can be presumed that a land development project will not have a significant impact under Cumulative conditions if it is not determined to have one under Baseline conditions unless there are known circumstances, as determined by Transportation Department, that might alter this outcome. Unless specifically required by the Transportation Department, Project analysis for Cumulative conditions is only required if there is a finding of a significant impact under the Baseline Plus Project conditions.

Additionally, for Specific Plans and Community Plans, Riverside County requires that Cumulative analysis be completed irrespective of the findings of the Baseline

Plus Project conditions. Further, No Project and Plus Project conditions under both the Baseline and Cumulative must provide total Regional VMT values. Note that the Regional VMT values are for informational purposes and are not used as the basis for the determination of a significant impact.

VEHICLE MILES TRAVELED (VMT) IMPACT THRESHOLDS

As previously discussed, a project that does not meet the screening criteria will require the preparation of a detailed transportation analysis. The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. The VMT significance criteria as stated in the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* is detailed below:

The County adopted the county-wide average VMT as the threshold of significance. The thresholds of significance are summarized in ***Table 2***.

Table 2. VMT Threshold of Significance

Land Use	Threshold of Significance
Residential	Existing county-wide average VMT per capita
Office	Existing county-wide average VMT per employee
Retail	Net increase in total VMT

Please note a project would result in a significant project-generated VMT impact if its VMT exceeds the VMT threshold based on its respective land use.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Summarized in the section below are the average VMT per Capita, VMT per Employee and Regional boundary VMT values utilizing RIVCOM for the County of Riverside and the proposed Project. It should be noted that the Project is located in multiple Traffic Analysis Zones (TAZs) and they are combined as such. Project development totals were converted into Socio-Economic Data (SED) and inputted into RIVCOM. ***Figure 4*** presents the RIVCOM TAZ Map for the proposed Project.

1) Residential Land Uses

The proposed Project is anticipated to have 9,538 DU and utilizing the clustering algorithm for RIVCOM SED, the population factors of 3.45 for the Year 2018 and 2.84 for the Year 2045 are utilized, as presented below:

Residential Factors & Population	
Land Use	Residential
Size	9,538 DU
Population Factor (Baseline)	3.45 Population/DU
Population (Baseline)	**32,913**
Population Factor (Cumulative)	2.84 Population/DU
Population (Cumulative**)**	**27,127**

Baseline Project-Generated VMT – As shown below, the proposed Project average baseline Project-generated VMT per Capita is 16.74% less than the County of Riverside baseline VMT per Capita threshold:

Baseline Project-Generated VMT per Capita	
Baseline County of Riverside VMT/Capita (Threshold)	14.88
Project Baseline Residential VMT	407,839
Project Baseline Population	32,913
Baseline Project-Generated VMT/Capita	12.39
Compared to the County of Riverside Threshold	**16.74% Lower**

Cumulative Project-Generated VMT – As shown below, the proposed Project average cumulative Project-generated VMT per Capita is ***8.54%*** less than the County of Riverside cumulative VMT per Capita threshold:

Cumulative Project-Generated VMT per Capita	
Cumulative County of Riverside VMT/Capita (Threshold)	15.89
Project Cumulative Residential VMT	394,246
Project Cumulative Population	27,127
Cumulative Project-Generated VMT/Capita	14.53
Compared to the County of Riverside Threshold	**8.54% Lower**

Based on the criteria outlined in this report, the proposed Project's residential land uses will not exceed the County of Riverside baseline or cumulative VMT per Capita threshold and thus will not have a significant VMT impact for neither the baseline nor cumulative conditions for the residential land uses.

2) Office Land Uses

The proposed Project is anticipated to have 5,948 employees by utilizing the *County of Riverside General Plan Appendix E-2: Socioeconomic Build-out Assumptions and Methodology* as presented below:

Employee Factors[1] & Employees	
Land Use	Office
Agriculture	0.05 Employee/Acre
Commercial Retail	500 SF/Employee
Commercial Office	300 SF/Employee
Open Space – Mineral Resources	0.03 Employee/Acre
Open Space - Recreation	0.15 Employee/Acre

Baseline Project-Generated VMT – As shown below, the proposed Project average baseline Project-generated VMT per Employee will need to be reduced by ***5.41%*** to meet the County of Riverside baseline VMT per Employee threshold:

Baseline Project-Generated VMT per Employee	
Baseline County of Riverside VMT/Employee (Threshold)	18.30
Project Baseline Work VMT	115,056
Project Baseline Employees	5,948
Baseline Project-Generated VMT/Employee	19.34
Compared to the County of Riverside Threshold	**5.41% Reduction Needed**

Cumulative Project-Generated VMT – As shown below, the proposed Project average cumulative Project-generated VMT per Employee will need to be reduced by ***3.69%*** to meet the County of Riverside cumulative VMT per Employee threshold:

[1] County of Riverside General Plan Appendix E-2: Socioeconomic Build-out Assumptions and Methodology.

Cumulative Project-Generated VMT per Employee	
Cumulative County of Riverside VMT/Employee (Threshold)	17.31
Project Cumulative Work VMT	106,927
Project Cumulative Employee	5,948
Cumulative Project-Generated VMT/Employee	17.98
Compared to the County of Riverside Threshold	**3.69% Reduction Needed**

Based on the criteria outlined in this report, the proposed Project's office land uses will exceed the County of Riverside baseline and cumulative VMT per Employee threshold and thus will have a significant VMT impact for both the baseline and cumulative conditions for the office land uses.

3) Retail Land Uses

As described in the above section, the retail land use SED was coded into RIVCOM.

Baseline Project's Effect on VMT – As shown below, the baseline Plus Project link-level boundary County-wide VMT will need to be reduced by ***0.87%*** to meet the baseline no Project link-level boundary County-wide VMT threshold:

Baseline Project's Effect on VMT	
Baseline No Project link-level boundary County-wide VMT (Threshold)	60,874,265
Baseline Plus Project link-level boundary County-wide VMT	61,408,606
Compared to the County of Riverside Threshold	**0.87% Reduction Needed**

Cumulative Project's Effect on VMT – As shown below, the cumulative Plus Project link-level boundary County-wide VMT is ***0.18%*** less than the cumulative no Project link-level boundary County-wide VMT threshold:

Cumulative Project-Generated VMT	
Cumulative No Project link-level boundary County-wide VMT (Threshold)	84,233,703
Cumulative Plus Project link-level boundary County-wide VMT	84,079,221
Compared to the County of Riverside Threshold	**0.18% Lower**

Based on the criteria outlined in this report, the proposed Project's retail land uses will increase the baseline link-level boundary County VMT under the plus Project

condition compared to the no Project condition and thus will have a significant VMT impact for the baseline conditions for the retail land uses.

Further, based on the criteria outlined in this report, the proposed Project's retail land uses will decrease the cumulative link-level boundary County VMT under the plus Project condition compared to the no Project condition and thus will not have a significant VMT impact for the cumulative conditions for the retail land uses.

It should be noted that a significant majority of the retail development will be local-serving retail and restaurant uses with building sizes less than 50,000 SF, which would screen out under County and OPR Guidelines but in order to be conservative, VMT mitigation measures will be identified to reduce the significant baseline retail VMT impact to less than significant.

VMT MITIGATION MEASURES

When project VMT exceeds the threshold(s) of significance, the project will need to mitigate its CEQA transportation impact. The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. For large projects such as general plans or specific plans, VMT mitigations should concentrate on the project's density and land use mix, site design, regional policies, and availability of transit, bicycle, and pedestrian facilities. For smaller projects such as an individual development project, VMT mitigations will typically require the preparation of a TDM program. A TDM program is a combination of strategies to reduce VMT. The program is created by an applicant for their land use project based on a list of strategies agreed to with City of Coachella staff.

As referenced in the *OPR Technical Advisory*, the California Air Pollution Control Officers Association's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Government, Communities, and Project Developers* Report, Chapters 3 - Transportation, December 2021, (CAPCOA Report) quantifies the reduction in vehicle miles traveled (VMT) associated with a particular mitigation measure. The CAPCOA VMT reduction strategies include built environment changes and transportation demand management (TDM) actions.

The Transportation Demand Management (TDM) strategies are sub-categorized into the following:

1) Land Use

2) Trip Reduction Program

3) Parking or Road Pricing/Management

4) Neighborhood Design

5) Transit

6) Clean Vehicles and Fuels

It may be noted that there are rules and combined maximums for calculating the VMT reduction when applying multiple mitigation measures. To safeguard the accuracy and reliability of the methods while maintaining their case of use, the following rules should be followed when considering reductions achieved by transportation measures.

Combining Measures Across Scales

According to the CAPCOA, there are sixteen (16) quantified measures at the Project/Site scale that can be combined with each other and seventeen (17) quantified measures at the Plan/Community scale that can be combined with each other. *The GHG reductions of transportation measures from different scales of application should never be combined*.

Combining Measures Within a Subsector

Effectiveness levels for multiple measures within a subsector may be multiplied to determine a combined effectiveness level. The CAPCOA recommends that measures reductions within a subsector be multiplied. This will take the following form:

$$Reduction_{subsector} = 1 - [(1 - A) * (1 - B) * (1 - C)]$$

Where A, B, and C are the individual measures reduction percentages for the measures to be combined in each subsector. In addition, each subsector has a maximum allowable reduction.

Combining Measures Across Subsectors

The CAPCOA report adopts 70 percent as a maximum for the combined VMT impact from the following four subsectors: Land Use, Neighborhood Design, Parking or Road Pricing/Management, and Transit:

$$Reduction_{multi-subsector} = 1\text{-}\ [(1 - Land) * (1 - Design) * (1 - Parking) * (1 - Transit) \leq 70\%$$

Please note that this multi-subsector maximum purposefully excludes the Trip Reduction Program subsector.

Table 3 presents the CAPCOA TDM strategies that quantify potential VMT reductions by implementing each approach. It should be noted that not all TDM strategies will be applicable to the Project. The first column indicates the CAPCOA

Report section that discusses the methodology for quantifying the VMT reduction associated with the corresponding measure. A measure's maximum effectiveness in VMT reduction is indicated in the last column. One or a combination of these mitigation measures could be utilized to offset the impact, fully or partially.

Recommended Mitigation Measures

The recommended mitigation measures for the proposed Project's office land use consists of:

- T-7. Implement Commute Trip Reduction Marketing
- T-8. Providing Ridesharing Program

T-7. Implement Commute Trip Reduction Marketing

This measure will implement a marketing strategy to promote the project site employer's Commute Trip Reduction (CTR) program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

Utilizing the CAPCOA T-7 formula as shown below:

$$A = B * C * D$$

Where A is the percent reduction in VMT emissions from the project/site employee commute VMT; B is the percent of employees eligible for the program; C is the percent reduction in employee commute vehicle trips, with the value of "-4%"; and D is the adjustment from vehicle trips to VMT, with the value of "1".

Since 100% of employees will be eligible for the program, the Project can get a maximum VMT reduction of up to ***4.00%.***

T-8. Provide Ridesharing Program

This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employees. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT and GHG emissions.

Utilizing the CAPCOA T-8 formula as below:

$$A = B * C$$

Where A is the percent reduction in VMT emissions from the project/site employee commute VMT; B is the percent of employees eligible for the program; and C is the percent reduction in employee commute VMT, with the value of "-4%".

Since 100% of employees will be eligible for the program, the Project can get a maximum VMT reduction of up to ***4.00%.***

Based on the above, after the Project implements the combination mitigation measures of T-7 and T-8, the VMT reduction is:

$$1 - [(1 - 4\%) * (1 - 4\%)] = \mathbf{7.84}\%$$

It should be noted that the above recommended mitigations measures will completely offset the Project's baseline and cumulative VMT impacts for the office and retail land uses as detailed above.

CONCLUSION

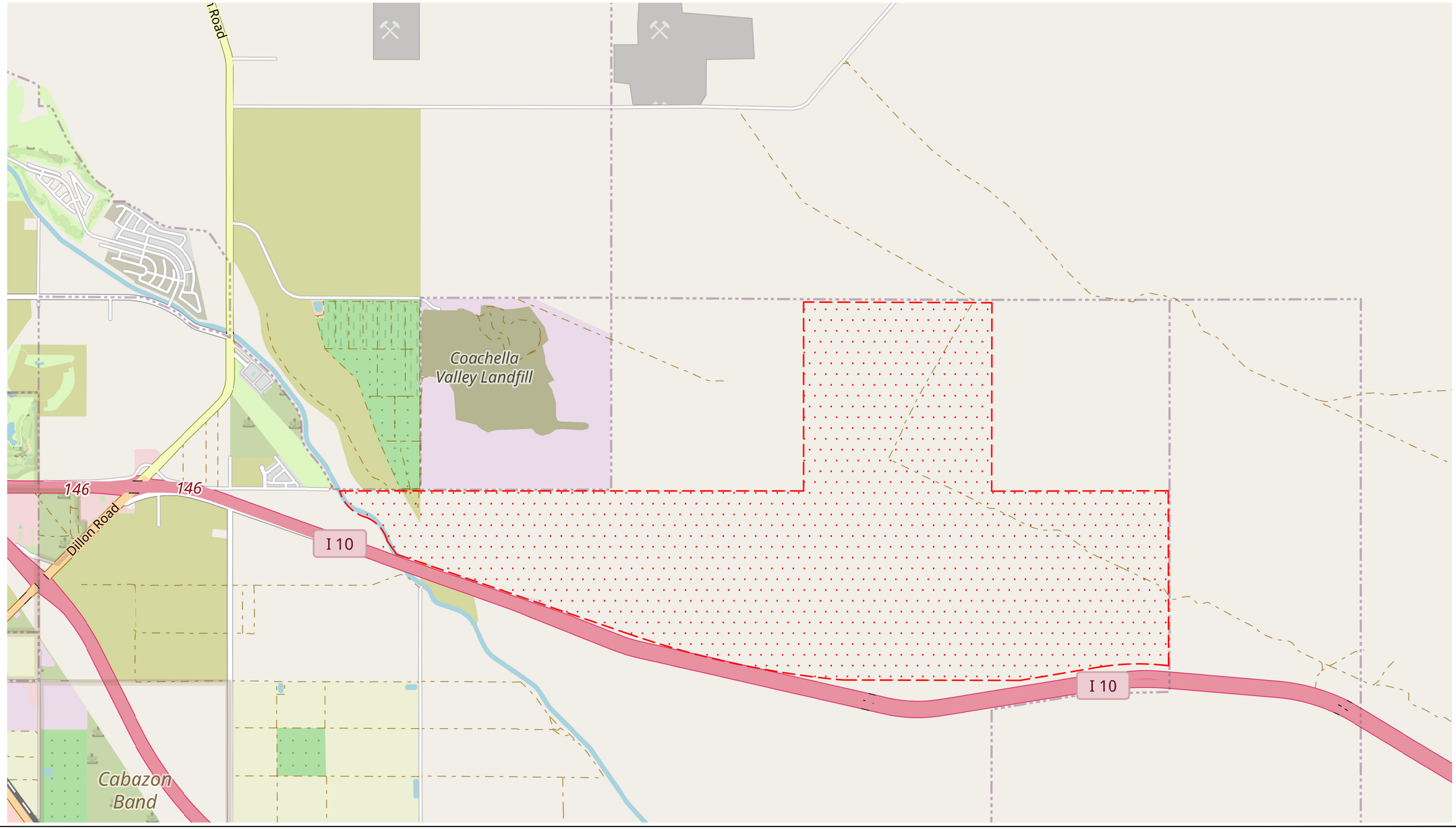
Based on the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (Dated December 2020)* and the VMT methodology, criteria, analysis, thresholds and results outlined in this Technical Memorandum, the proposed Project will not have a significant VMT impact after implementing the recommended VMT mitigation measures outlined in this memorandum.

* * * * * * * * * * *

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments

cc: File



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: OpenStreetMap

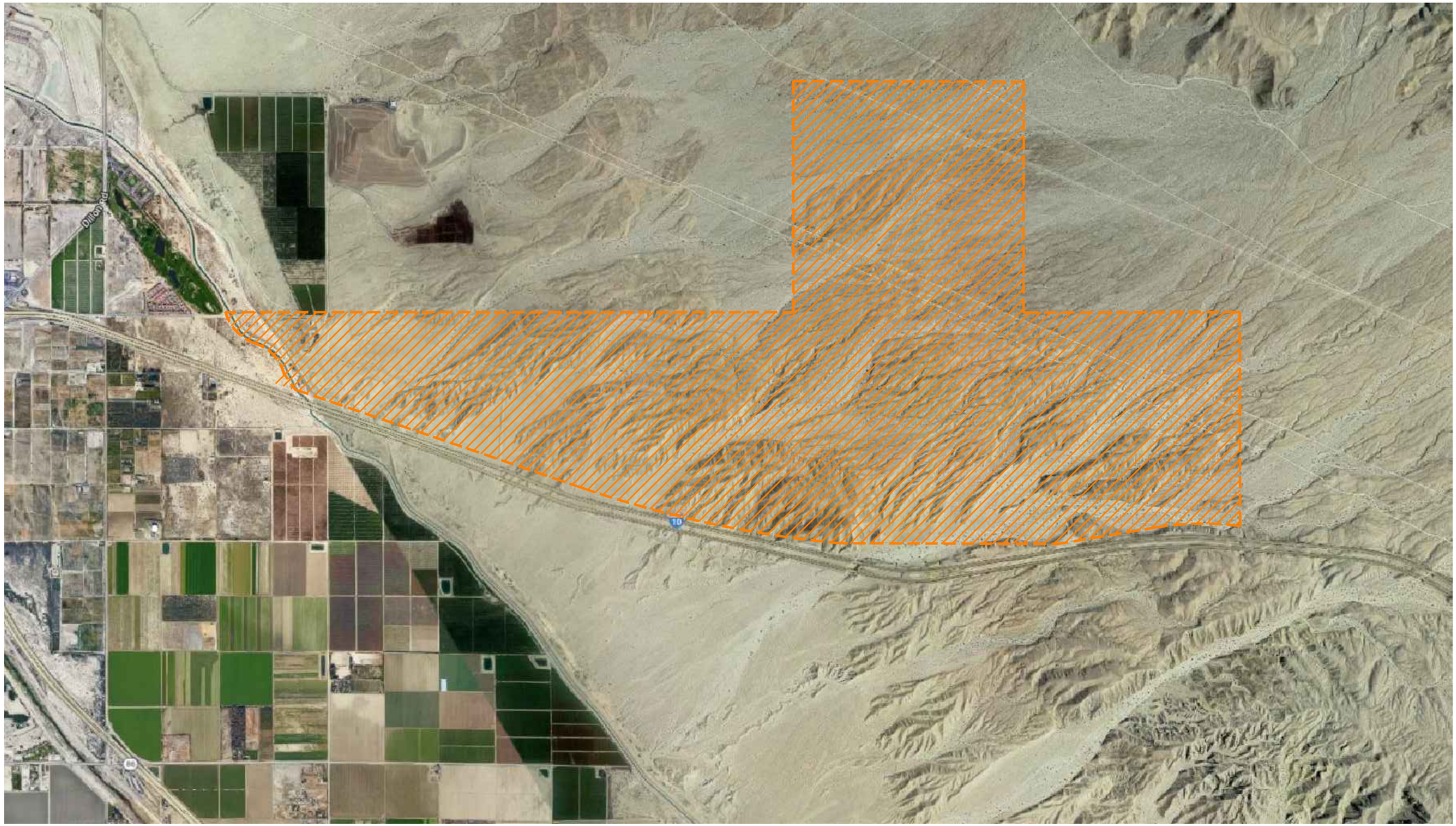
KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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SOURCE: KPC

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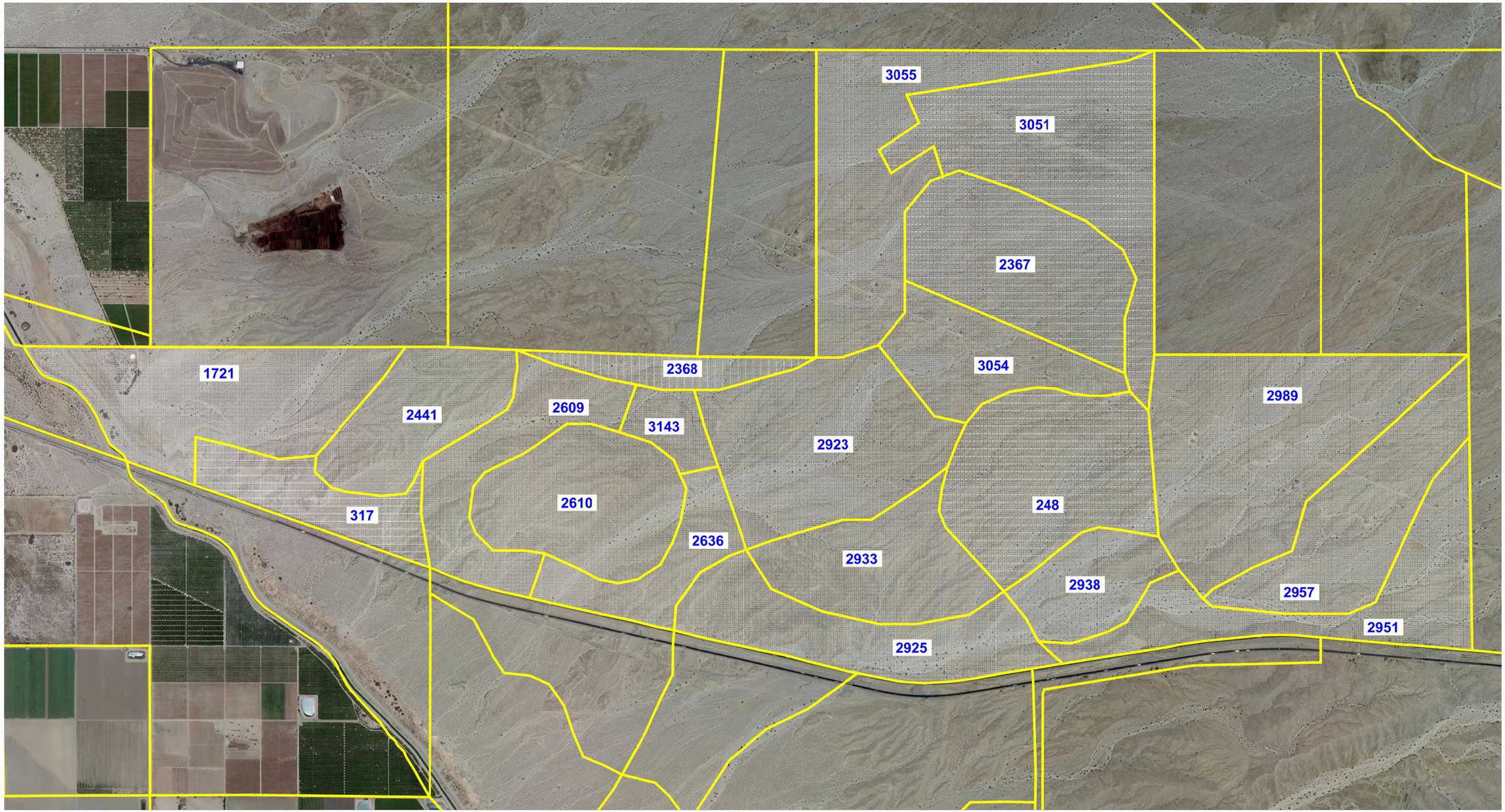
FIGURE 3

PROPOSED PROJECT SITE PLAN

KPC COACHELLA SPECIFIC PLAN, COACHELLA



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N NO SCALE

SOURCE: RIVCOM

FIGURE 4

TAZ MAP

KPC COACHELLA SPECIFIC PLAN, COACHELLA

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TABLE 3
CAPCOA SUMMARY OF MEASURES

NO.	MEASURE NAME	SUBSECTOR	SUBSECTOR MAX	SCALE	MAX VMT REDUCTION (MEASURE)
T-1	Increase Residential Density	Land Use	65%	Project/Site	30.0%
T-2	Increase Job Density	Land Use	65%	Project/Site	30.0%
T-3	Provide Transit-Oriented Development	Land Use	65%	Project/Site	31.0%
T-4	Integrate Affordable and Below Market Housing	Land Use	65%	Project/Site	28.6%
T-5	Implement Commute Trip Reduction Program (Voluntary)	Trip Reduction Programs	45%	Project/Site	4.0%
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	Trip Reduction Programs	45%	Project/Site	26.0%
T-7	Implement Commute Trip Reduction Marketing	Trip Reduction Programs	45%	Project/Site	4.0%
T-8	Provide Ridesharing Program	Trip Reduction Programs	45%	Project/Site	8.0%
T-9	Implement Subsidized or Discounted Transit Program	Trip Reduction Programs	45%	Project/Site	5.5%
T-10	Provide End-of-Trip Bicycle Facilities	Trip Reduction Programs	45%	Project/Site	4.4%
T-11	Provide Employer-Sponsored Vanpool	Trip Reduction Programs	45%	Project/Site	20.4%
T-12	Price Workplace Parking	Trip Reduction Programs	45%	Project/Site	20.0%
T-13	Implement Employee Parking Cash-Out	Trip Reduction Programs	45%	Project/Site	12.0%
T-14	Provide Electric Vehicle Charging Infrastructure	Parking or Road Pricing/Management	35%	Project/Site	No VMT Reduction
T-15	Limit Residential Parking Supply	Parking or Road Pricing/Management	35%	Project/Site	13.7%
T-16	Unbundle Residential Parking Costs from Property Cost	Parking or Road Pricing/Management	35%	Project/Site	15.7%
T-17	Improve Street Connectivity	Land Use	30%	Plan/Community	30.0%
T-18	Provide Pedestrian Network Improvement	Neighborhood Design	10%	Plan/Community	6.4%
T-19-A	Construct or Improve Bike Facility	Neighborhood Design	10%	Plan/Community	0.8%
T-19-B	Construct or Improve Bike Boulevard	Neighborhood Design	10%	Plan/Community	0.2%
T-20	Expand Bikeway Network	Neighborhood Design	10%	Plan/Community	0.5%
T-21-A	Implement Conventional Carshare Program	Neighborhood Design	10%	Plan/Community	0.18%
T-21-B	Implement Electric Carshare Program	Neighborhood Design	10%	Plan/Community	0.18%
T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	Neighborhood Design	10%	Plan/Community	0.02%
T-22-B	Implement Electric Bikeshare Program	Neighborhood Design	10%	Plan/Community	0.06%
T-22-C	Implement Scootershare Program	Neighborhood Design	10%	Plan/Community	0.07%
T-23	Provide Community-Based Travel Planning	Trip Reduction Programs	2.3%	Plan/Community	2.3%
T-24	Implement Market Price Public Parking (On-Street)	Parking or Road Pricing/Management	30%	Plan/Community	30.0%
T-25	Extend Transit Network Coverage or Hours	Transit	15%	Plan/Community	4.6%
T-26	Increase Transit Service Frequency	Transit	15%	Plan/Community	11.3%
T-27	Implement Transit-Supportive Roadway Treatments	Transit	15%	Plan/Community	0.6%
T-28	Provide Bus Rapid Transit	Transit	15%	Plan/Community	13.8%
T-29	Reduce Transit Fares	Transit	15%	Plan/Community	1.2%