APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No.
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: BH Properties Industrial and Commercial Project
Project Address: Southwest quadrant of Monroe St and Avenue 42, Indio (See attached Figure 1-1 Vicinity Map, Figure 2-1 Existing Site Aerial)
Project Description: 1,806,290 SF High Cube Fulfillment Center Warehouse (Sort), 3,200 DU Multifamily Housing, 20,000 SF Retail
See attached Figure 2-2 Proposed Site Plan.

	Consultant	Developer
Name:	Linscott, Law & Greenspan, Engineers	BH Properties
Address:	2 Executive Circle, Suite 250	11111 Santa Monica Boulevard, Suite 600
	Irvine, CA 92614	Los Angeles, CA 90025
Telephone:	(949) 825-6175	(310) 820-8888
Fax:	(949) 825-6173	

A. Trip Generation Source: ITE 11th Edition Trip Generation Manual

Current GP Land Use	Mixed-Use Neighborhood/Regional Commercial	Proposed Land Use	Specific Plan (SP)
Current Zoning	Specific Plan (MU-SP)/MUN/RC	Proposed Zoning	Specific Plan (SP)

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips	--	--	--		1,651	1,297	2,948
PM Trips	--	--	--		1,917	1,998	3,915

See attached Tables 1 and 2 - Project Traffic Generation Forecast.

Internal Trip Allowance ☐ Yes ☑ No (_____ % Trip Discount)
Pass-By Trip Allowance ☑ Yes ☐ No (Daily 10%/AM 10%/PM 40% % Trip Discount)

The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: (attach exhibit for detailed assignment)
N -- % S -- % E -- % W -- %
Varies by project component. See attached Figure 5-1 (Warehouse Trucks), Figure 5-2 (Warehouse Employees), Figure 5-3 (Residential), Figure 5-4 (Retail).

C. Background Traffic

Project Build-out Year: 2028 Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A
Other area projects to be analyzed: List of cumulative projects to be provided by City of Indio Planning Department staff.

Model/Forecast methodology Buildout traffic conditions will be based on RivCOM.

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

See attached Figure 1-1 Vicinity Map.

1. See attached Table 3 - List of Study Intersections.
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. N/A
2.
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries? ☐ Yes ☑ No

If so, name of City Jurisdiction:

F. Site Plan (please attach reduced copy) See attached Figure 2-2 - Proposed Site Plan.

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

VMT Screening Assessment

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts New traffic counts will be conducted to reflect existing baseline conditions.

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

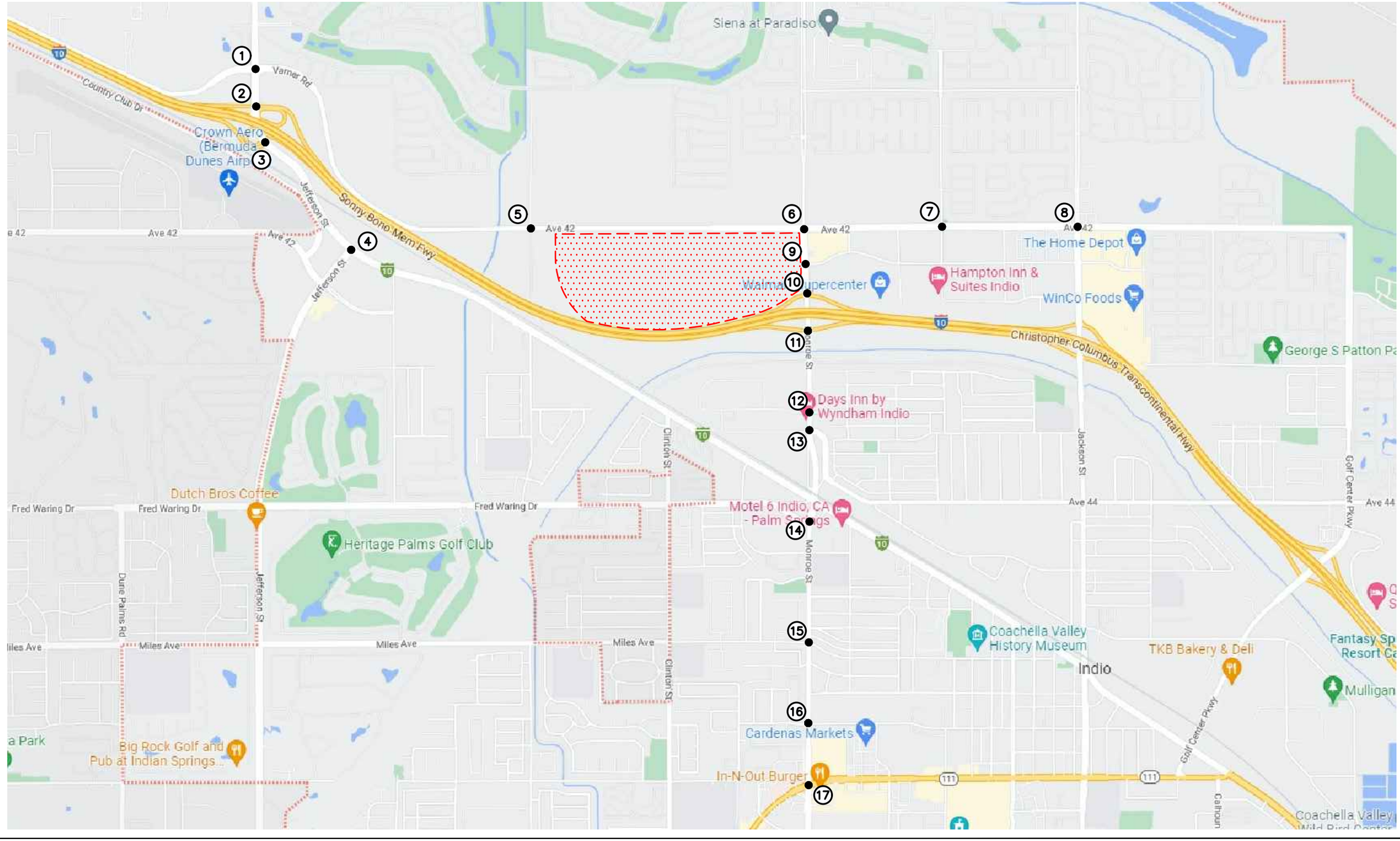
Consultant's Representative — 3/16/23 Date

Approved Scoping Agreement:

Mark Greenwood
City of Indio — 4/12/2023 Date

Scoping Agreement Submitted on 3/16/23

Revised on



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

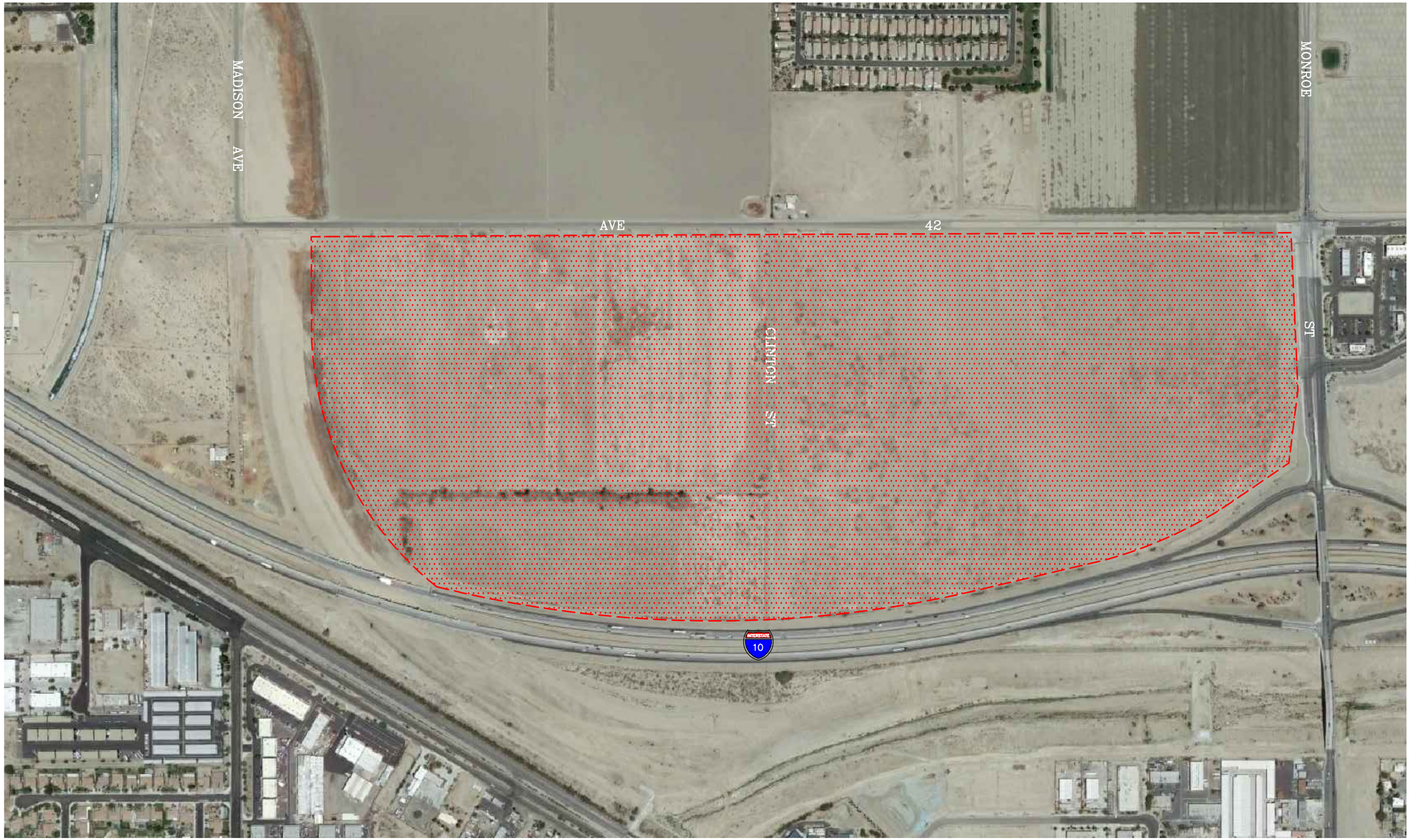
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO

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SOURCE: MSA CONSULTING

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 2-2

PROPOSED SITE PLAN

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO

TABLE 1

TRIP GENERATION RATES WITH PCE CONVERSION FACTORS[1]

BH PROPERTIES INDUSTRIAL AND COMMERCIAL PROJECT, INDIO

ITE Land Use Code	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ ***155: High Cube Fulfillment Center Warehouse (Sort) – Total (TE/TSF)[2]***	***6.44***	***0.70***	***0.17***	***0.87***	***0.47***	***0.73***	***1.20***
❑ Passenger Cars – 91.2% Daily/97.2% AM/98.2% PM (TE/TSF)	5.87	0.68	0.17	0.85	0.47	0.72	1.19
❑ 2 Axle Trucks – 1.5% Daily/0.5% AM/0.3% PM (TE/TSF)	0.10	0.00	0.00	0.00	0.00	0.00	0.00
❑ 3 Axle Trucks – 2.0% Daily/0.6% AM/0.4% PM (TE/TSF)	0.13	0.01	0.00	0.01	0.00	0.00	0.00
❑ 4+ Axle Trucks – 5.3% Daily/1.7% AM/1.1% PM (TE/TSF)	0.34	0.01	0.00	0.01	0.00	0.01	0.01
▪ 220: Multifamily Housing (Low Rise) (TE/DU)	6.74	24%	76%	0.40	63%	37%	0.51
▪ 822: Strip Retail Plaza (Less than 40k) (TE/TSF)	54.45	60%	40%	2.36	50%	50%	6.59

Notes:
TE/TSF = Trip end per 1,000 SF
TE/DU = Trip end per Dwelling Unit
PCE = Passenger Car Equivalent

[1] Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*.

[2] Truck splits are based on the *High-Cube Warehouse Vehicle Trip Generation Analysis*, prepared by ITE, dated October 2016. Recommended mix of truck traffic is based on the *Truck Trip Generation Study, City of Fontana, August 2003.* All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively.

TABLE 2

PROJECT TRIP GENERATION FORECAST

BH PROPERTIES INDUSTRIAL AND COMMERCIAL PROJECT, INDIO

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Project Generation Forecast:							
▪ Building 1 High Cube Fulfillment Center Warehouse (Sort) (859,610 SF)							
❑ Passenger Cars	5,046	585	146	731	404	619	1,023
❑ 2 Axle Trucks	129	0	0	0	0	0	0
❑ 3 Axle Trucks	223	17	0	17	0	0	0
❑ 4+ Axle Trucks	877	26	0	26	0	26	26
Building 1 High Cube Fulfillment Center (Sort) Total	*6,275*	*628*	*146*	*774*	*404*	*645*	*1,049*
▪ Building 2 High Cube Fulfillment Center Warehouse (Sort) (946,680 SF)							
❑ Passenger Cars	5,557	644	161	805	445	682	1,127
❑ 2 Axle Trucks	142	0	0	0	0	0	0
❑ 3 Axle Trucks	246	19	0	19	0	0	0
❑ 4+ Axle Trucks	966	28	0	28	0	28	28
Building 2 High Cube Fulfillment Center (Sort) Total	*6,911*	*691*	*161*	*852*	*445*	*710*	*1,155*
▪ Multifamily Housing (3,200 DU)	21,568	307	973	1,280	1,028	604	1,632
▪ Retail (20,000 SF)	1,089	28	19	47	66	66	132
Pass-by Trips (Daily: 10%; AM: 10%; PM: 40%)[3]	-109	-3	-2	-5	-26	-27	-53
Retail Subtotal	*980*	*25*	*17*	*42*	*40*	*39*	*79*
Total Net Trip Generation	**35,734**	**1,651**	**1,297**	**2,948**	**1,917**	**1,998**	**3,915**

[3] Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 822: Strip Retail Plaza: Daily/AM peak hour/PM peak hour = 10% (assumed)/10% (assumed)/40% (assumed)

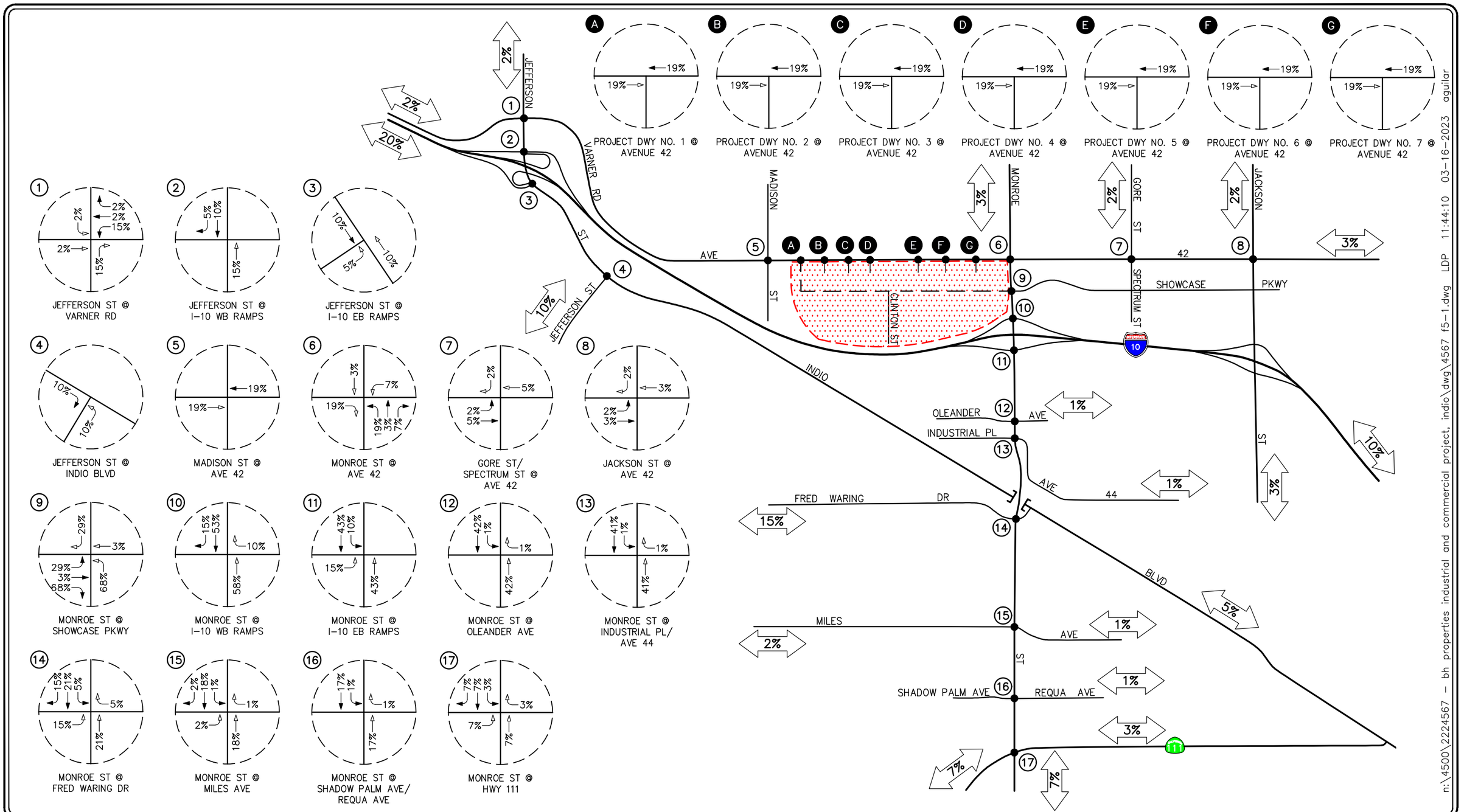
TABLE 3

LIST OF INTERSECTIONS

BH PROPERTIES INDUSTRIAL AND COMMERCIAL PROJECT, INDIO

List of Intersections:

1. Jefferson Street at Varner Road
2. Jefferson Street at I-10 WB Ramps
3. Jefferson Street at I-10 EB Ramps
4. Jefferson Street at Indio Boulevard
5. Madison Street at Avenue 42
6. Monroe Street at Avenue 42
7. Gore Street/Spectrum Street at Avenue 42
8. Jackson Street at Avenue 42
9. Monroe Street at Showcase Parkway
10. Monroe Street at I-10 WB Ramps
11. Monroe Street at I-10 EB Ramps
12. Monroe Street at Oleander Avenue
13. Monroe Street at Industrial Place/Avenue 44
14. Monroe Street at Fred Waring Drive
15. Monroe Street at Miles Avenue
16. Monroe Street at Shadow Palm Avenue/Requa Avenue
17. Monroe Street at Highway 111



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

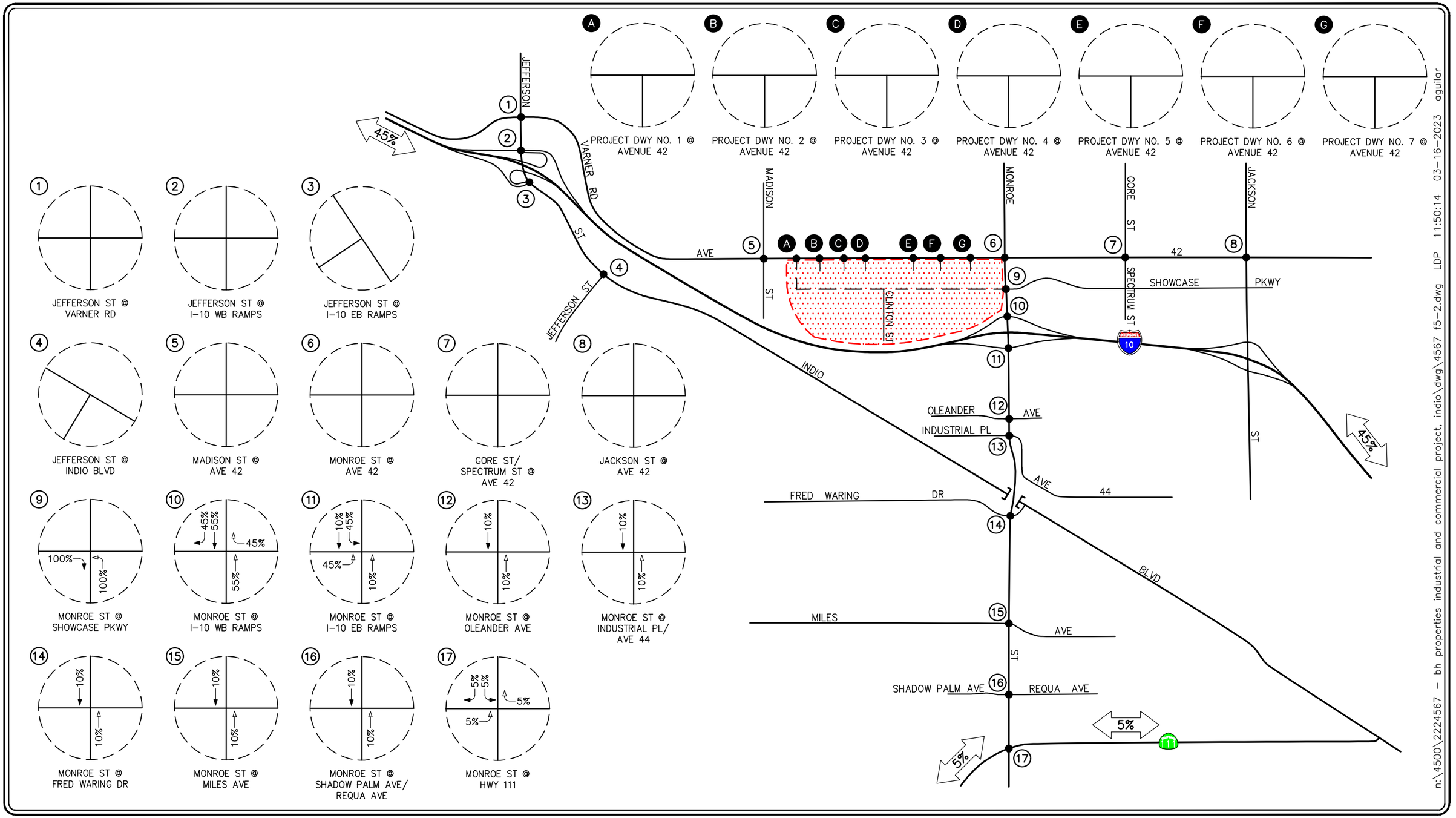
(#) = STUDY INTERSECTION
— — = FUTURE ROADWAY
◁— = INBOUND PERCENTAGE
—◀ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN – WAREHOUSE EMPLOYEES

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO

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N NO SCALE

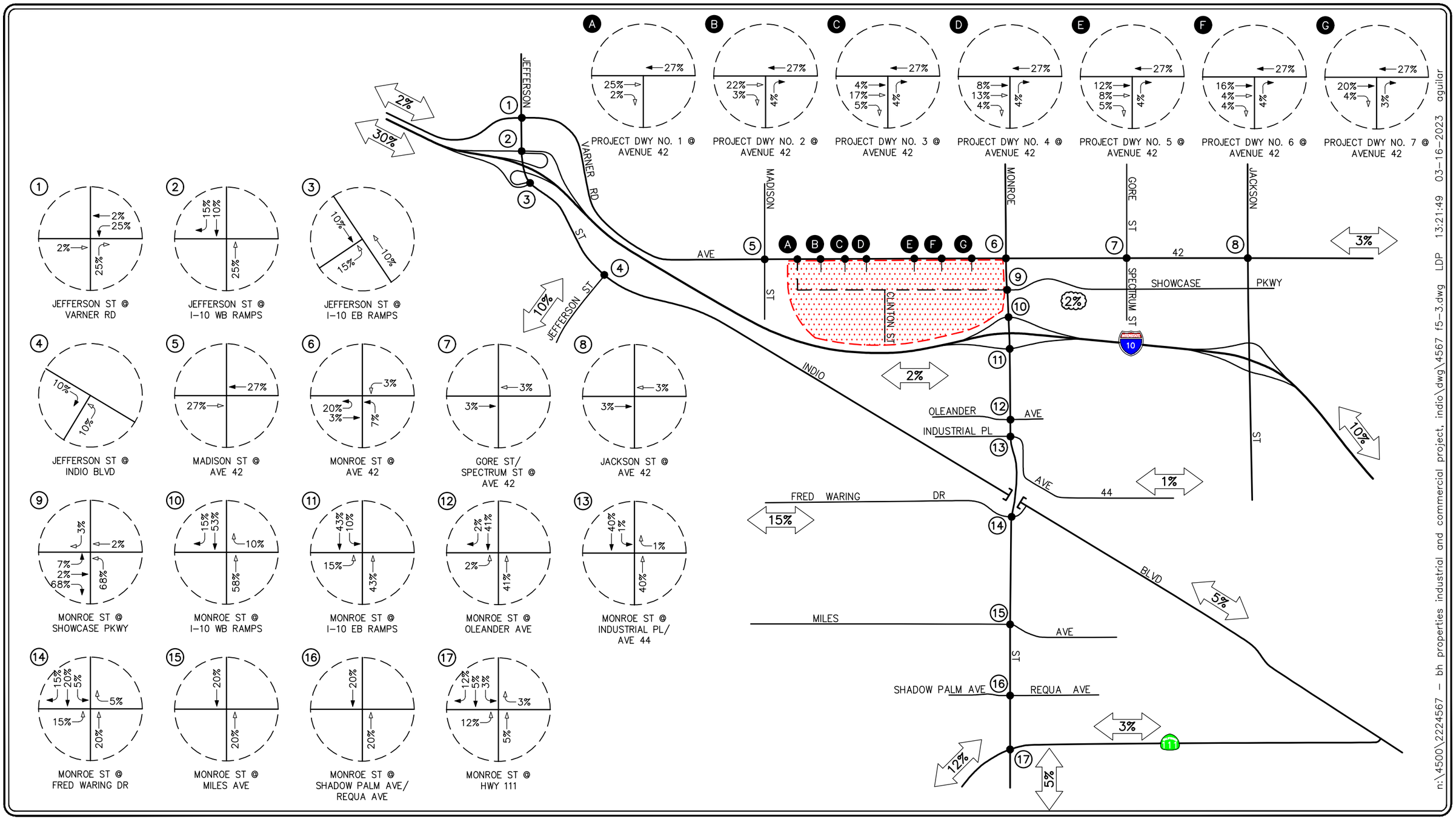
KEY

(#) = STUDY INTERSECTION
— — = FUTURE ROADWAY
◁— = INBOUND PERCENTAGE
—▶ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-2

PROJECT TRAFFIC DISTRIBUTION PATTERN – WAREHOUSE TRUCKS

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO



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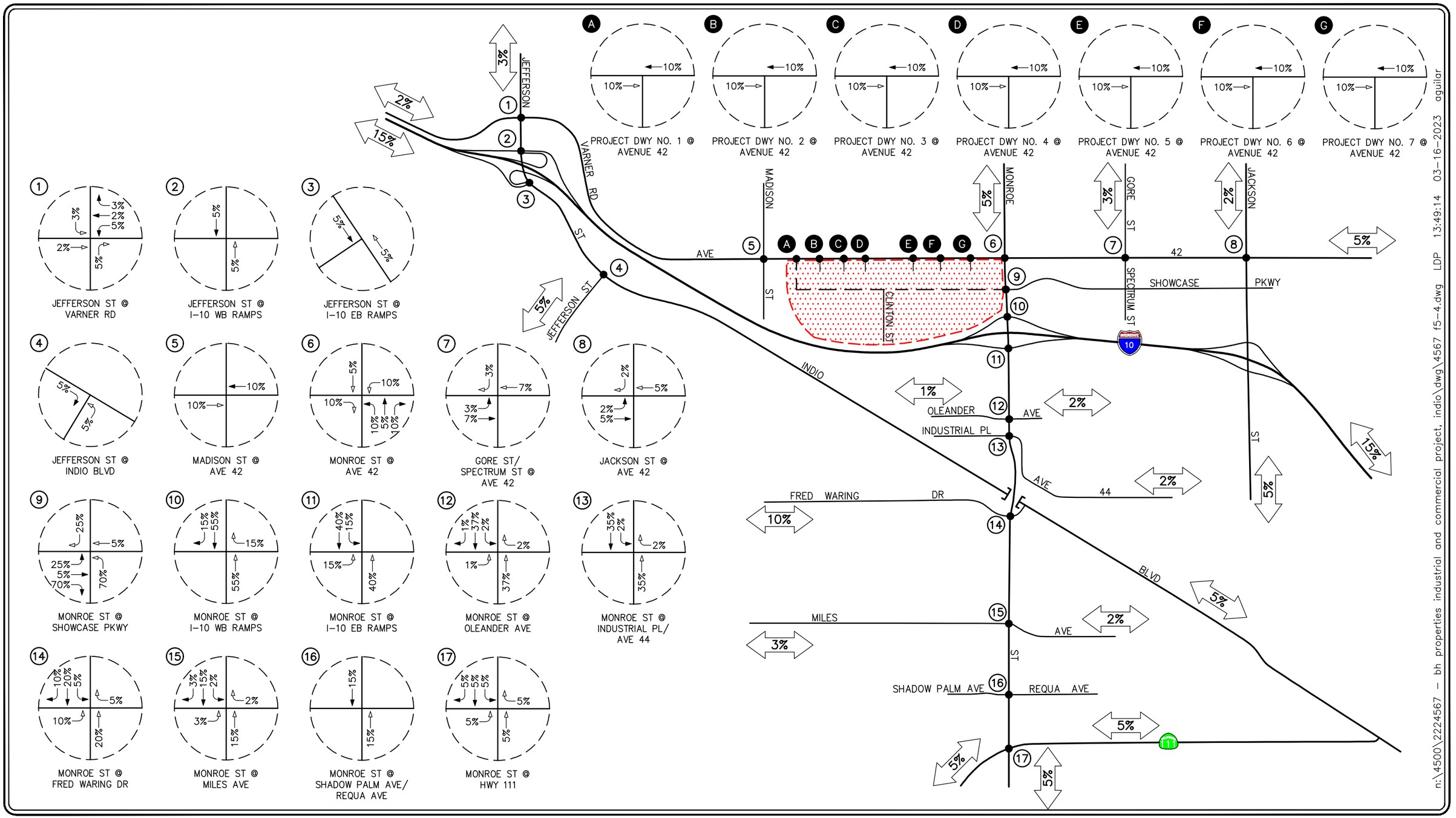
KEY

(#) = STUDY INTERSECTION
— — = FUTURE ROADWAY
◁— = INBOUND PERCENTAGE
—▶ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-3

PROJECT TRAFFIC DISTRIBUTION PATTERN – RESIDENTIAL

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION
— — = FUTURE ROADWAY
◁— = INBOUND PERCENTAGE
—◀ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-4

PROJECT TRAFFIC DISTRIBUTION PATTERN – RETAIL

BH PROPERTIES INDUSTRIAL COMMERCIAL PROJECT, INDIO

APPENDIX B

EXISTING TRAFFIC COUNT DATA

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

City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

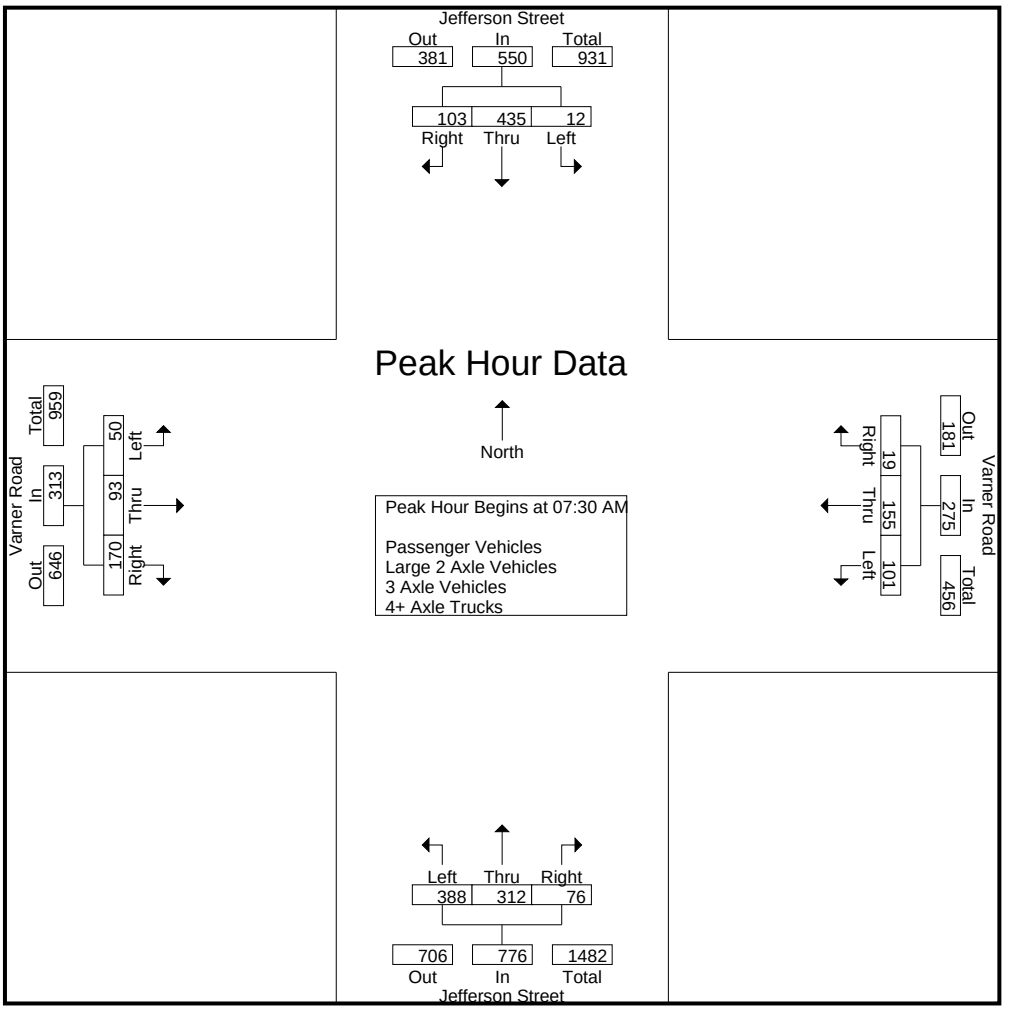
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	88	19	110	10	22	3	35	81	49	10	140	11	11	54	76	361
07:15 AM	2	113	18	133	18	35	3	56	73	33	10	116	12	16	45	73	378
07:30 AM	2	136	30	168	31	42	2	75	93	67	12	172	11	20	40	71	486
07:45 AM	6	103	29	138	26	42	3	71	117	77	30	224	12	23	48	83	516
Total	13	440	96	549	85	141	11	237	364	226	62	652	46	70	187	303	1741
08:00 AM	2	87	25	114	29	40	7	76	94	88	19	201	13	27	39	79	470
08:15 AM	2	109	19	130	15	31	7	53	84	80	15	179	14	23	43	80	442
08:30 AM	5	84	39	128	12	25	10	47	70	92	23	185	9	26	47	82	442
08:45 AM	10	111	39	160	12	25	16	53	85	135	10	230	19	19	50	88	531
Total	19	391	122	532	68	121	40	229	333	395	67	795	55	95	179	329	1885
Grand Total	32	831	218	1081	153	262	51	466	697	621	129	1447	101	165	366	632	3626
Apprch %	3	76.9	20.2		32.8	56.2	10.9		48.2	42.9	8.9		16	26.1	57.9		
Total %	0.9	22.9	6	29.8	4.2	7.2	1.4	12.9	19.2	17.1	3.6	39.9	2.8	4.6	10.1	17.4	
Passenger Vehicles	32	810	216	1058	152	260	51	463	679	610	124	1413	99	160	353	612	3546
% Passenger Vehicles	100	97.5	99.1	97.9	99.3	99.2	100	99.4	97.4	98.2	96.1	97.7	98	97	96.4	96.8	97.8
Large 2 Axle Vehicles	0	8	1	9	0	2	0	2	10	7	1	18	2	4	7	13	42
% Large 2 Axle Vehicles	0	1	0.5	0.8	0	0.8	0	0.4	1.4	1.1	0.8	1.2	2	2.4	1.9	2.1	1.2
3 Axle Vehicles	0	7	0	7	0	0	0	0	5	2	1	8	0	0	4	4	19
% 3 Axle Vehicles	0	0.8	0	0.6	0	0	0	0	0.7	0.3	0.8	0.6	0	0	1.1	0.6	0.5
4+ Axle Trucks	0	6	1	7	1	0	0	1	3	2	3	8	0	1	2	3	19
% 4+ Axle Trucks	0	0.7	0.5	0.6	0.7	0	0	0.2	0.4	0.3	2.3	0.6	0	0.6	0.5	0.5	0.5

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**136**	**30**	**168**	**31**	**42**	2	75	93	67	12	172	11	20	40	71	486
07:45 AM	**6**	103	29	138	26	42	3	71	**117**	77	**30**	**224**	12	23	**48**	**83**	**516**
08:00 AM	2	87	25	114	29	40	**7**	**76**	94	**88**	19	201	13	**27**	39	79	470
08:15 AM	2	109	19	130	15	31	7	53	84	80	15	179	**14**	23	43	80	442
Total Volume	12	435	103	550	101	155	19	275	388	312	76	776	50	93	170	313	1914
% App. Total	2.2	79.1	18.7		36.7	56.4	6.9		50	40.2	9.8		16	29.7	54.3		
PHF	.500	.800	.858	.818	.815	.923	.679	.905	.829	.886	.633	.866	.893	.861	.885	.943	.927

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

City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:15 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	2	113	18	133	18	35	3	56	**94**	88	19	201	13	**27**	39	79
+15 mins.	2	**136**	**30**	**168**	**31**	**42**	2	75	84	80	15	179	14	23	43	80
+30 mins.	**6**	103	29	138	26	42	3	71	70	92	**23**	185	9	26	47	82
+45 mins.	2	87	25	114	29	40	**7**	**76**	85	**135**	10	**230**	**19**	19	**50**	**88**
Total Volume	12	439	102	553	104	159	15	278	333	395	67	795	55	95	179	329
% App. Total	2.2	79.4	18.4		37.4	57.2	5.4		41.9	49.7	8.4		16.7	28.9	54.4	
PHF	.500	.807	.850	.823	.839	.946	.536	.914	.886	.731	.728	.864	.724	.880	.895	.935

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
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Groups Printed- Passenger Vehicles

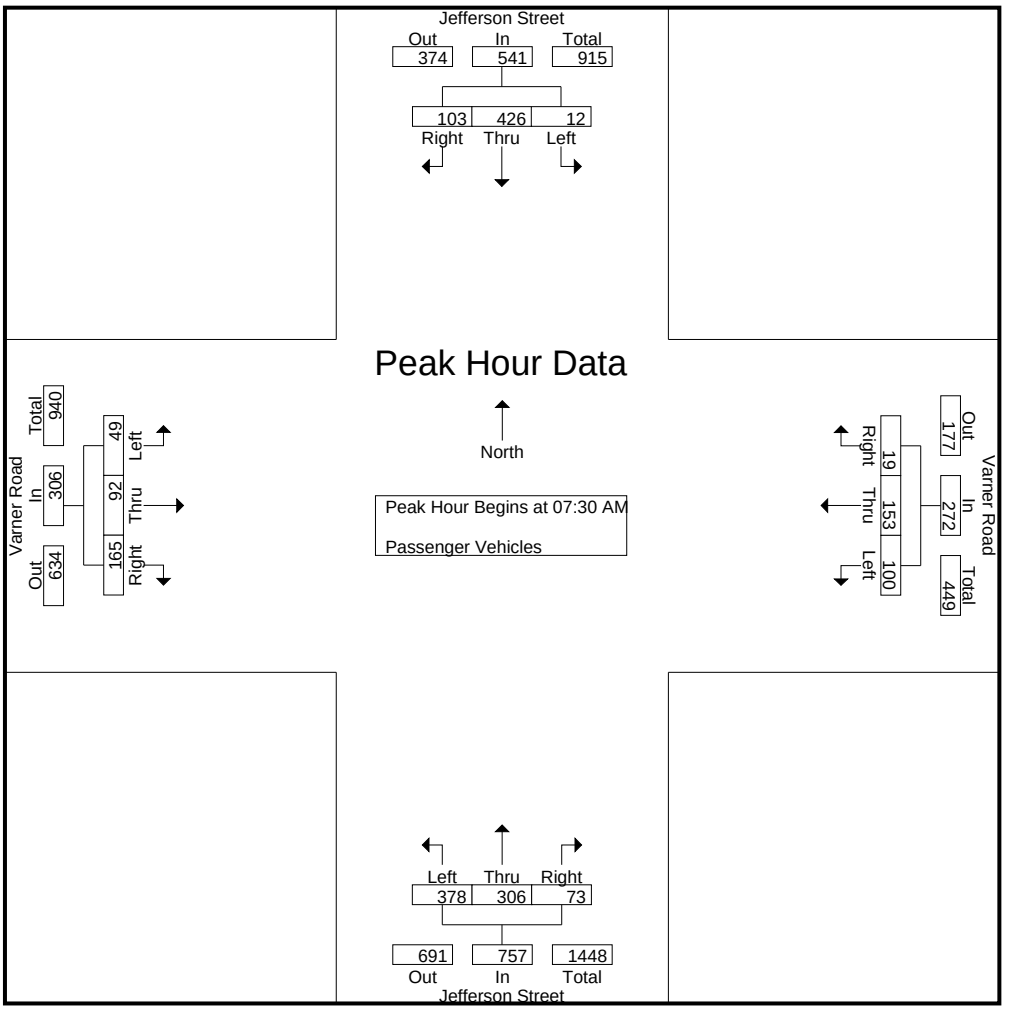
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	82	19	104	10	22	3	35	78	48	10	136	11	11	50	72	347
07:15 AM	2	110	17	129	18	35	3	56	71	33	9	113	12	16	43	71	369
07:30 AM	2	133	30	165	31	42	2	75	89	65	12	166	11	20	38	69	475
07:45 AM	6	101	29	136	26	41	3	70	116	76	29	221	12	22	47	81	508
Total	13	426	95	534	85	140	11	236	354	222	60	636	46	69	178	293	1699
08:00 AM	2	85	25	112	28	39	7	74	92	86	17	195	13	27	38	78	459
08:15 AM	2	107	19	128	15	31	7	53	81	79	15	175	13	23	42	78	434
08:30 AM	5	81	38	124	12	25	10	47	69	91	22	182	9	23	46	78	431
08:45 AM	10	111	39	160	12	25	16	53	83	132	10	225	18	18	49	85	523
Total	19	384	121	524	67	120	40	227	325	388	64	777	53	91	175	319	1847
Grand Total	32	810	216	1058	152	260	51	463	679	610	124	1413	99	160	353	612	3546
Apprch %	3	76.6	20.4		32.8	56.2	11		48.1	43.2	8.8		16.2	26.1	57.7		
Total %	0.9	22.8	6.1	29.8	4.3	7.3	1.4	13.1	19.1	17.2	3.5	39.8	2.8	4.5	10	17.3	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	**133**	**30**	**165**	**31**	**42**	2	**75**	89	65	12	166	11	20	38	69	475
07:45 AM	**6**	101	29	136	26	41	3	70	**116**	76	**29**	**221**	12	22	**47**	**81**	**508**
08:00 AM	2	85	25	112	28	39	**7**	74	92	**86**	17	195	**13**	**27**	38	78	459
08:15 AM	2	107	19	128	15	31	7	53	81	79	15	175	13	23	42	78	434
Total Volume	12	426	103	541	100	153	19	272	378	306	73	757	49	92	165	306	1876
% App. Total	2.2	78.7	19		36.8	56.2	7		49.9	40.4	9.6		16	30.1	53.9		
PHF	.500	.801	.858	.820	.806	.911	.679	.907	.815	.890	.629	.856	.942	.852	.878	.944	.923

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	**133**	**30**	**165**	**31**	**42**	2	**75**	89	65	12	166	11	20	38	69
+15 mins.	**6**	101	29	136	26	41	3	70	**116**	76	**29**	**221**	12	22	**47**	**81**
+30 mins.	2	85	25	112	28	39	**7**	74	92	**86**	17	195	**13**	**27**	38	78
+45 mins.	2	107	19	128	15	31	7	53	81	79	15	175	13	23	42	78
Total Volume	12	426	103	541	100	153	19	272	378	306	73	757	49	92	165	306
% App. Total	2.2	78.7	19		36.8	56.2	7		49.9	40.4	9.6		16	30.1	53.9	
PHF	.500	.801	.858	.820	.806	.911	.679	.907	.815	.890	.629	.856	.942	.852	.878	.944

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

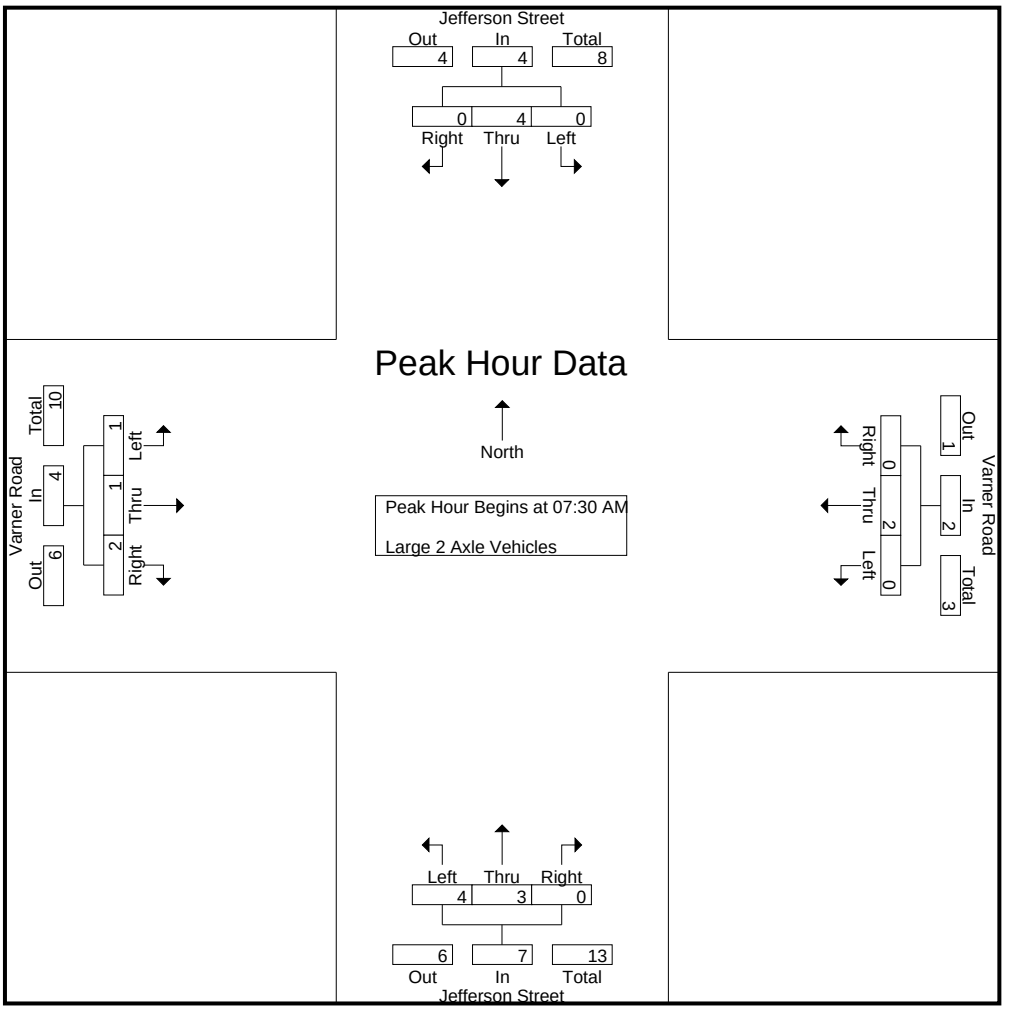
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	2	5
07:15 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2	5
07:30 AM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	1	1	5
07:45 AM	0	1	0	1	0	1	0	1	1	1	0	2	0	1	1	2	6
Total	0	3	1	4	0	1	0	1	6	3	0	9	0	1	6	7	21
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
08:30 AM	0	3	0	3	0	0	0	0	1	1	1	3	0	3	1	4	10
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	4	1	0	0	1	5
Total	0	5	0	5	0	1	0	1	4	4	1	9	2	3	1	6	21
Grand Total	0	8	1	9	0	2	0	2	10	7	1	18	2	4	7	13	42
Apprch %	0	88.9	11.1		0	100	0		55.6	38.9	5.6		15.4	30.8	53.8		
Total %	0	19	2.4	21.4	0	4.8	0	4.8	23.8	16.7	2.4	42.9	4.8	9.5	16.7	31	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	**2**	**1**	0	**3**	0	0	**1**	1	5
07:45 AM	0	1	0	1	0	**1**	0	**1**	1	1	0	2	0	**1**	1	**2**	**6**
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	**1**	0	0	1	3
Total Volume	0	4	0	4	0	2	0	2	4	3	0	7	1	1	2	4	17
% App. Total	0	100	0		0	100	0		57.1	42.9	0		25	25	50		
PHF	.000	1.00	.000	1.00	.000	.500	.000	.500	.500	.750	.000	.583	.250	.250	.500	.500	.708

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	**2**	**1**	0	**3**	0	0	**1**	1
+15 mins.	0	1	0	1	0	**1**	0	**1**	1	1	0	2	0	**1**	1	**2**
+30 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	**1**	0	0	1
Total Volume	0	4	0	4	0	2	0	2	4	3	0	7	1	1	2	4
% App. Total	0	100	0		0	100	0		57.1	42.9	0		25	25	50	
PHF	.000	1.000	.000	1.000	.000	.500	.000	.500	.500	.750	.000	.583	.250	.250	.500	.500

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

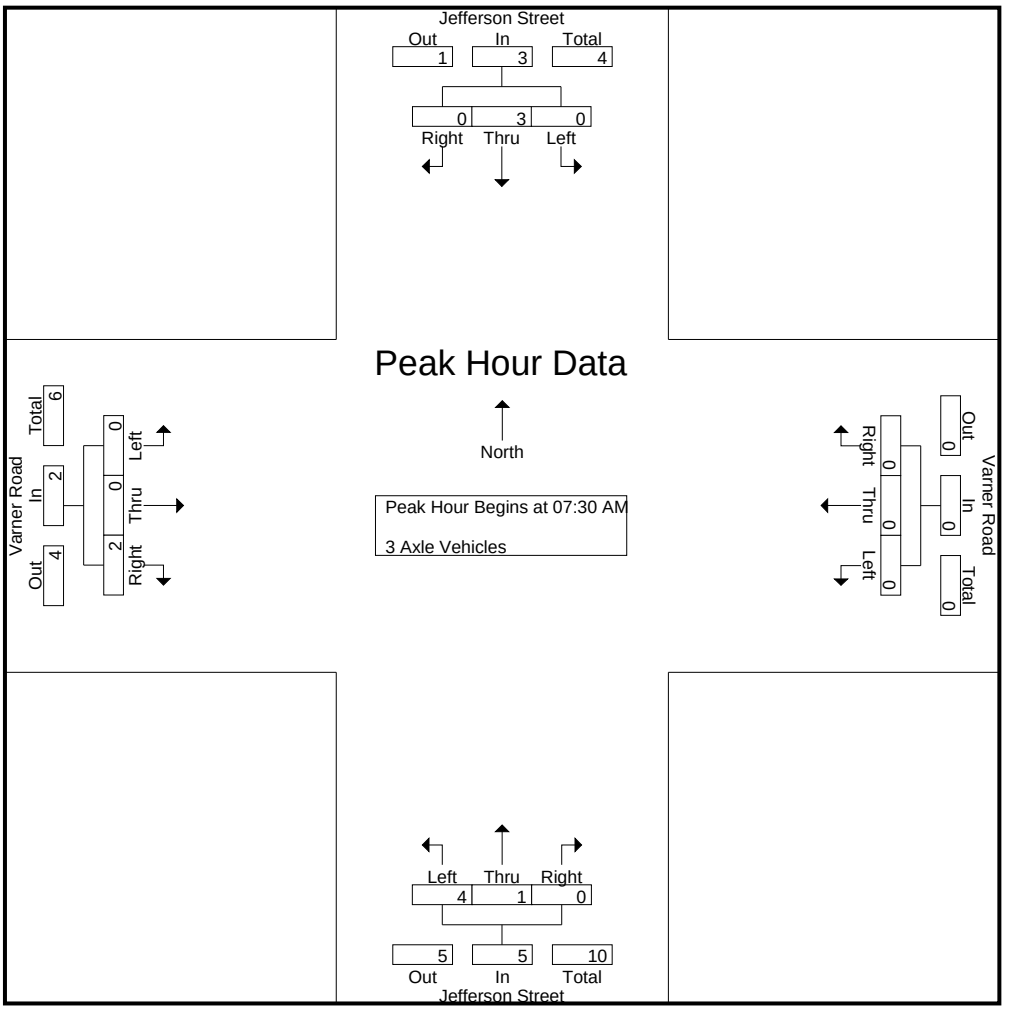
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
07:15 AM	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
07:30 AM	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	3	1	1	5	0	0	1	1	12
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	1	0	1	0	0	0	0	2	1	0	3	0	0	3	3	7
Grand Total	0	7	0	7	0	0	0	0	5	2	1	8	0	0	4	4	19
Apprch %	0	100	0		0	0	0		62.5	25	12.5		0	0	100		
Total %	0	36.8	0	36.8	0	0	0	0	26.3	10.5	5.3	42.1	0	0	21.1	21.1	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0	**4**
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**	2
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Total Volume	0	3	0	3	0	0	0	0	4	1	0	5	0	0	2	2	10
% App. Total	0	100	0		0	0	0		80	20	0		0	0	100		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.500	.250	.000	.417	.000	.000	.500	.500	.625

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	**1**	**1**
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1
Total Volume	0	3	0	3	0	0	0	0	4	1	0	5	0	0	2	2
% App. Total	0	100	0		0	0	0		80	20	0		0	0	100	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.500	.250	.000	.417	.000	.000	.500	.500

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

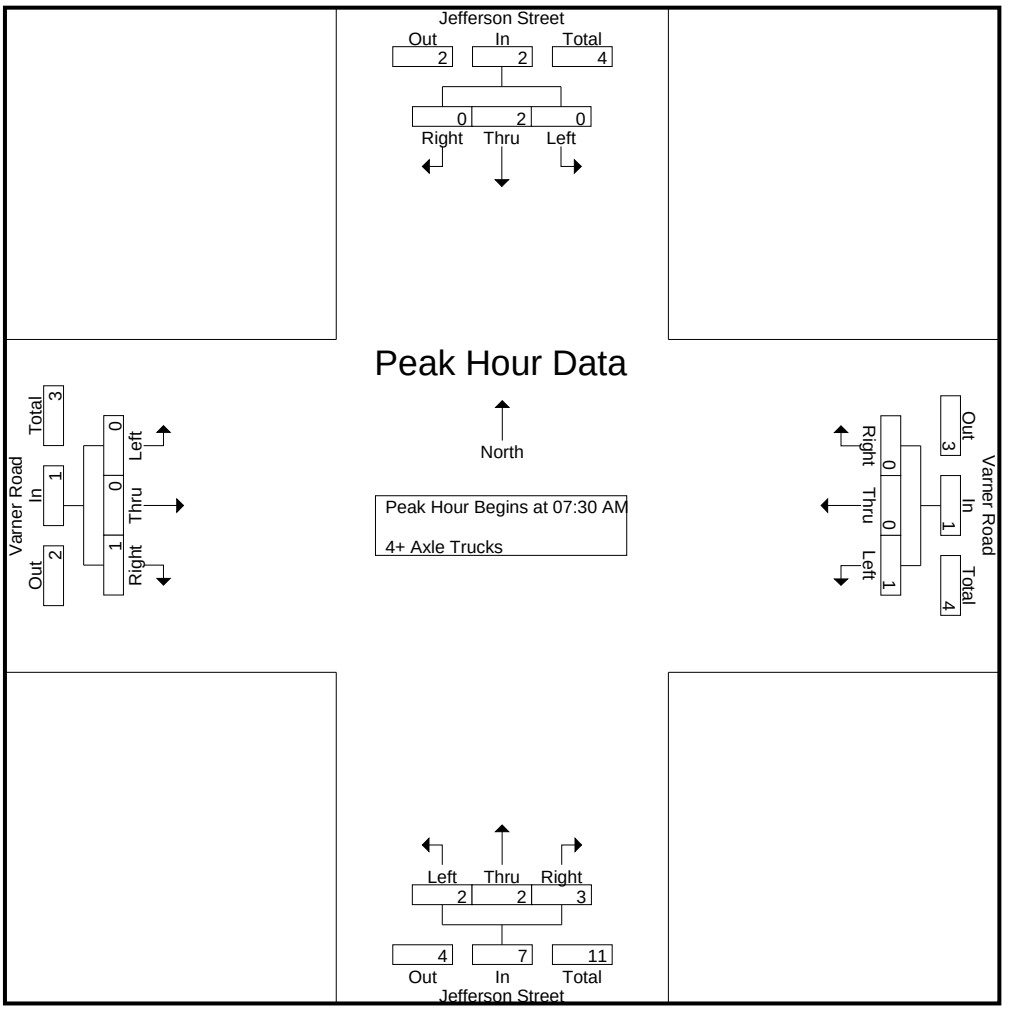
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	1	1	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	1	0	1	2	0	0	2	2	9
08:00 AM	0	1	0	1	1	0	0	1	1	1	2	4	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	2	1	0	0	1	2	2	2	6	0	1	0	1	10
Grand Total	0	6	1	7	1	0	0	1	3	2	3	8	0	1	2	3	19
Apprch %	0	85.7	14.3		100	0	0		37.5	25	37.5		0	33.3	66.7		
Total %	0	31.6	5.3	36.8	5.3	0	0	5.3	15.8	10.5	15.8	42.1	0	5.3	10.5	15.8	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	1	0	1	**1**	0	0	**1**	**1**	**1**	**2**	**4**	0	0	0	0	**6**
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total Volume	0	2	0	2	1	0	0	1	2	2	3	7	0	0	1	1	11
% App. Total	0	100	0		100	0	0		28.6	28.6	42.9		0	0	100		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.500	.375	.438	.000	.000	.250	.250	.458

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City of Indio
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File Name : 01_IND_Jeff_Var AM
Site Code : 05723278
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	1	0	1	**1**	0	0	**1**	**1**	**1**	**2**	**4**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
Total Volume	0	2	0	2	1	0	0	1	2	2	3	7	0	0	1	1
% App. Total	0	100	0		100	0	0		28.6	28.6	42.9		0	0	100	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.500	.375	.438	.000	.000	.250	.250

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

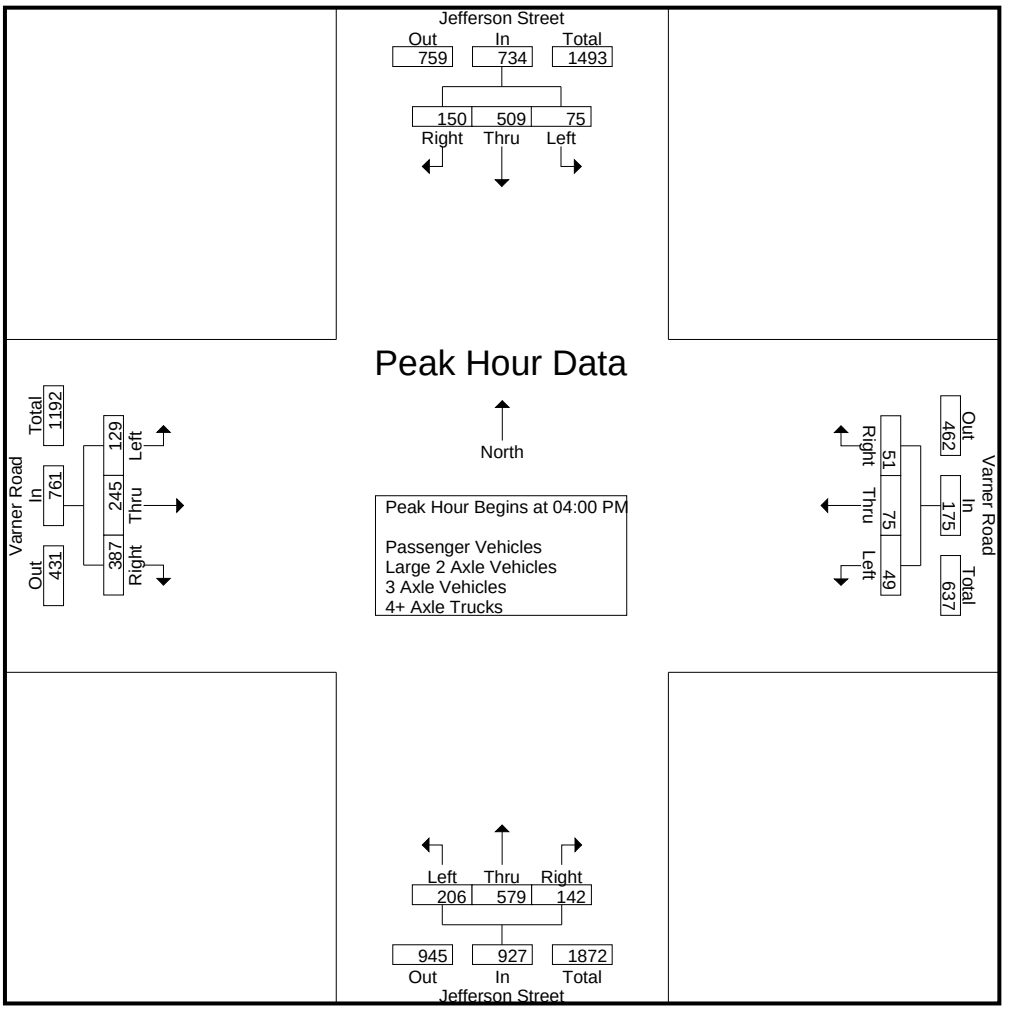
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	193	45	270	8	22	12	42	61	166	43	270	33	66	90	189	771
04:15 PM	17	108	38	163	13	20	11	44	57	142	36	235	37	56	112	205	647
04:30 PM	14	113	35	162	15	16	12	43	49	129	29	207	36	66	82	184	596
04:45 PM	12	95	32	139	13	17	16	46	39	142	34	215	23	57	103	183	583
Total	75	509	150	734	49	75	51	175	206	579	142	927	129	245	387	761	2597
05:00 PM	8	91	28	127	9	17	8	34	56	155	28	239	34	60	102	196	596
05:15 PM	17	142	26	185	9	15	7	31	52	128	44	224	32	43	84	159	599
05:30 PM	15	97	17	129	16	24	8	48	42	125	44	211	22	57	80	159	547
05:45 PM	15	97	27	139	11	19	3	33	42	134	33	209	38	41	50	129	510
Total	55	427	98	580	45	75	26	146	192	542	149	883	126	201	316	643	2252
Grand Total	130	936	248	1314	94	150	77	321	398	1121	291	1810	255	446	703	1404	4849
Apprch %	9.9	71.2	18.9		29.3	46.7	24		22	61.9	16.1		18.2	31.8	50.1		
Total %	2.7	19.3	5.1	27.1	1.9	3.1	1.6	6.6	8.2	23.1	6	37.3	5.3	9.2	14.5	29	
Passenger Vehicles	130	929	248	1307	94	149	77	320	396	1112	288	1796	255	443	699	1397	4820
% Passenger Vehicles	100	99.3	100	99.5	100	99.3	100	99.7	99.5	99.2	99	99.2	100	99.3	99.4	99.5	99.4
Large 2 Axle Vehicles	0	5	0	5	0	0	0	0	1	6	1	8	0	1	3	4	17
% Large 2 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0.3	0.5	0.3	0.4	0	0.2	0.4	0.3	0.4
3 Axle Vehicles	0	1	0	1	0	1	0	1	1	2	1	4	0	1	1	2	8
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.7	0	0.3	0.3	0.2	0.3	0.2	0	0.2	0.1	0.1	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.1	0.3	0.1	0	0.2	0	0.1	0.1

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**32**	**193**	**45**	**270**	8	**22**	12	42	**61**	**166**	**43**	**270**	33	**66**	90	189	**771**
04:15 PM	17	108	38	163	13	20	11	44	57	142	36	235	**37**	56	**112**	**205**	647
04:30 PM	14	113	35	162	**15**	16	12	43	49	129	29	207	36	66	82	184	596
04:45 PM	12	95	32	139	13	17	**16**	**46**	39	142	34	215	23	57	103	183	583
Total Volume	75	509	150	734	49	75	51	175	206	579	142	927	129	245	387	761	2597
% App. Total	10.2	69.3	20.4		28	42.9	29.1		22.2	62.5	15.3		17	32.2	50.9		
PHF	.586	.659	.833	.680	.817	.852	.797	.951	.844	.872	.826	.858	.872	.928	.864	.928	.842

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	**32**	**193**	**45**	**270**	8	**22**	12	42	**61**	**166**	**43**	**270**	**37**	56	**112**	**205**
+15 mins.	17	108	38	163	13	20	11	44	57	142	36	235	36	**66**	82	184
+30 mins.	14	113	35	162	**15**	16	12	43	49	129	29	207	23	57	103	183
+45 mins.	12	95	32	139	13	17	**16**	**46**	39	142	34	215	34	60	102	196
Total Volume	75	509	150	734	49	75	51	175	206	579	142	927	130	239	399	768
% App. Total	10.2	69.3	20.4		28	42.9	29.1		22.2	62.5	15.3		16.9	31.1	52	
PHF	.586	.659	.833	.680	.817	.852	.797	.951	.844	.872	.826	.858	.878	.905	.891	.937

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(951)268-6268

City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

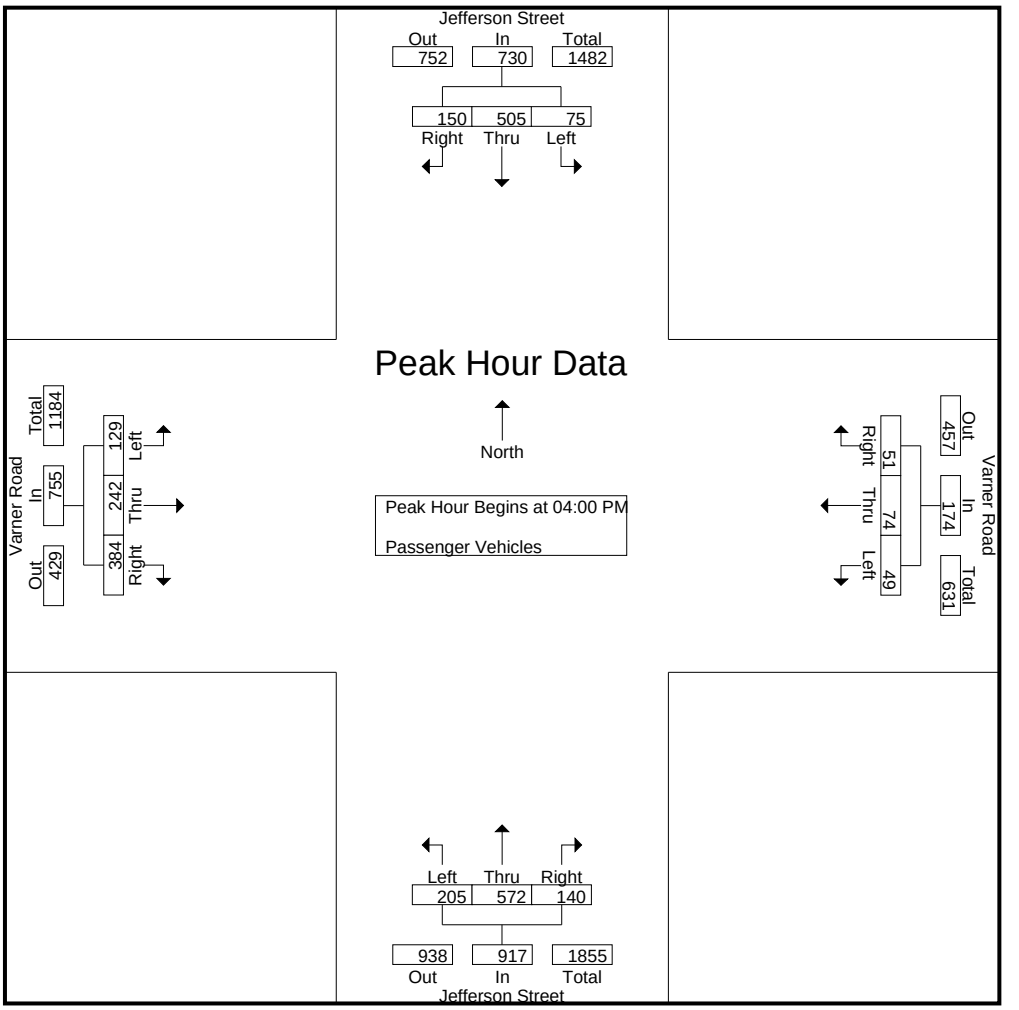
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	193	45	270	8	22	12	42	61	166	42	269	33	65	88	186	767
04:15 PM	17	106	38	161	13	20	11	44	56	142	35	233	37	55	111	203	641
04:30 PM	14	112	35	161	15	16	12	43	49	125	29	203	36	65	82	183	590
04:45 PM	12	94	32	138	13	16	16	45	39	139	34	212	23	57	103	183	578
Total	75	505	150	730	49	74	51	174	205	572	140	917	129	242	384	755	2576
05:00 PM	8	88	28	124	9	17	8	34	55	155	27	237	34	60	102	196	591
05:15 PM	17	142	26	185	9	15	7	31	52	127	44	223	32	43	84	159	598
05:30 PM	15	97	17	129	16	24	8	48	42	125	44	211	22	57	80	159	547
05:45 PM	15	97	27	139	11	19	3	33	42	133	33	208	38	41	49	128	508
Total	55	424	98	577	45	75	26	146	191	540	148	879	126	201	315	642	2244
Grand Total	130	929	248	1307	94	149	77	320	396	1112	288	1796	255	443	699	1397	4820
Apprch %	9.9	71.1	19		29.4	46.6	24.1		22	61.9	16		18.3	31.7	50		
Total %	2.7	19.3	5.1	27.1	2	3.1	1.6	6.6	8.2	23.1	6	37.3	5.3	9.2	14.5	29	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**32**	**193**	**45**	**270**	8	**22**	12	42	**61**	**166**	**42**	**269**	33	**65**	88	186	**767**
04:15 PM	17	106	38	161	13	20	11	44	56	142	35	233	**37**	55	**111**	**203**	641
04:30 PM	14	112	35	161	**15**	16	12	43	49	125	29	203	36	65	82	183	590
04:45 PM	12	94	32	138	13	16	**16**	**45**	39	139	34	212	23	57	103	183	578
Total Volume	75	505	150	730	49	74	51	174	205	572	140	917	129	242	384	755	2576
% App. Total	10.3	69.2	20.5		28.2	42.5	29.3		22.4	62.4	15.3		17.1	32.1	50.9		
PHF	.586	.654	.833	.676	.817	.841	.797	.967	.840	.861	.833	.852	.872	.931	.865	.930	.840

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**32**	**193**	**45**	**270**	8	**22**	12	42	**61**	**166**	**42**	**269**	33	**65**	88	186
+15 mins.	17	106	38	161	13	20	11	44	56	142	35	233	**37**	55	**111**	**203**
+30 mins.	14	112	35	161	**15**	16	12	43	49	125	29	203	36	65	82	183
+45 mins.	12	94	32	138	13	16	**16**	**45**	39	139	34	212	23	57	103	183
Total Volume	75	505	150	730	49	74	51	174	205	572	140	917	129	242	384	755
% App. Total	10.3	69.2	20.5		28.2	42.5	29.3		22.4	62.4	15.3		17.1	32.1	50.9	
PHF	.586	.654	.833	.676	.817	.841	.797	.967	.840	.861	.833	.852	.872	.931	.865	.930

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

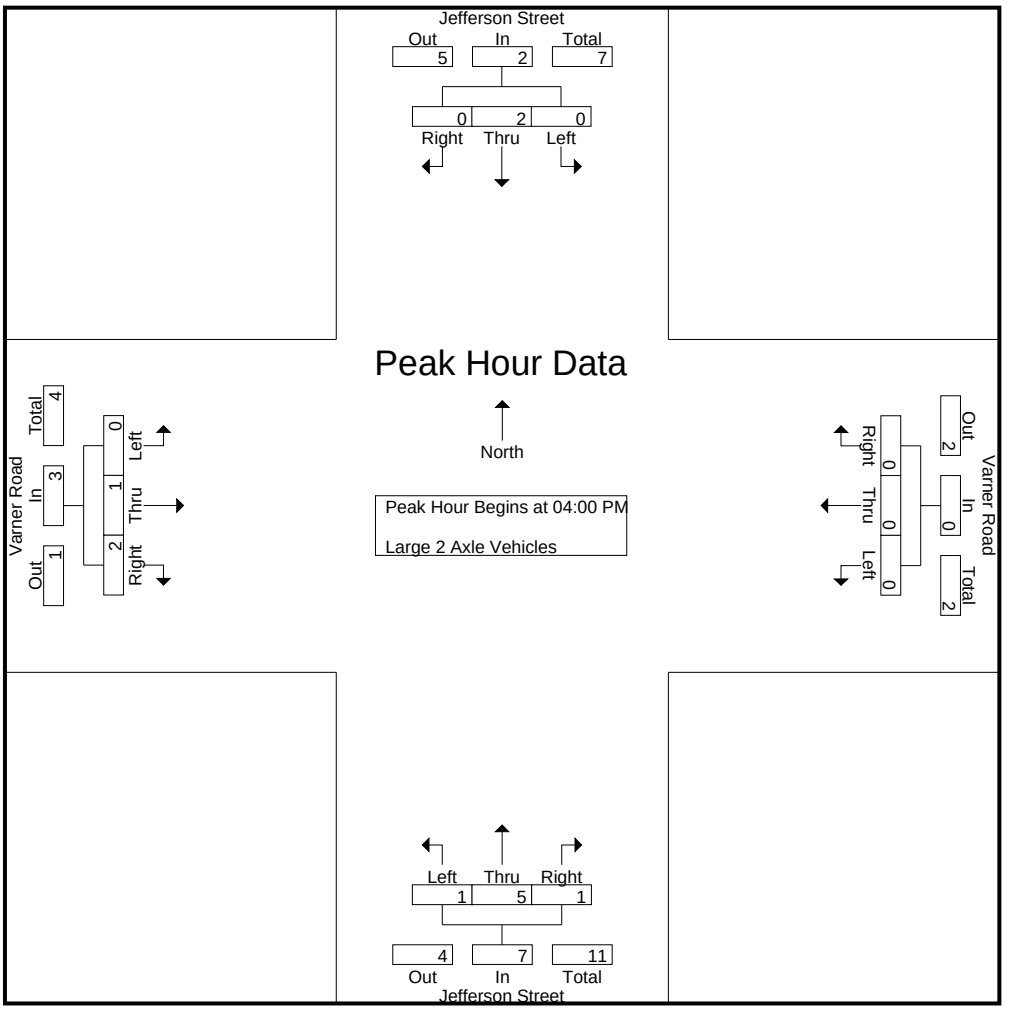
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	2	0	2	0	0	0	0	1	5	1	7	0	1	2	3	12
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Grand Total	0	5	0	5	0	0	0	0	1	6	1	8	0	1	3	4	17
Apprch %	0	100	0		0	0	0		12.5	75	12.5		0	25	75		
Total %	0	29.4	0	29.4	0	0	0	0	5.9	35.3	5.9	47.1	0	5.9	17.6	23.5	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**	3
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	**1**	2	0	0	0	0	2
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
Total Volume	0	2	0	2	0	0	0	0	1	5	1	7	0	1	2	3	12
% App. Total	0	100	0		0	0	0		14.3	71.4	14.3		0	33.3	66.7		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.417	.250	.583	.000	.250	.250	.250	.750

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	2	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	1	5	1	7	0	1	2	3
% App. Total	0	100	0		0	0	0		14.3	71.4	14.3		0	33.3	66.7	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.417	.250	.583	.000	.250	.250	.250

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

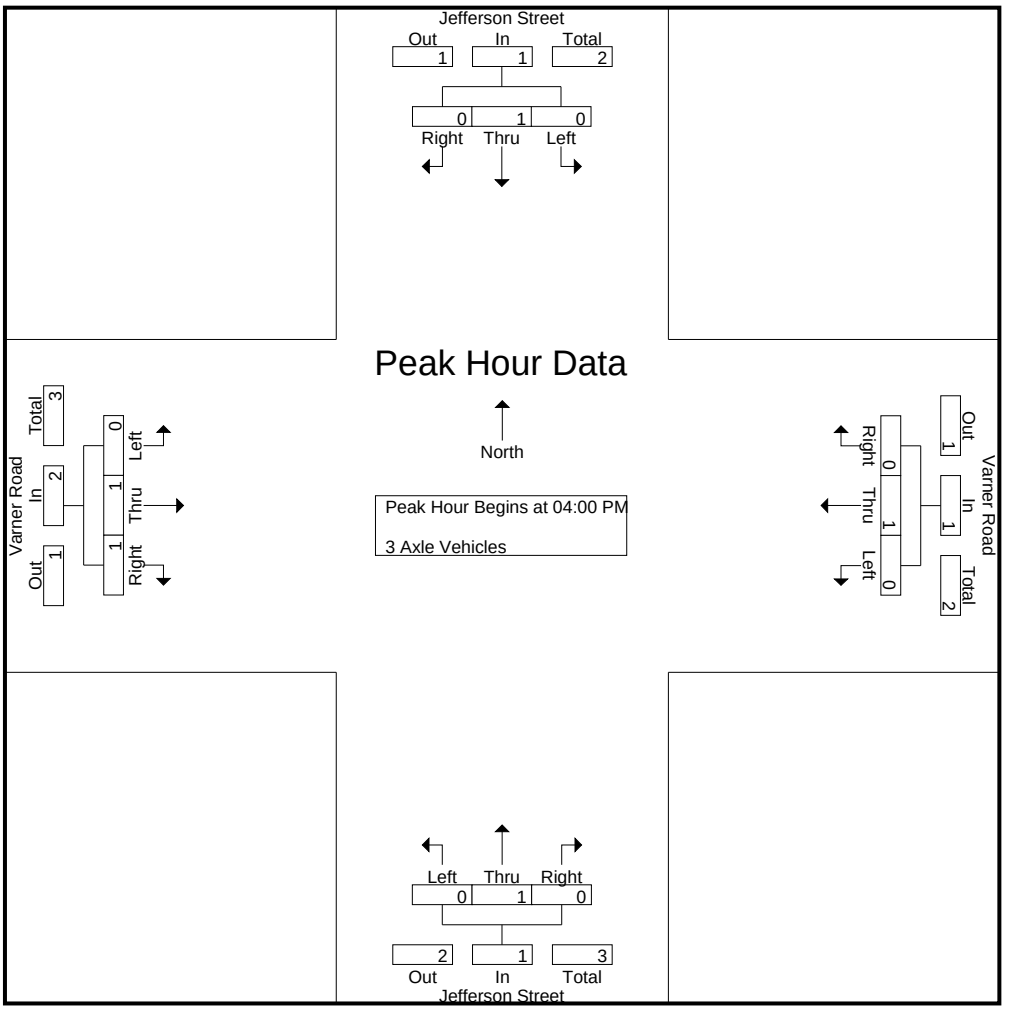
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	1	0	1	0	1	1	2	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	3
Grand Total	0	1	0	1	0	1	0	1	1	2	1	4	0	1	1	2	8
Apprch %	0	100	0		0	100	0		25	50	25		0	50	50		
Total %	0	12.5	0	12.5	0	12.5	0	12.5	12.5	25	12.5	50	0	12.5	12.5	25	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	0	1	1	2	5
% App. Total	0	100	0		0	100	0		0	100	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.250	.417

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

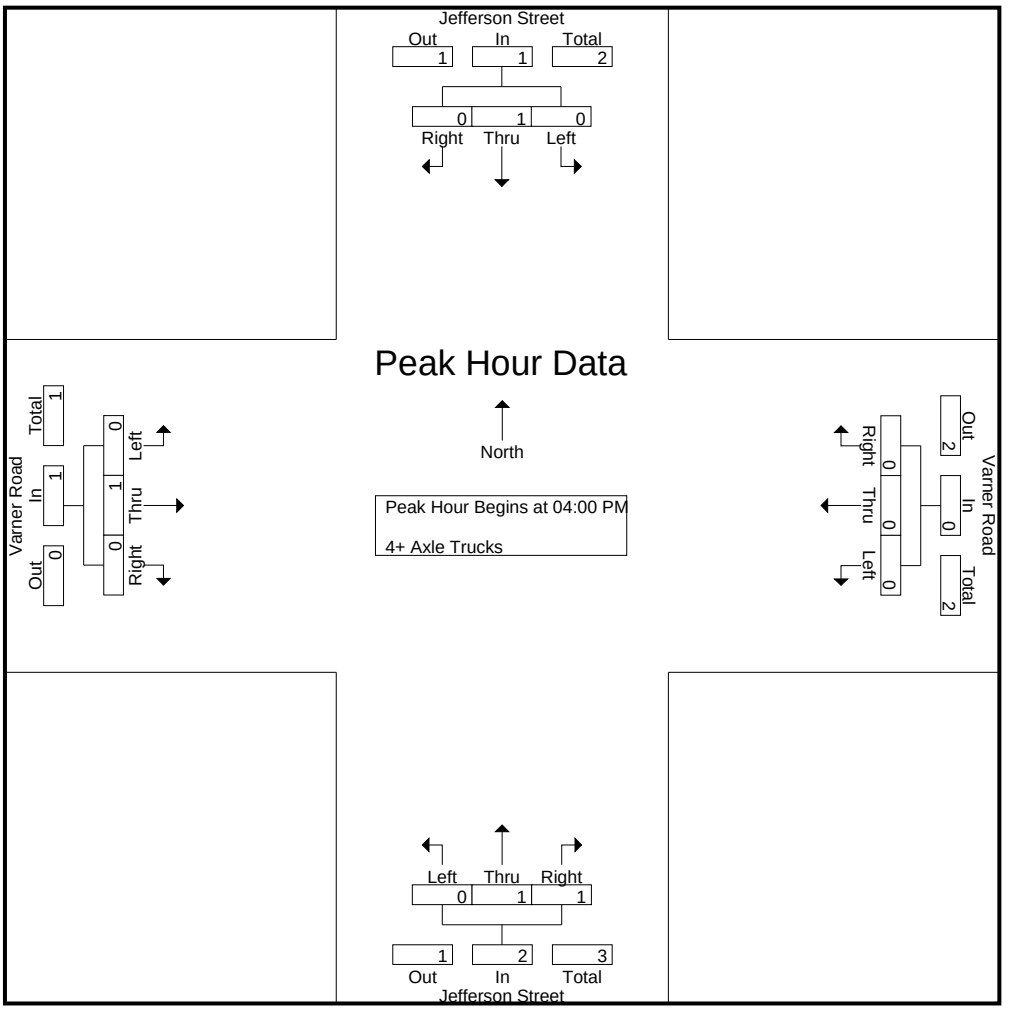
	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
Apprch %	0	100	0		0	0	0		0	50	50		0	100	0		
Total %	0	25	0	25	0	0	0	0	0	25	25	50	0	25	0	25	

	Jefferson Street Southbound				Varner Road Westbound				Jefferson Street Northbound				Varner Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	1	2	0	1	0	1	4
% App. Total	0	100	0		0	0	0		0	50	50		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.500	.000	.250	.000	.250	.500

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City of Indio
N/S: Jefferson Street
E/W: Varner Road
Weather: Clear

File Name : 01_IND_Jeff_Var PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

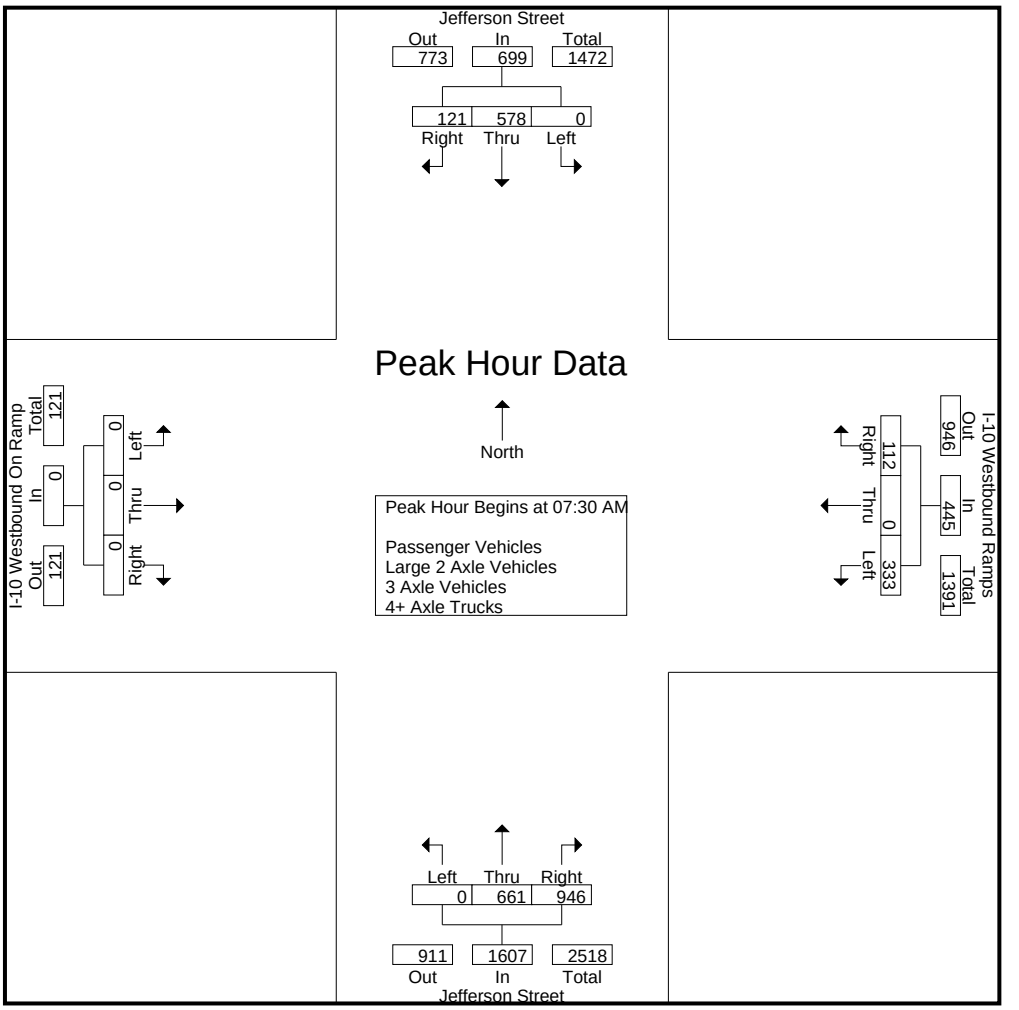
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	126	31	157	35	0	25	60	0	103	204	307	0	0	0	0	524
07:15 AM	0	128	44	172	66	0	20	86	0	109	189	298	0	0	0	0	556
07:30 AM	0	168	35	203	94	0	21	115	0	149	282	431	0	0	0	0	749
07:45 AM	0	153	25	178	89	0	42	131	0	185	237	422	0	0	0	0	731
Total	0	575	135	710	284	0	108	392	0	546	912	1458	0	0	0	0	2560
08:00 AM	0	118	27	145	96	0	24	120	0	166	190	356	0	0	0	0	621
08:15 AM	0	139	34	173	54	0	25	79	0	161	237	398	0	0	0	0	650
08:30 AM	0	124	24	148	30	0	22	52	0	164	185	349	0	0	0	0	549
08:45 AM	0	137	42	179	45	0	42	87	0	193	172	365	0	0	0	0	631
Total	0	518	127	645	225	0	113	338	0	684	784	1468	0	0	0	0	2451
Grand Total	0	1093	262	1355	509	0	221	730	0	1230	1696	2926	0	0	0	0	5011
Apprch %	0	80.7	19.3		69.7	0	30.3		0	42	58		0	0	0		
Total %	0	21.8	5.2	27	10.2	0	4.4	14.6	0	24.5	33.8	58.4	0	0	0	0	
Passenger Vehicles	0	1065	256	1321	501	0	211	712	0	1209	1649	2858	0	0	0	0	4891
% Passenger Vehicles	0	97.4	97.7	97.5	98.4	0	95.5	97.5	0	98.3	97.2	97.7	0	0	0	0	97.6
Large 2 Axle Vehicles	0	12	0	12	2	0	6	8	0	10	15	25	0	0	0	0	45
% Large 2 Axle Vehicles	0	1.1	0	0.9	0.4	0	2.7	1.1	0	0.8	0.9	0.9	0	0	0	0	0.9
3 Axle Vehicles	0	10	3	13	0	0	0	0	0	7	9	16	0	0	0	0	29
% 3 Axle Vehicles	0	0.9	1.1	1	0	0	0	0	0	0.6	0.5	0.5	0	0	0	0	0.6
4+ Axle Trucks	0	6	3	9	6	0	4	10	0	4	23	27	0	0	0	0	46
% 4+ Axle Trucks	0	0.5	1.1	0.7	1.2	0	1.8	1.4	0	0.3	1.4	0.9	0	0	0	0	0.9

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**168**	**35**	**203**	94	0	21	115	0	149	**282**	**431**	0	0	0	0	**749**
07:45 AM	0	153	25	178	89	0	**42**	**131**	0	**185**	237	422	0	0	0	0	731
08:00 AM	0	118	27	145	**96**	0	24	120	0	166	190	356	0	0	0	0	621
08:15 AM	0	139	34	173	54	0	25	79	0	161	237	398	0	0	0	0	650
Total Volume	0	578	121	699	333	0	112	445	0	661	946	1607	0	0	0	0	2751
% App. Total	0	82.7	17.3		74.8	0	25.2		0	41.1	58.9		0	0	0		
PHF	.000	.860	.864	.861	.867	.000	.667	.849	.000	.893	.839	.932	.000	.000	.000	.000	.918

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

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:00 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	0	126	31	157	66	0	20	86	0	149	**282**	**431**	0	0	0	0
+15 mins.	0	128	**44**	172	94	0	21	115	0	**185**	237	422	0	0	0	0
+30 mins.	0	**168**	35	**203**	89	0	**42**	**131**	0	166	190	356	0	0	0	0
+45 mins.	0	153	25	178	**96**	0	24	120	0	161	237	398	0	0	0	0
Total Volume	0	575	135	710	345	0	107	452	0	661	946	1607	0	0	0	0
% App. Total	0	81	19		76.3	0	23.7		0	41.1	58.9		0	0	0	
PHF	.000	.856	.767	.874	.898	.000	.637	.863	.000	.893	.839	.932	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

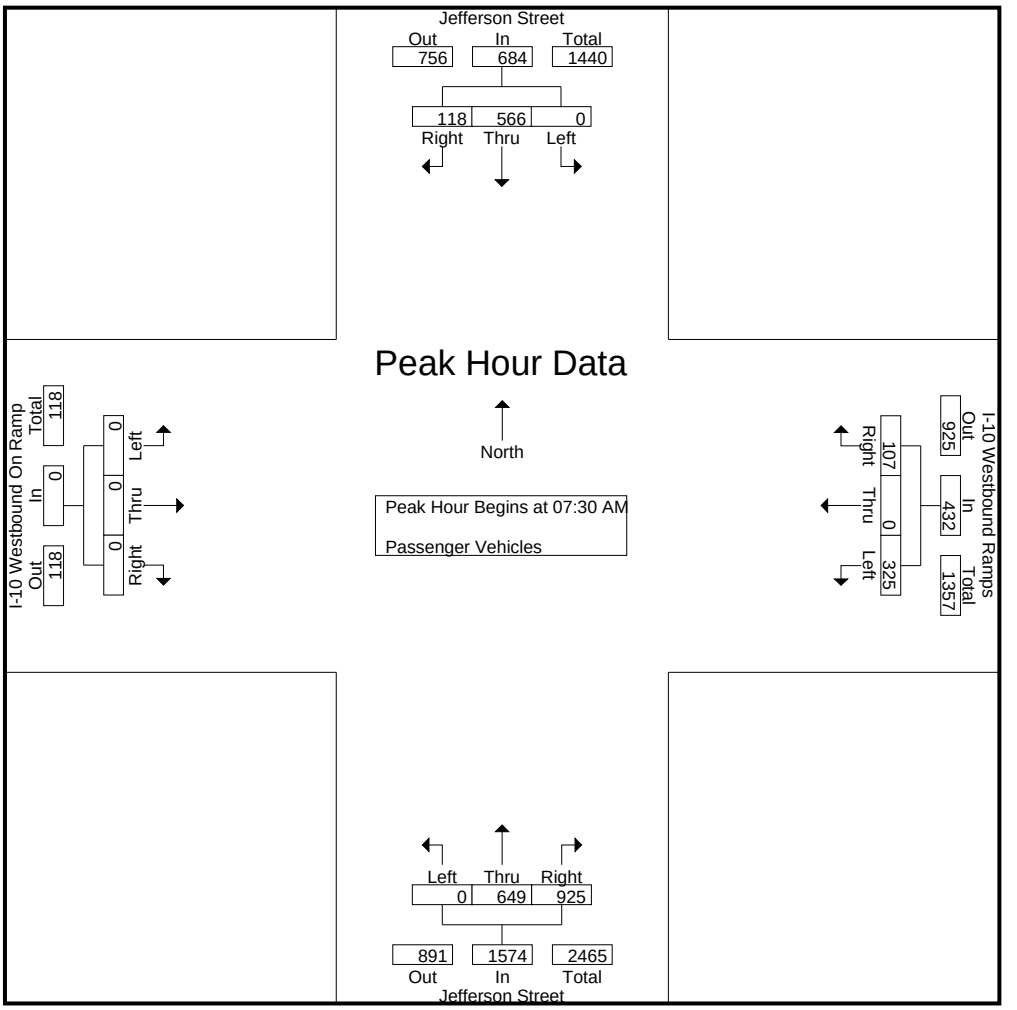
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	116	30	146	35	0	24	59	0	102	195	297	0	0	0	0	502
07:15 AM	0	125	42	167	66	0	20	86	0	106	182	288	0	0	0	0	541
07:30 AM	0	163	35	198	92	0	21	113	0	143	275	418	0	0	0	0	729
07:45 AM	0	150	25	175	87	0	41	128	0	183	232	415	0	0	0	0	718
Total	0	554	132	686	280	0	106	386	0	534	884	1418	0	0	0	0	2490
08:00 AM	0	117	24	141	92	0	21	113	0	163	188	351	0	0	0	0	605
08:15 AM	0	136	34	170	54	0	24	78	0	160	230	390	0	0	0	0	638
08:30 AM	0	122	24	146	30	0	21	51	0	162	182	344	0	0	0	0	541
08:45 AM	0	136	42	178	45	0	39	84	0	190	165	355	0	0	0	0	617
Total	0	511	124	635	221	0	105	326	0	675	765	1440	0	0	0	0	2401
Grand Total	0	1065	256	1321	501	0	211	712	0	1209	1649	2858	0	0	0	0	4891
Apprch %	0	80.6	19.4		70.4	0	29.6		0	42.3	57.7		0	0	0		
Total %	0	21.8	5.2	27	10.2	0	4.3	14.6	0	24.7	33.7	58.4	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**163**	**35**	**198**	**92**	0	21	113	0	143	**275**	**418**	0	0	0	0	**729**
07:45 AM	0	150	25	175	87	0	**41**	**128**	0	**183**	232	415	0	0	0	0	718
08:00 AM	0	117	24	141	92	0	21	113	0	163	188	351	0	0	0	0	605
08:15 AM	0	136	34	170	54	0	24	78	0	160	230	390	0	0	0	0	638
Total Volume	0	566	118	684	325	0	107	432	0	649	925	1574	0	0	0	0	2690
% App. Total	0	82.7	17.3		75.2	0	24.8		0	41.2	58.8		0	0	0		
PHF	.000	.868	.843	.864	.883	.000	.652	.844	.000	.887	.841	.941	.000	.000	.000	.000	.922

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

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**163**	**35**	**198**	**92**	0	21	113	0	143	**275**	**418**	0	0	0	0
+15 mins.	0	150	25	175	87	0	**41**	**128**	0	**183**	232	415	0	0	0	0
+30 mins.	0	117	24	141	92	0	21	113	0	163	188	351	0	0	0	0
+45 mins.	0	136	34	170	54	0	24	78	0	160	230	390	0	0	0	0
Total Volume	0	566	118	684	325	0	107	432	0	649	925	1574	0	0	0	0
% App. Total	0	82.7	17.3		75.2	0	24.8		0	41.2	58.8		0	0	0	
PHF	.000	.868	.843	.864	.883	.000	.652	.844	.000	.887	.841	.941	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

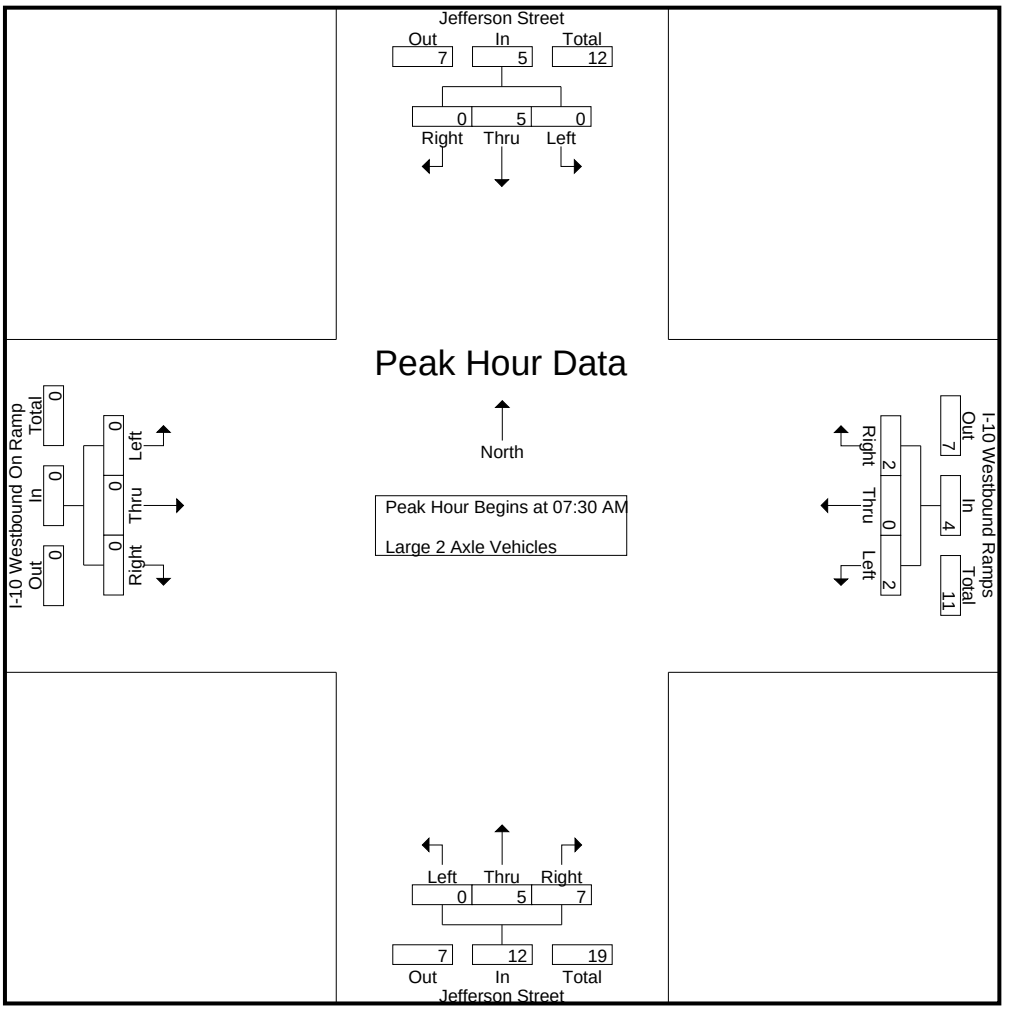
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	2	3	0	0	0	0	5
07:15 AM	0	3	0	3	0	0	0	0	0	1	3	4	0	0	0	0	7
07:30 AM	0	2	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
07:45 AM	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	6
Total	0	9	0	9	0	0	0	0	0	7	8	15	0	0	0	0	24
08:00 AM	0	0	0	0	2	0	1	3	0	0	2	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	1	1	0	0	2	2	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	1	1	0	2	1	3	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	3	3	0	1	2	3	0	0	0	0	6
Total	0	3	0	3	2	0	6	8	0	3	7	10	0	0	0	0	21
Grand Total	0	12	0	12	2	0	6	8	0	10	15	25	0	0	0	0	45
Apprch %	0	100	0		25	0	75		0	40	60		0	0	0		
Total %	0	26.7	0	26.7	4.4	0	13.3	17.8	0	22.2	33.3	55.6	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	**3**	1	**4**	0	0	0	0	**6**
07:45 AM	0	2	0	2	0	0	0	0	0	2	**2**	4	0	0	0	0	6
08:00 AM	0	0	0	0	**2**	0	**1**	**3**	0	0	2	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	1	1	0	0	2	2	0	0	0	0	4
Total Volume	0	5	0	5	2	0	2	4	0	5	7	12	0	0	0	0	21
% App. Total	0	100	0		50	0	50		0	41.7	58.3		0	0	0		
PHF	.000	.625	.000	.625	.250	.000	.500	.333	.000	.417	.875	.750	.000	.000	.000	.000	.875

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

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**3**	1	**4**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	**2**	4	0	0	0	0
+30 mins.	0	0	0	0	**2**	0	**1**	**3**	0	0	2	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	1	1	0	0	2	2	0	0	0	0
Total Volume	0	5	0	5	2	0	2	4	0	5	7	12	0	0	0	0
% App. Total	0	100	0		50	0	50		0	41.7	58.3		0	0	0	
PHF	.000	.625	.000	.625	.250	.000	.500	.333	.000	.417	.875	.750	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

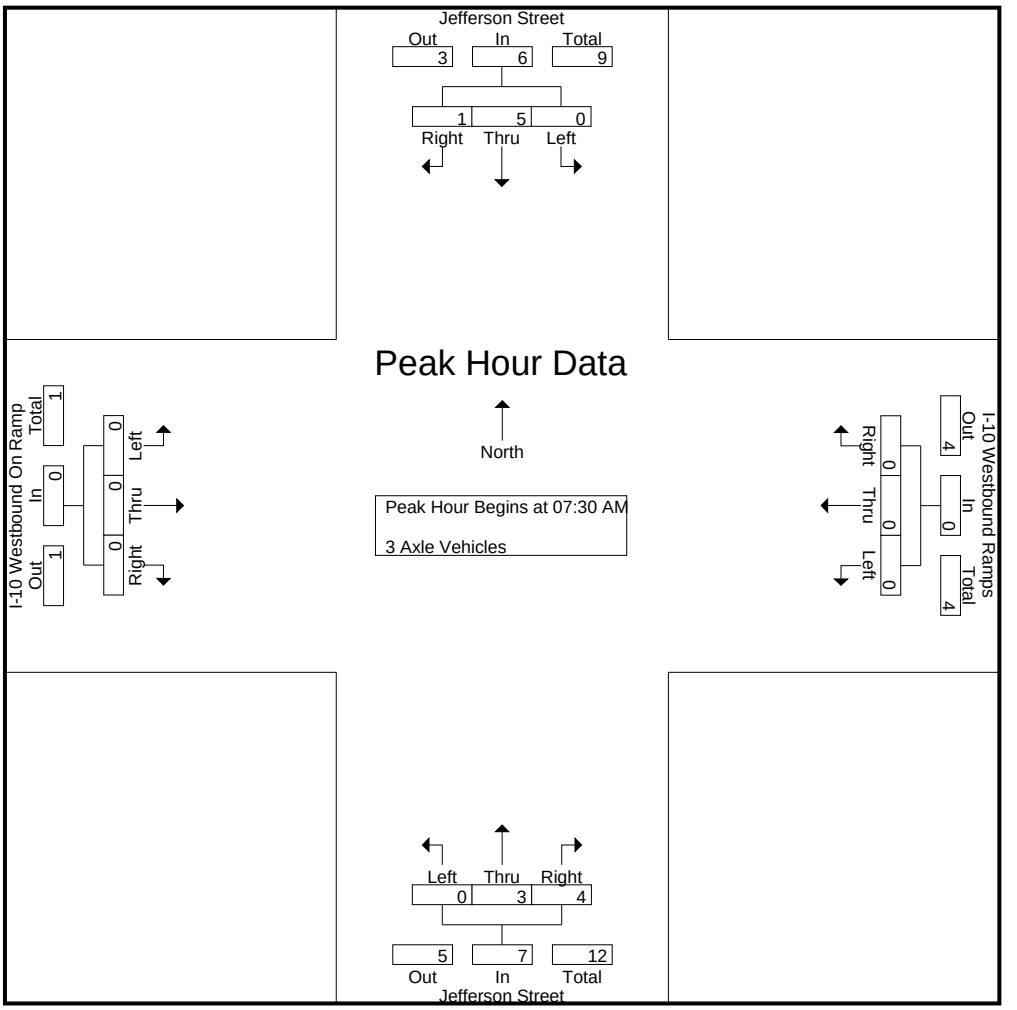
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	0	0	3	3	0	0	0	0	8
07:15 AM	0	0	1	1	0	0	0	0	0	2	2	4	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	2	8	0	0	0	0	0	4	6	10	0	0	0	0	18
08:00 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	2	0	2	0	0	0	0	0	0	3	3	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	1	5	0	0	0	0	0	3	3	6	0	0	0	0	11
Grand Total	0	10	3	13	0	0	0	0	0	7	9	16	0	0	0	0	29
Apprch %	0	76.9	23.1		0	0	0		0	43.8	56.2		0	0	0		
Total %	0	34.5	10.3	44.8	0	0	0	0	0	24.1	31	55.2	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	1	**1**	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
08:15 AM	0	**2**	0	2	0	0	0	0	0	0	**3**	3	0	0	0	0	**5**
Total Volume	0	5	1	6	0	0	0	0	0	3	4	7	0	0	0	0	13
% App. Total	0	83.3	16.7		0	0	0		0	42.9	57.1		0	0	0		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.000	.375	.333	.583	.000	.000	.000	.000	.650

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	**2**	1	**3**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	**1**	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	**2**	0	2	0	0	0	0	0	0	**3**	3	0	0	0	0
Total Volume	0	5	1	6	0	0	0	0	0	3	4	7	0	0	0	0
% App. Total	0	83.3	16.7		0	0	0		0	42.9	57.1		0	0	0	
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.000	.375	.333	.583	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

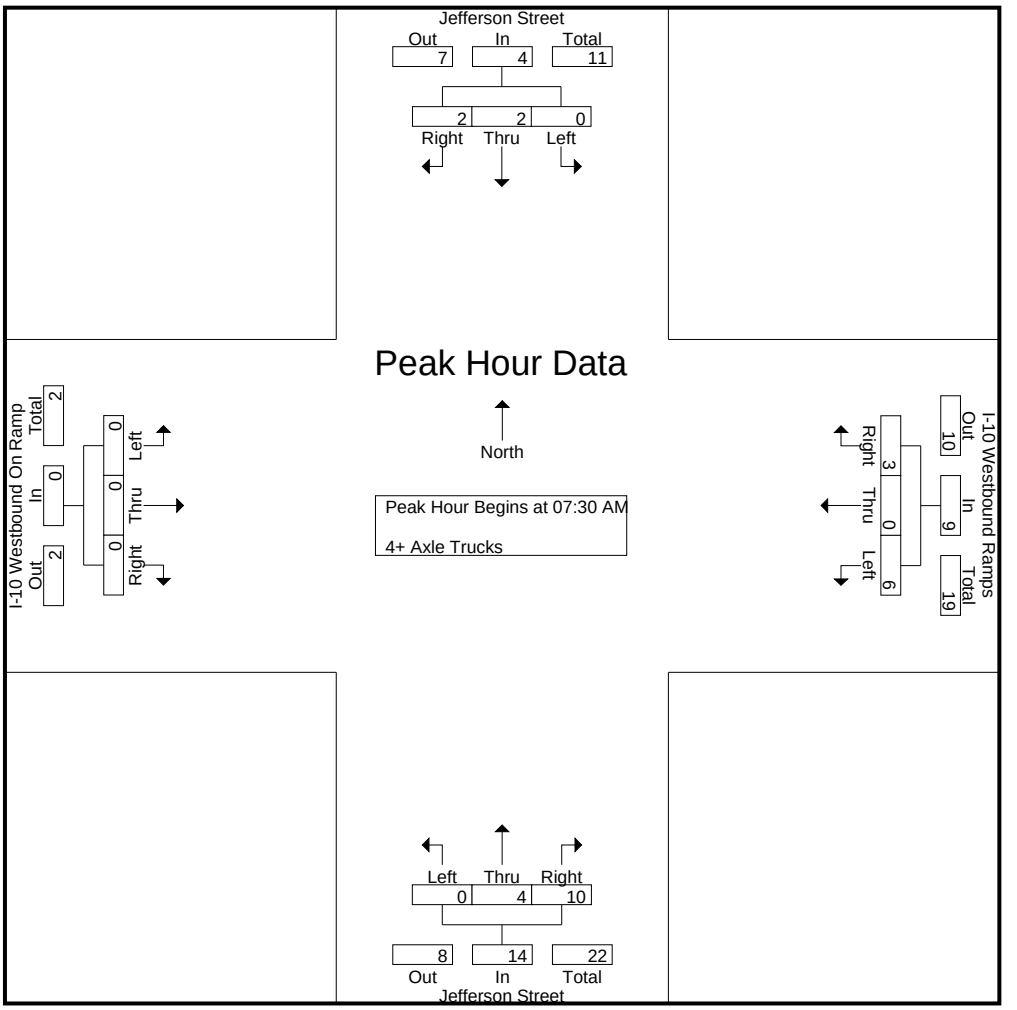
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	1	1	0	0	4	4	0	0	0	0	9
07:15 AM	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
07:30 AM	0	2	0	2	2	0	0	2	0	1	5	6	0	0	0	0	10
07:45 AM	0	0	0	0	2	0	1	3	0	0	3	3	0	0	0	0	6
Total	0	6	1	7	4	0	2	6	0	1	14	15	0	0	0	0	28
08:00 AM	0	0	2	2	2	0	2	4	0	2	0	2	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	5
Total	0	0	2	2	2	0	2	4	0	3	9	12	0	0	0	0	18
Grand Total	0	6	3	9	6	0	4	10	0	4	23	27	0	0	0	0	46
Apprch %	0	66.7	33.3		60	0	40		0	14.8	85.2		0	0	0		
Total %	0	13	6.5	19.6	13	0	8.7	21.7	0	8.7	50	58.7	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**2**	0	**2**	**2**	0	0	2	0	1	**5**	**6**	0	0	0	0	**10**
07:45 AM	0	0	0	0	2	0	1	3	0	0	3	3	0	0	0	0	6
08:00 AM	0	0	**2**	2	2	0	**2**	**4**	0	**2**	0	2	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
Total Volume	0	2	2	4	6	0	3	9	0	4	10	14	0	0	0	0	27
% App. Total	0	50	50		66.7	0	33.3		0	28.6	71.4		0	0	0		
PHF	.000	.250	.250	.500	.750	.000	.375	.563	.000	.500	.500	.583	.000	.000	.000	.000	.675

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

File Name : 02_IND_Jeff_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**2**	0	**2**	**2**	0	0	2	0	1	**5**	**6**	0	0	0	0
+15 mins.	0	0	0	0	2	0	1	3	0	0	3	3	0	0	0	0
+30 mins.	0	0	**2**	2	2	0	**2**	**4**	0	**2**	0	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0
Total Volume	0	2	2	4	6	0	3	9	0	4	10	14	0	0	0	0
% App. Total	0	50	50		66.7	0	33.3		0	28.6	71.4		0	0	0	
PHF	.000	.250	.250	.500	.750	.000	.375	.563	.000	.500	.500	.583	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

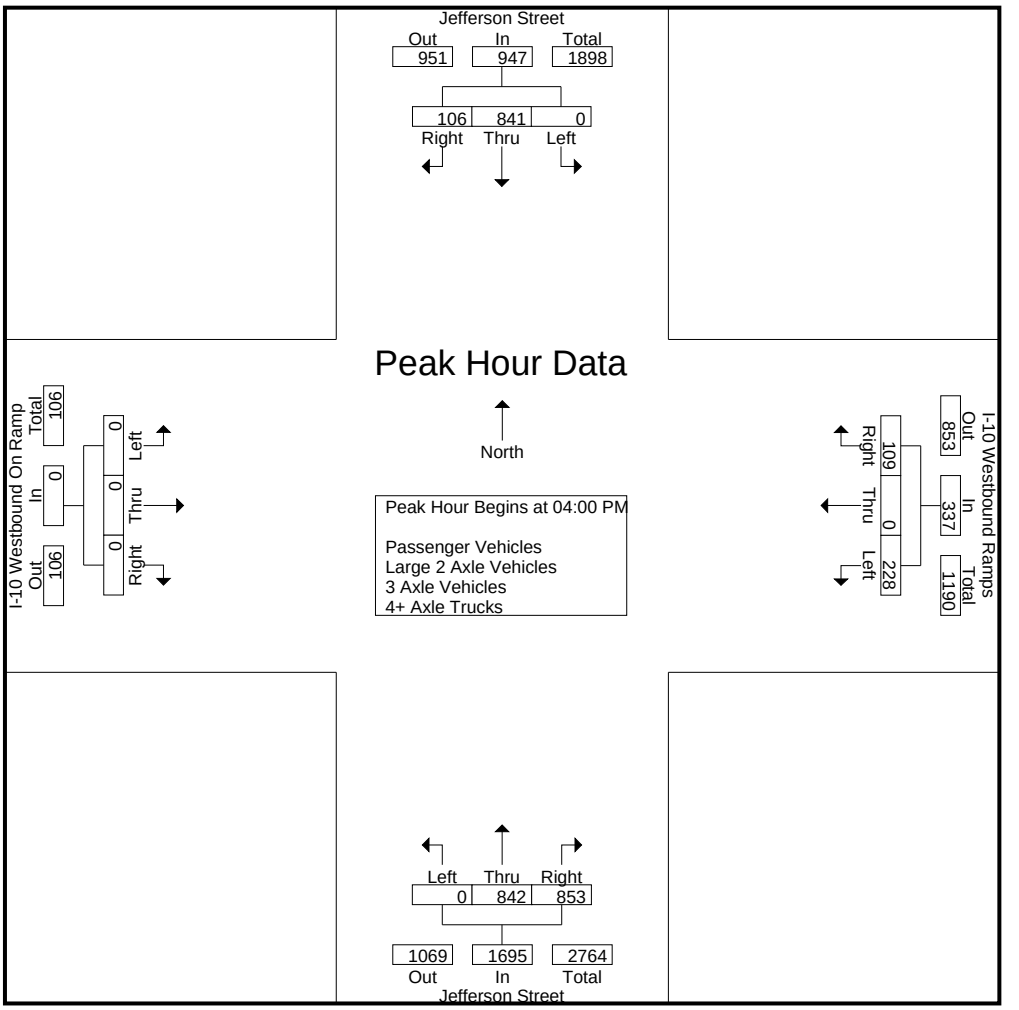
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	259	31	290	53	0	30	83	0	246	230	476	0	0	0	0	849
04:15 PM	0	217	25	242	57	0	29	86	0	224	227	451	0	0	0	0	779
04:30 PM	0	183	25	208	53	0	30	83	0	179	192	371	0	0	0	0	662
04:45 PM	0	182	25	207	65	0	20	85	0	193	204	397	0	0	0	0	689
Total	0	841	106	947	228	0	109	337	0	842	853	1695	0	0	0	0	2979
05:00 PM	0	180	29	209	45	0	25	70	0	208	197	405	0	0	0	0	684
05:15 PM	0	200	28	228	62	0	23	85	0	216	202	418	0	0	0	0	731
05:30 PM	0	170	26	196	56	0	26	82	0	178	166	344	0	0	0	0	622
05:45 PM	0	134	28	162	62	0	19	81	0	194	149	343	0	0	0	0	586
Total	0	684	111	795	225	0	93	318	0	796	714	1510	0	0	0	0	2623
Grand Total	0	1525	217	1742	453	0	202	655	0	1638	1567	3205	0	0	0	0	5602
Apprch %	0	87.5	12.5		69.2	0	30.8		0	51.1	48.9		0	0	0		
Total %	0	27.2	3.9	31.1	8.1	0	3.6	11.7	0	29.2	28	57.2	0	0	0	0	
Passenger Vehicles	0	1519	214	1733	448	0	200	648	0	1626	1541	3167	0	0	0	0	5548
% Passenger Vehicles	0	99.6	98.6	99.5	98.9	0	99	98.9	0	99.3	98.3	98.8	0	0	0	0	99
Large 2 Axle Vehicles	0	4	2	6	2	0	1	3	0	7	14	21	0	0	0	0	30
% Large 2 Axle Vehicles	0	0.3	0.9	0.3	0.4	0	0.5	0.5	0	0.4	0.9	0.7	0	0	0	0	0.5
3 Axle Vehicles	0	1	1	2	1	0	1	2	0	2	8	10	0	0	0	0	14
% 3 Axle Vehicles	0	0.1	0.5	0.1	0.2	0	0.5	0.3	0	0.1	0.5	0.3	0	0	0	0	0.2
4+ Axle Trucks	0	1	0	1	2	0	0	2	0	3	4	7	0	0	0	0	10
% 4+ Axle Trucks	0	0.1	0	0.1	0.4	0	0	0.3	0	0.2	0.3	0.2	0	0	0	0	0.2

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**259**	**31**	**290**	53	0	**30**	83	0	**246**	**230**	**476**	0	0	0	0	**849**
04:15 PM	0	217	25	242	57	0	29	**86**	0	224	227	451	0	0	0	0	779
04:30 PM	0	183	25	208	**53**	0	30	83	0	179	192	371	0	0	0	0	662
04:45 PM	0	182	25	207	**65**	0	20	85	0	193	204	397	0	0	0	0	689
Total Volume	0	841	106	947	228	0	109	337	0	842	853	1695	0	0	0	0	2979
% App. Total	0	88.8	11.2		67.7	0	32.3		0	49.7	50.3		0	0	0		
PHF	.000	.812	.855	.816	.877	.000	.908	.980	.000	.856	.927	.890	.000	.000	.000	.000	.877

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**259**	**31**	**290**	53	0	**30**	83	0	**246**	**230**	**476**	0	0	0	0
+15 mins.	0	217	25	242	57	0	29	**86**	0	224	227	451	0	0	0	0
+30 mins.	0	183	25	208	53	0	30	83	0	179	192	371	0	0	0	0
+45 mins.	0	182	25	207	**65**	0	20	85	0	193	204	397	0	0	0	0
Total Volume	0	841	106	947	228	0	109	337	0	842	853	1695	0	0	0	0
% App. Total	0	88.8	11.2		67.7	0	32.3		0	49.7	50.3		0	0	0	
PHF	.000	.812	.855	.816	.877	.000	.908	.980	.000	.856	.927	.890	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

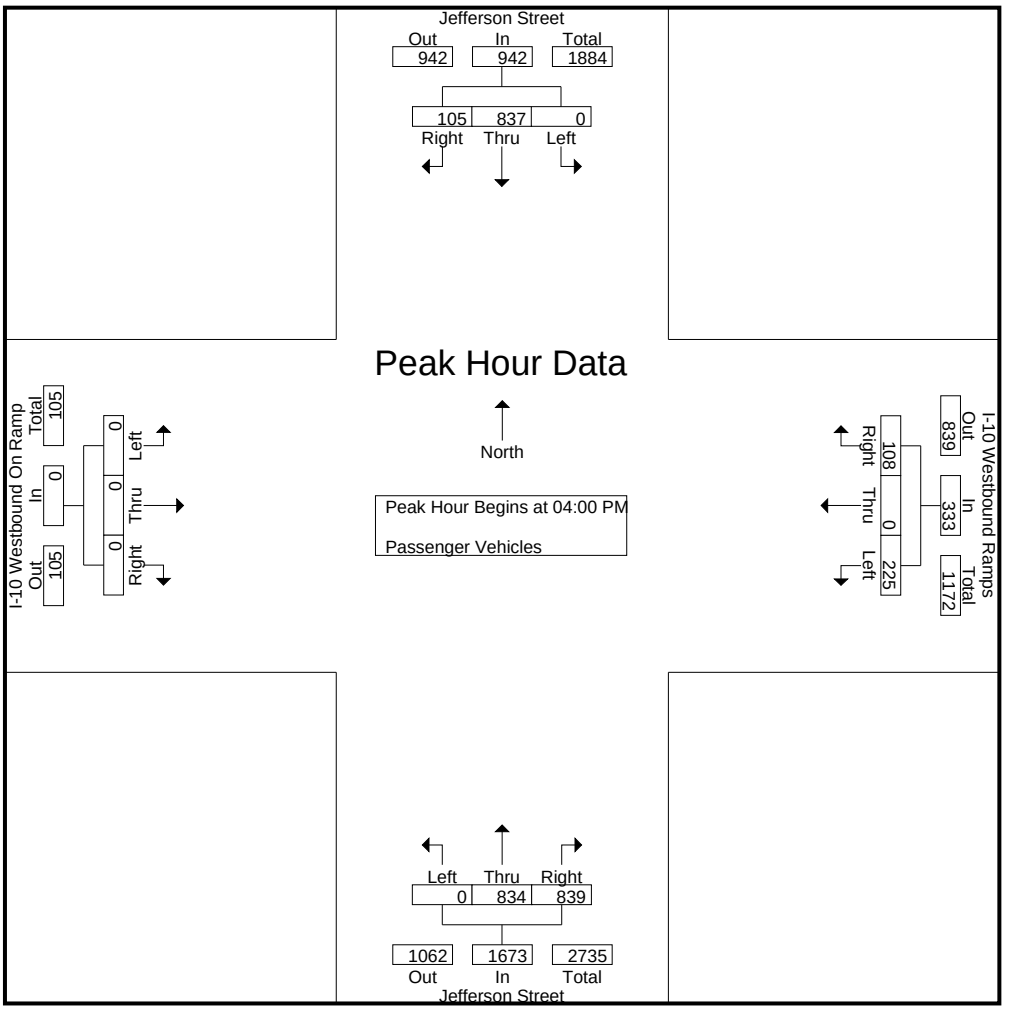
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	259	31	290	53	0	30	83	0	245	227	472	0	0	0	0	845
04:15 PM	0	215	24	239	56	0	29	85	0	223	222	445	0	0	0	0	769
04:30 PM	0	182	25	207	53	0	29	82	0	176	188	364	0	0	0	0	653
04:45 PM	0	181	25	206	63	0	20	83	0	190	202	392	0	0	0	0	681
Total	0	837	105	942	225	0	108	333	0	834	839	1673	0	0	0	0	2948
05:00 PM	0	179	27	206	45	0	25	70	0	206	194	400	0	0	0	0	676
05:15 PM	0	200	28	228	61	0	23	84	0	214	199	413	0	0	0	0	725
05:30 PM	0	170	26	196	55	0	26	81	0	178	162	340	0	0	0	0	617
05:45 PM	0	133	28	161	62	0	18	80	0	194	147	341	0	0	0	0	582
Total	0	682	109	791	223	0	92	315	0	792	702	1494	0	0	0	0	2600
Grand Total	0	1519	214	1733	448	0	200	648	0	1626	1541	3167	0	0	0	0	5548
Apprch %	0	87.7	12.3		69.1	0	30.9		0	51.3	48.7		0	0	0		
Total %	0	27.4	3.9	31.2	8.1	0	3.6	11.7	0	29.3	27.8	57.1	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**259**	**31**	**290**	53	0	**30**	83	0	**245**	**227**	**472**	0	0	0	0	**845**
04:15 PM	0	215	24	239	56	0	29	**85**	0	223	222	445	0	0	0	0	769
04:30 PM	0	182	25	207	53	0	29	82	0	176	188	364	0	0	0	0	653
04:45 PM	0	181	25	206	**63**	0	20	83	0	190	202	392	0	0	0	0	681
Total Volume	0	837	105	942	225	0	108	333	0	834	839	1673	0	0	0	0	2948
% App. Total	0	88.9	11.1		67.6	0	32.4		0	49.9	50.1		0	0	0		
PHF	.000	.808	.847	.812	.893	.000	.900	.979	.000	.851	.924	.886	.000	.000	.000	.000	.872

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**259**	**31**	**290**	53	0	**30**	83	0	**245**	**227**	**472**	0	0	0	0
+15 mins.	0	215	24	239	56	0	29	**85**	0	223	222	445	0	0	0	0
+30 mins.	0	182	25	207	53	0	29	82	0	176	188	364	0	0	0	0
+45 mins.	0	181	25	206	**63**	0	20	83	0	190	202	392	0	0	0	0
Total Volume	0	837	105	942	225	0	108	333	0	834	839	1673	0	0	0	0
% App. Total	0	88.9	11.1		67.6	0	32.4		0	49.9	50.1		0	0	0	
PHF	.000	.808	.847	.812	.893	.000	.900	.979	.000	.851	.924	.886	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

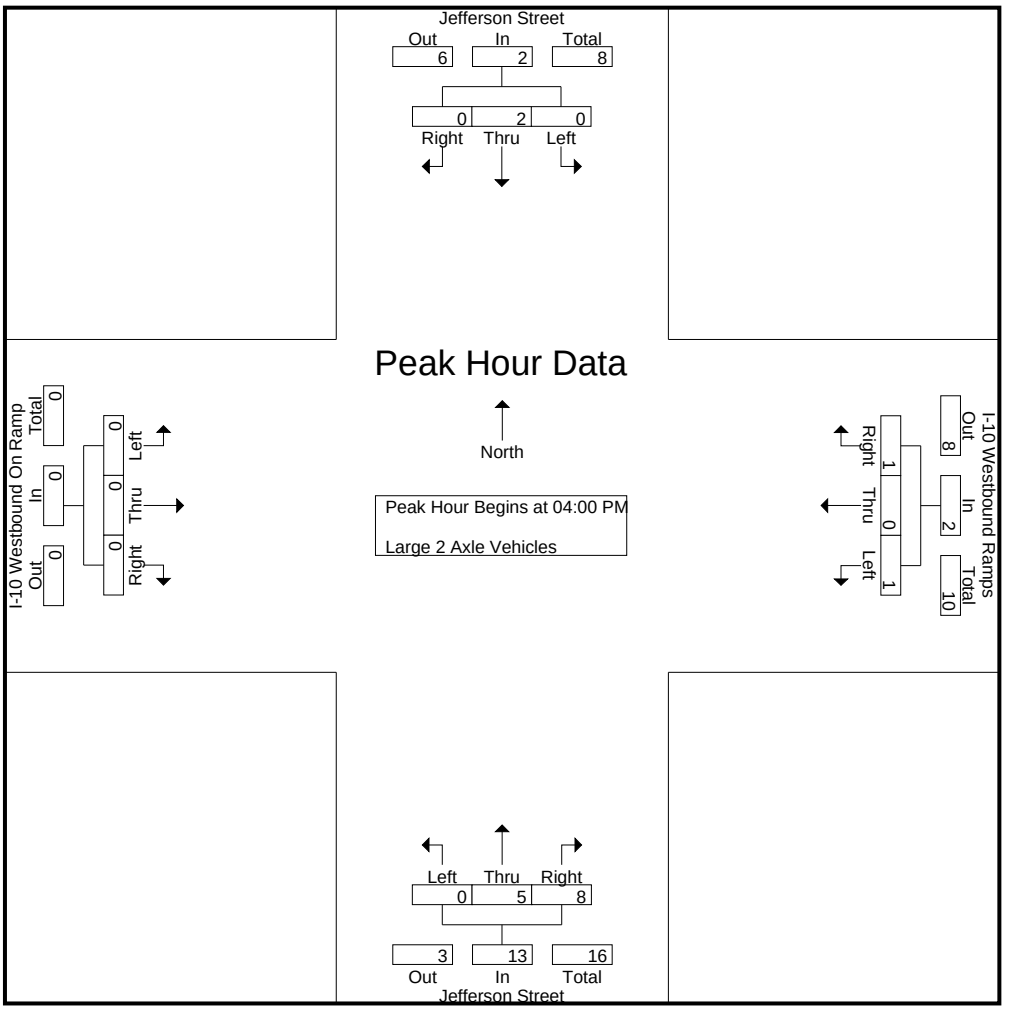
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	1	1	0	1	2	3	0	0	0	0	5
04:45 PM	0	1	0	1	1	0	0	1	0	3	2	5	0	0	0	0	7
Total	0	2	0	2	1	0	1	2	0	5	8	13	0	0	0	0	17
05:00 PM	0	1	2	3	0	0	0	0	0	1	2	3	0	0	0	0	6
05:15 PM	0	0	0	0	1	0	0	1	0	1	1	2	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
Total	0	2	2	4	1	0	0	1	0	2	6	8	0	0	0	0	13
Grand Total	0	4	2	6	2	0	1	3	0	7	14	21	0	0	0	0	30
Apprch %	0	66.7	33.3		66.7	0	33.3		0	33.3	66.7		0	0	0		
Total %	0	13.3	6.7	20	6.7	0	3.3	10	0	23.3	46.7	70	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	**3**	4	0	0	0	0	4
04:30 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	1	2	3	0	0	0	0	5
04:45 PM	0	1	0	1	**1**	0	0	1	0	**3**	2	**5**	0	0	0	0	**7**
Total Volume	0	2	0	2	1	0	1	2	0	5	8	13	0	0	0	0	17
% App. Total	0	100	0		50	0	50		0	38.5	61.5		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.250	.500	.000	.417	.667	.650	.000	.000	.000	.000	.607

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	**3**	4	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	1	2	3	0	0	0	0
+45 mins.	0	1	0	1	**1**	0	0	1	0	**3**	2	**5**	0	0	0	0
Total Volume	0	2	0	2	1	0	1	2	0	5	8	13	0	0	0	0
% App. Total	0	100	0		50	0	50		0	38.5	61.5		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.250	.500	.000	.417	.667	.650	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

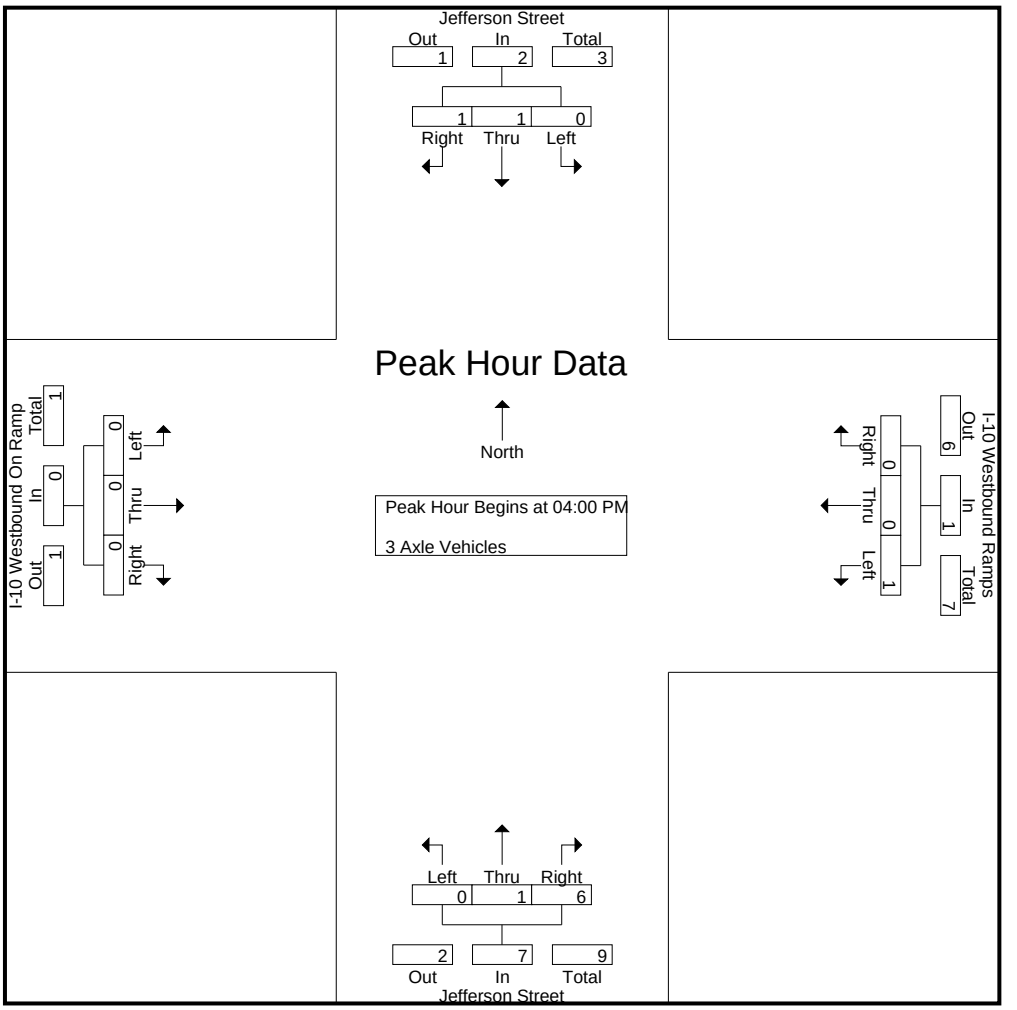
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
04:15 PM	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	1	0	0	1	0	1	6	7	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	1	2	3	0	0	0	0	4
Grand Total	0	1	1	2	1	0	1	2	0	2	8	10	0	0	0	0	14
Apprch %	0	50	50		50	0	50		0	20	80		0	0	0		
Total %	0	7.1	7.1	14.3	7.1	0	7.1	14.3	0	14.3	57.1	71.4	0	0	0	0	

	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	**2**	2	0	0	0	0	2
04:15 PM	0	**1**	**1**	**2**	0	0	0	0	0	0	2	2	0	0	0	0	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	2	**3**	0	0	0	0	3
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	1	0	0	1	0	1	6	7	0	0	0	0	10
% App. Total	0	50	50		100	0	0		0	14.3	85.7		0	0	0		
PHF	.000	.250	.250	.250	.250	.000	.000	.250	.000	.250	.750	.583	.000	.000	.000	.000	.625

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**2**	2	0	0	0	0
+15 mins.	0	**1**	**1**	**2**	0	0	0	0	0	0	2	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	2	**3**	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	1	1	2	1	0	0	1	0	1	6	7	0	0	0	0
% App. Total	0	50	50		100	0	0		0	14.3	85.7		0	0	0	
PHF	.000	.250	.250	.250	.250	.000	.000	.250	.000	.250	.750	.583	.000	.000	.000	.000

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

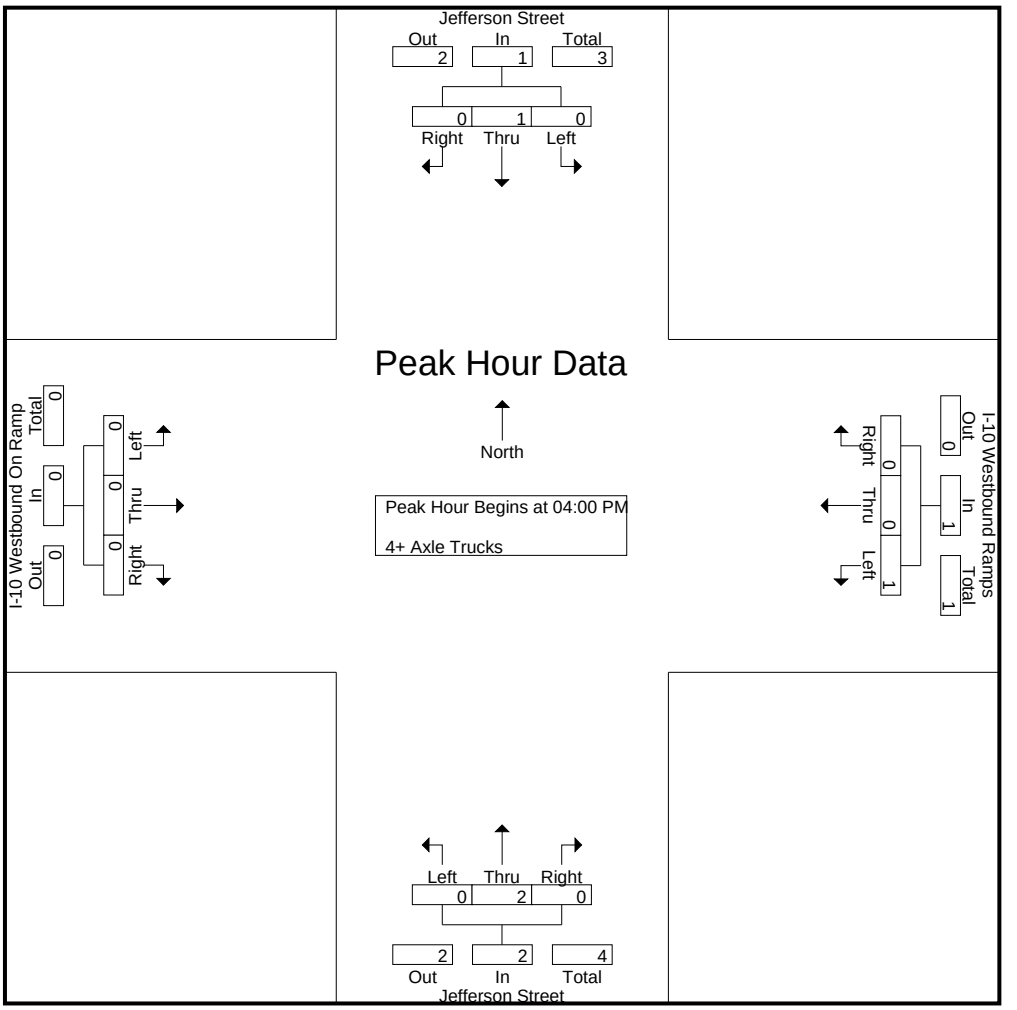
	Jefferson Street Southbound				I-10 Westbound Ramps Westbound				Jefferson Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	4	5	0	0	0	0	6
Grand Total	0	1	0	1	2	0	0	2	0	3	4	7	0	0	0	0	10
Apprch %	0	100	0		100	0	0		0	42.9	57.1		0	0	0		
Total %	0	10	0	10	20	0	0	20	0	30	40	70	0	0	0	0	

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

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

File Name : 02_IND_Jeff_10W PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

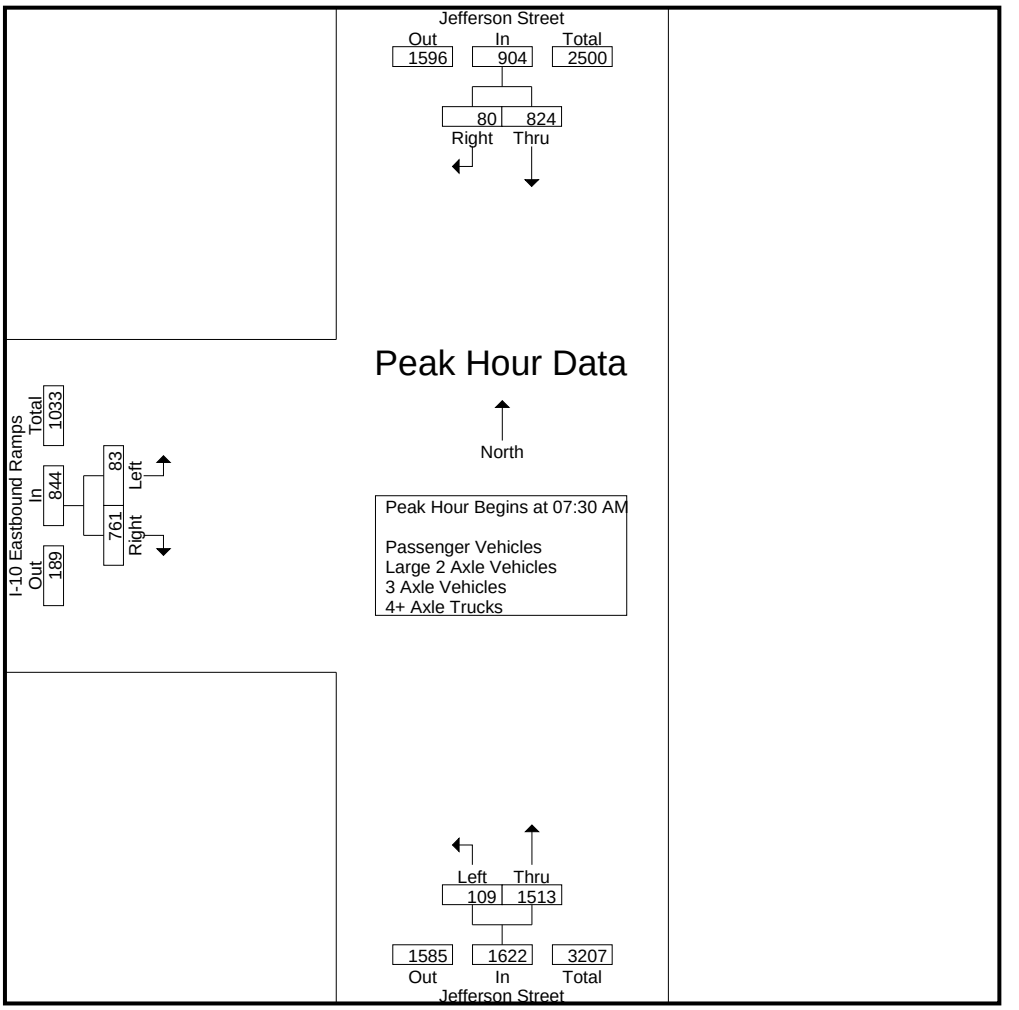
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	135	21	156	14	293	307	12	135	147	610
07:15 AM	180	19	199	23	297	320	9	177	186	705
07:30 AM	226	23	249	23	409	432	25	155	180	861
07:45 AM	217	27	244	27	385	412	21	221	242	898
Total	758	90	848	87	1384	1471	67	688	755	3074
08:00 AM	210	11	221	32	347	379	18	191	209	809
08:15 AM	171	19	190	27	372	399	19	194	213	802
08:30 AM	145	14	159	31	324	355	22	152	174	688
08:45 AM	156	20	176	15	343	358	27	130	157	691
Total	682	64	746	105	1386	1491	86	667	753	2990
Grand Total	1440	154	1594	192	2770	2962	153	1355	1508	6064
Apprch %	90.3	9.7		6.5	93.5		10.1	89.9		
Total %	23.7	2.5	26.3	3.2	45.7	48.8	2.5	22.3	24.9	
Passenger Vehicles	1415	143	1558	183	2713	2896	144	1294	1438	5892
% Passenger Vehicles	98.3	92.9	97.7	95.3	97.9	97.8	94.1	95.5	95.4	97.2
Large 2 Axle Vehicles	9	5	14	3	20	23	5	33	38	75
% Large 2 Axle Vehicles	0.6	3.2	0.9	1.6	0.7	0.8	3.3	2.4	2.5	1.2
3 Axle Vehicles	6	4	10	1	14	15	1	8	9	34
% 3 Axle Vehicles	0.4	2.6	0.6	0.5	0.5	0.5	0.7	0.6	0.6	0.6
4+ Axle Trucks	10	2	12	5	23	28	3	20	23	63
% 4+ Axle Trucks	0.7	1.3	0.8	2.6	0.8	0.9	2	1.5	1.5	1

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**226**	23	**249**	23	**409**	**432**	**25**	155	180	861
07:45 AM	217	**27**	244	27	385	412	21	**221**	**242**	**898**
08:00 AM	210	11	221	**32**	347	379	18	191	209	809
08:15 AM	171	19	190	27	372	399	19	194	213	802
Total Volume	824	80	904	109	1513	1622	83	761	844	3370
% App. Total	91.2	8.8		6.7	93.3		9.8	90.2		
PHF	.912	.741	.908	.852	.925	.939	.830	.861	.872	.938

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	180	19	199	23	**409**	**432**	**25**	155	180
+15 mins.	**226**	23	**249**	27	385	412	21	**221**	**242**
+30 mins.	217	**27**	244	**32**	347	379	18	191	209
+45 mins.	210	11	221	27	372	399	19	194	213
Total Volume	833	80	913	109	1513	1622	83	761	844
% App. Total	91.2	8.8		6.7	93.3		9.8	90.2	
PHF	.921	.741	.917	.852	.925	.939	.830	.861	.872

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles

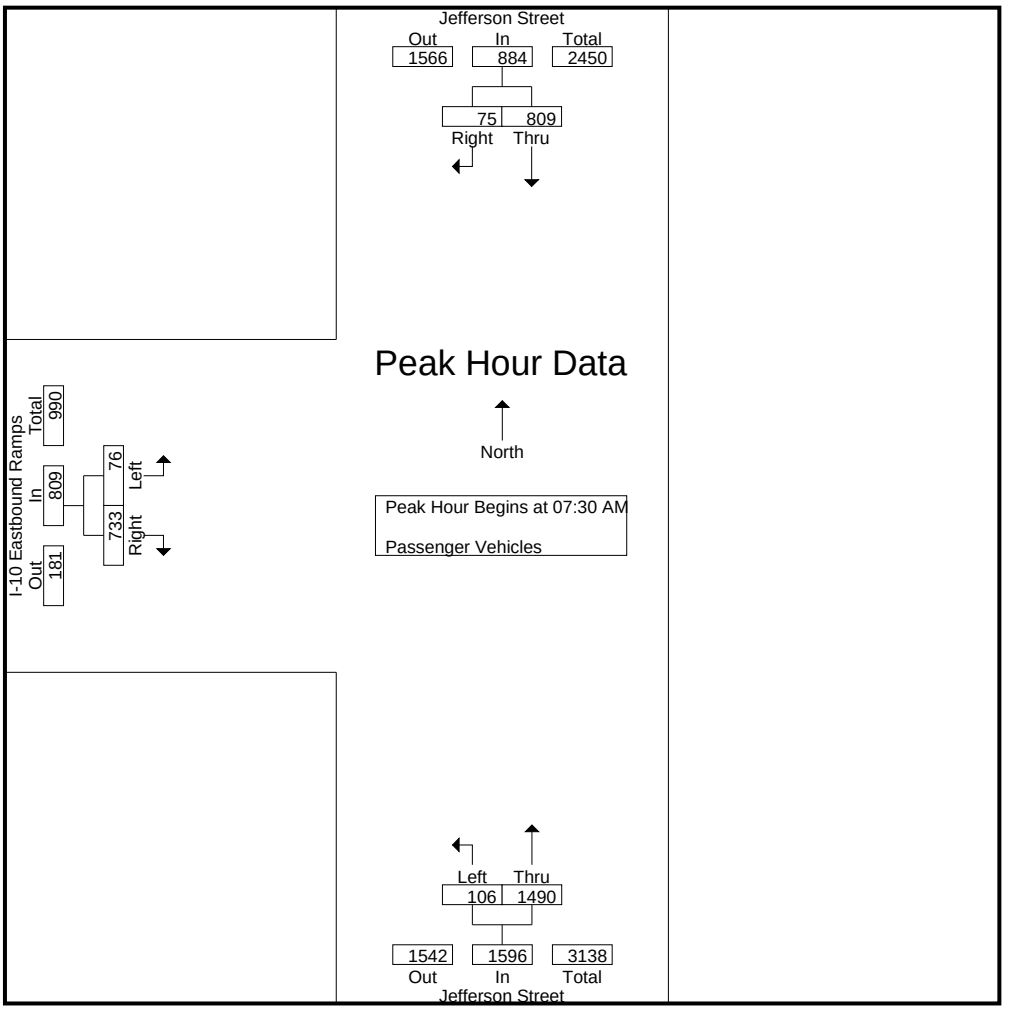
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	128	18	146	13	283	296	12	124	136	578
07:15 AM	177	19	196	23	286	309	9	166	175	680
07:30 AM	222	21	243	23	402	425	21	151	172	840
07:45 AM	211	27	238	26	379	405	20	212	232	875
Total	738	85	823	85	1350	1435	62	653	715	2973
08:00 AM	206	10	216	31	344	375	16	180	196	787
08:15 AM	170	17	187	26	365	391	19	190	209	787
08:30 AM	145	12	157	26	320	346	21	146	167	670
08:45 AM	156	19	175	15	334	349	26	125	151	675
Total	677	58	735	98	1363	1461	82	641	723	2919
Grand Total	1415	143	1558	183	2713	2896	144	1294	1438	5892
Apprch %	90.8	9.2		6.3	93.7		10	90		
Total %	24	2.4	26.4	3.1	46	49.2	2.4	22	24.4	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**222**	21	**243**	23	**402**	**425**	**21**	151	172	840
07:45 AM	211	**27**	238	26	379	405	20	**212**	**232**	**875**
08:00 AM	206	10	216	**31**	344	375	16	180	196	787
08:15 AM	170	17	187	26	365	391	19	190	209	787
Total Volume	809	75	884	106	1490	1596	76	733	809	3289
% App. Total	91.5	8.5		6.6	93.4		9.4	90.6		
PHF	.911	.694	.909	.855	.927	.939	.905	.864	.872	.940

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**222**	21	**243**	23	**402**	**425**	**21**	151	172
+15 mins.	211	**27**	238	26	379	405	20	**212**	**232**
+30 mins.	206	10	216	**31**	344	375	16	180	196
+45 mins.	170	17	187	26	365	391	19	190	209
Total Volume	809	75	884	106	1490	1596	76	733	809
% App. Total	91.5	8.5		6.6	93.4		9.4	90.6	
PHF	.911	.694	.909	.855	.927	.939	.905	.864	.872

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

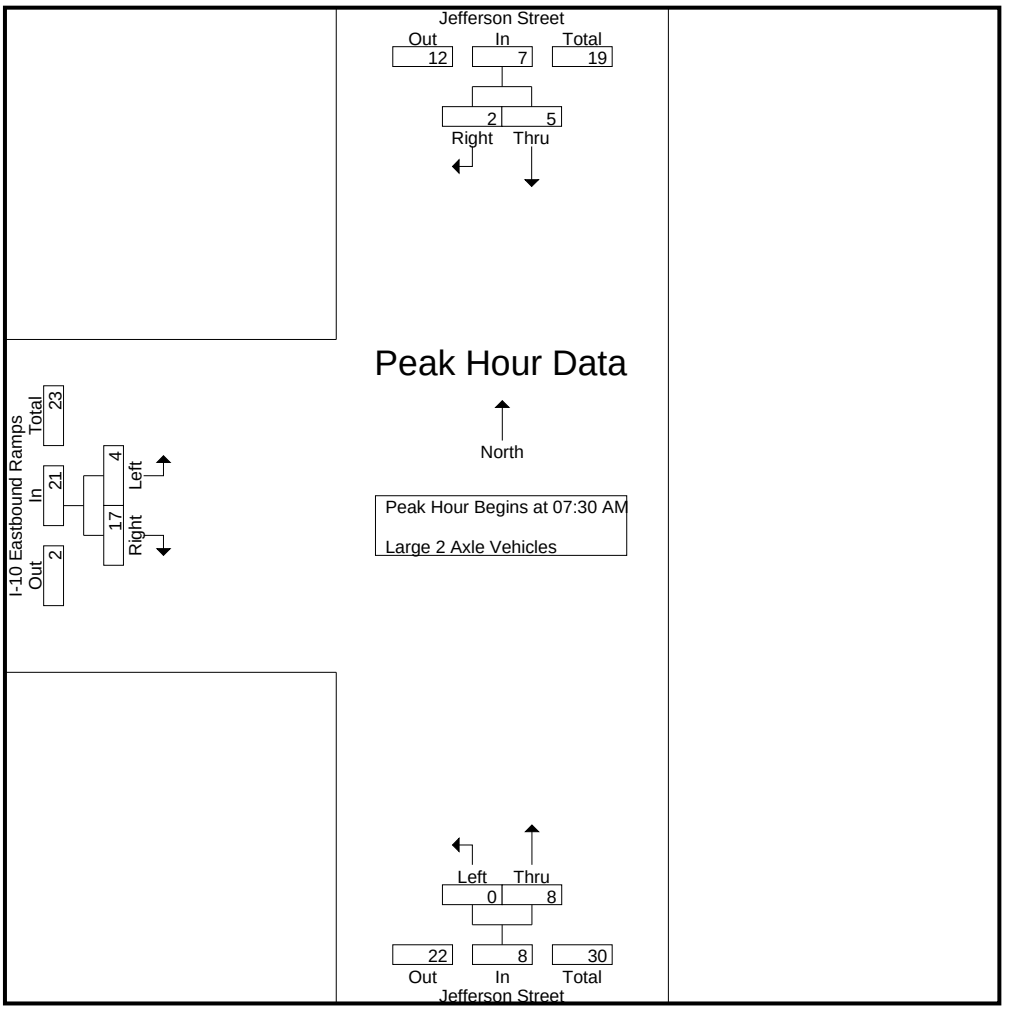
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	1	2	1	3	4	0	6	6	12
07:15 AM	3	0	3	0	4	4	0	7	7	14
07:30 AM	0	1	1	0	1	1	3	3	6	8
07:45 AM	3	0	3	0	3	3	1	4	5	11
Total	7	2	9	1	11	12	4	20	24	45
08:00 AM	2	0	2	0	2	2	0	6	6	10
08:15 AM	0	1	1	0	2	2	0	4	4	7
08:30 AM	0	2	2	2	2	4	1	1	2	8
08:45 AM	0	0	0	0	3	3	0	2	2	5
Total	2	3	5	2	9	11	1	13	14	30
Grand Total	9	5	14	3	20	23	5	33	38	75
Apprch %	64.3	35.7		13	87		13.2	86.8		
Total %	12	6.7	18.7	4	26.7	30.7	6.7	44	50.7	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	1	0	1	1	**3**	3	**6**	8
07:45 AM	**3**	0	**3**	0	**3**	**3**	1	4	5	**11**
08:00 AM	2	0	2	0	2	2	0	**6**	6	10
08:15 AM	0	1	1	0	2	2	0	4	4	7
Total Volume	5	2	7	0	8	8	4	17	21	36
% App. Total	71.4	28.6		0	100		19	81		
PHF	.417	.500	.583	.000	.667	.667	.333	.708	.875	.818

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	1	0	1	1	**3**	3	**6**
+15 mins.	**3**	0	**3**	0	**3**	**3**	1	4	5
+30 mins.	2	0	2	0	2	2	0	**6**	6
+45 mins.	0	1	1	0	2	2	0	4	4
Total Volume	5	2	7	0	8	8	4	17	21
% App. Total	71.4	28.6		0	100		19	81	
PHF	.417	.500	.583	.000	.667	.667	.333	.708	.875

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

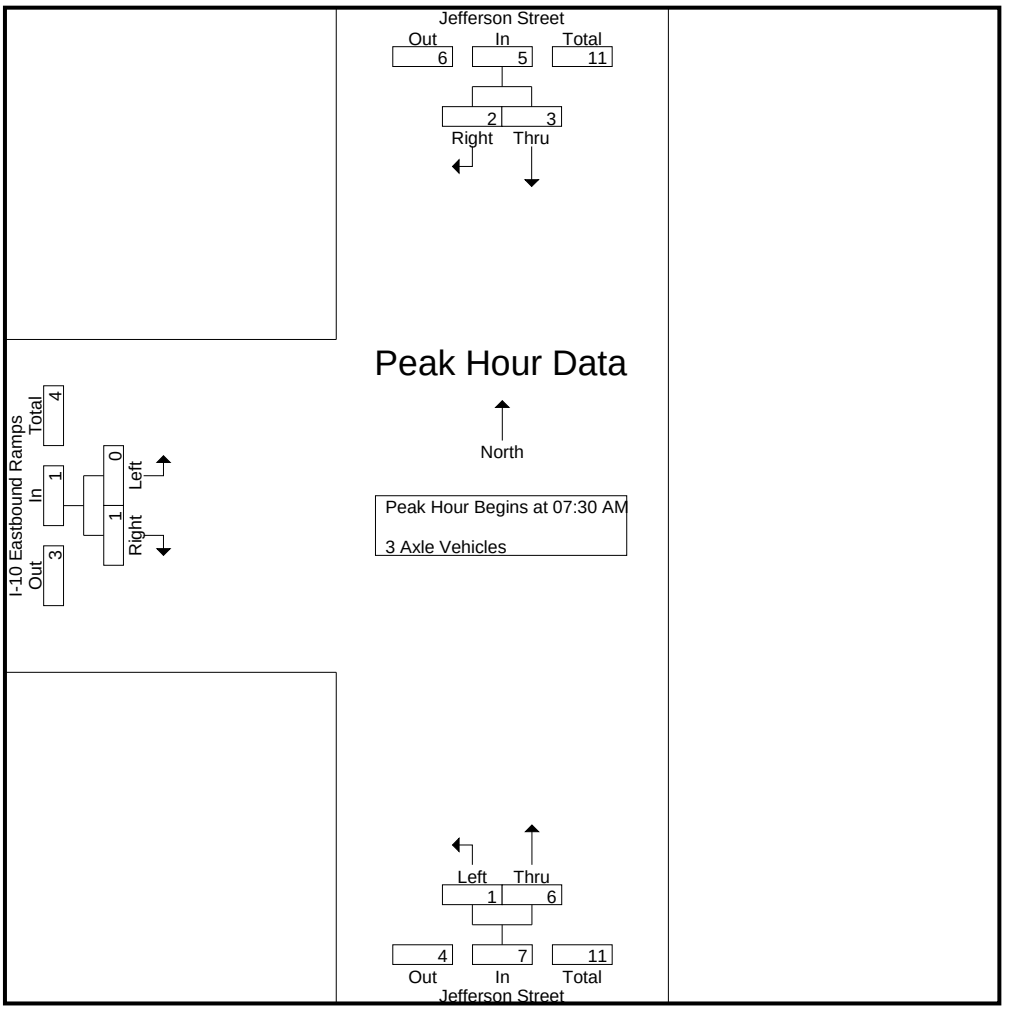
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	1	4	0	3	3	0	4	4	11
07:15 AM	0	0	0	0	4	4	0	1	1	5
07:30 AM	1	0	1	0	3	3	0	0	0	4
07:45 AM	1	0	1	0	0	0	0	1	1	2
Total	5	1	6	0	10	10	0	6	6	22
08:00 AM	0	1	1	1	1	2	0	0	0	3
08:15 AM	1	1	2	0	2	2	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	1	1	0	1	1	1	1	2	4
Total	1	3	4	1	4	5	1	2	3	12
Grand Total	6	4	10	1	14	15	1	8	9	34
Apprch %	60	40		6.7	93.3		11.1	88.9		
Total %	17.6	11.8	29.4	2.9	41.2	44.1	2.9	23.5	26.5	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	1	0	**3**	**3**	0	0	0	**4**
07:45 AM	1	0	1	0	0	0	0	**1**	**1**	2
08:00 AM	0	**1**	1	**1**	1	2	0	0	0	3
08:15 AM	1	1	**2**	0	2	2	0	0	0	4
Total Volume	3	2	5	1	6	7	0	1	1	13
% App. Total	60	40		14.3	85.7		0	100		
PHF	.750	.500	.625	.250	.500	.583	.000	.250	.250	.813

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**1**	0	1	0	**3**	**3**	0	0	0
+15 mins.	1	0	1	0	0	0	0	**1**	**1**
+30 mins.	0	**1**	1	**1**	1	2	0	0	0
+45 mins.	1	1	**2**	0	2	2	0	0	0
Total Volume	3	2	5	1	6	7	0	1	1
% App. Total	60	40		14.3	85.7		0	100	
PHF	.750	.500	.625	.250	.500	.583	.000	.250	.250

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
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Groups Printed- 4+ Axle Trucks

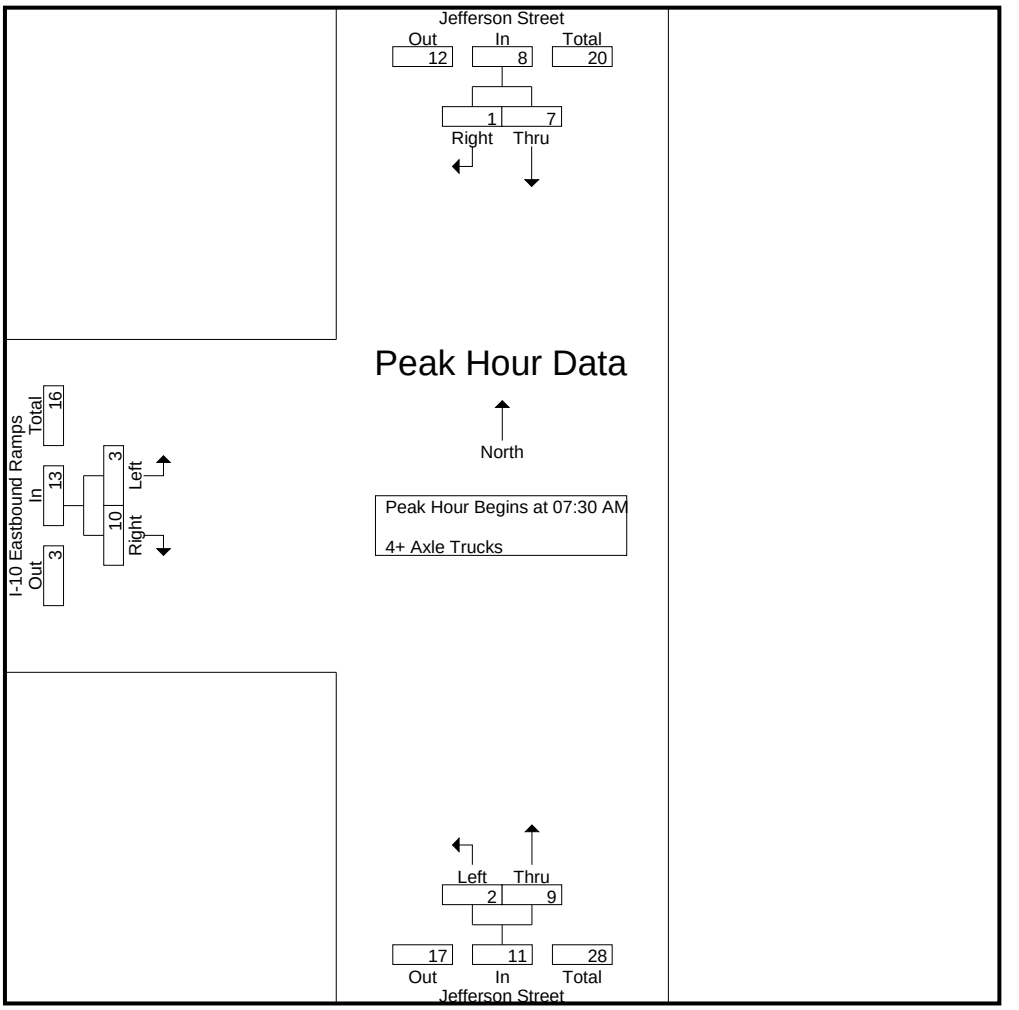
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	3	1	4	0	4	4	0	1	1	9
07:15 AM	0	0	0	0	3	3	0	3	3	6
07:30 AM	3	1	4	0	3	3	1	1	2	9
07:45 AM	2	0	2	1	3	4	0	4	4	10
Total	8	2	10	1	13	14	1	9	10	34
08:00 AM	2	0	2	0	0	0	2	5	7	9
08:15 AM	0	0	0	1	3	4	0	0	0	4
08:30 AM	0	0	0	3	2	5	0	4	4	9
08:45 AM	0	0	0	0	5	5	0	2	2	7
Total	2	0	2	4	10	14	2	11	13	29
Grand Total	10	2	12	5	23	28	3	20	23	63
Apprch %	83.3	16.7		17.9	82.1		13	87		
Total %	15.9	3.2	19	7.9	36.5	44.4	4.8	31.7	36.5	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**3**	**1**	**4**	0	**3**	3	1	1	2	9
07:45 AM	2	0	2	**1**	3	**4**	0	4	4	**10**
08:00 AM	2	0	2	0	0	0	**2**	**5**	**7**	9
08:15 AM	0	0	0	1	3	4	0	0	0	4
Total Volume	7	1	8	2	9	11	3	10	13	32
% App. Total	87.5	12.5		18.2	81.8		23.1	76.9		
PHF	.583	.250	.500	.500	.750	.688	.375	.500	.464	.800

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

File Name : 03_IND_Jeff_10E AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**3**	**1**	**4**	0	**3**	3	1	1	2
+15 mins.	2	0	2	**1**	3	**4**	0	4	4
+30 mins.	2	0	2	0	0	0	**2**	**5**	**7**
+45 mins.	0	0	0	1	3	4	0	0	0
Total Volume	7	1	8	2	9	11	3	10	13
% App. Total	87.5	12.5		18.2	81.8		23.1	76.9	
PHF	.583	.250	.500	.500	.750	.688	.375	.500	.464

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

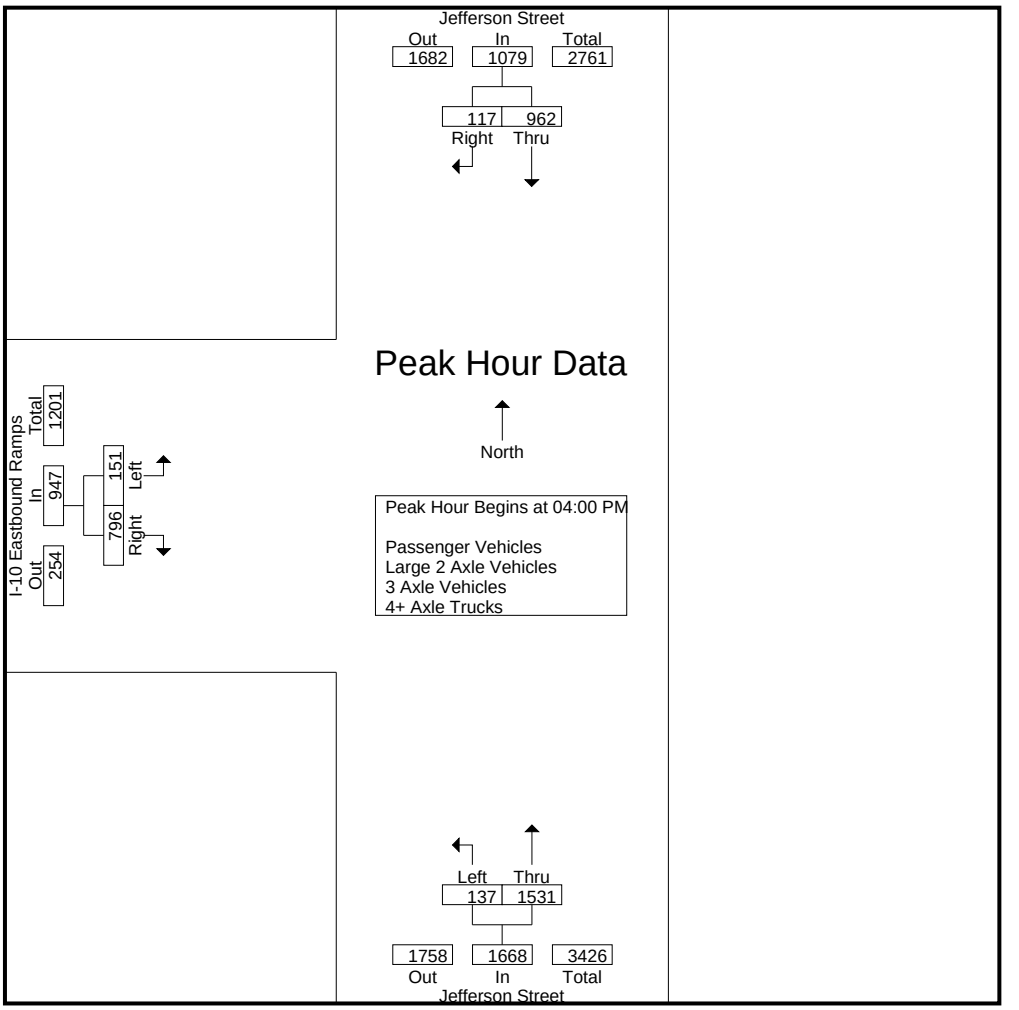
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	286	45	331	40	426	466	45	217	262	1059
04:15 PM	246	27	273	36	404	440	40	187	227	940
04:30 PM	210	25	235	28	346	374	29	177	206	815
04:45 PM	220	20	240	33	355	388	37	215	252	880
Total	962	117	1079	137	1531	1668	151	796	947	3694
05:00 PM	194	32	226	36	363	399	46	237	283	908
05:15 PM	234	26	260	38	379	417	34	240	274	951
05:30 PM	200	22	222	28	302	330	33	220	253	805
05:45 PM	166	27	193	24	303	327	43	198	241	761
Total	794	107	901	126	1347	1473	156	895	1051	3425
Grand Total	1756	224	1980	263	2878	3141	307	1691	1998	7119
Apprch %	88.7	11.3		8.4	91.6		15.4	84.6		
Total %	24.7	3.1	27.8	3.7	40.4	44.1	4.3	23.8	28.1	
Passenger Vehicles	1747	221	1968	261	2853	3114	303	1682	1985	7067
% Passenger Vehicles	99.5	98.7	99.4	99.2	99.1	99.1	98.7	99.5	99.3	99.3
Large 2 Axle Vehicles	7	0	7	1	19	20	2	5	7	34
% Large 2 Axle Vehicles	0.4	0	0.4	0.4	0.7	0.6	0.7	0.3	0.4	0.5
3 Axle Vehicles	0	2	2	0	1	1	0	0	0	3
% 3 Axle Vehicles	0	0.9	0.1	0	0	0	0	0	0	0
4+ Axle Trucks	2	1	3	1	5	6	2	4	6	15
% 4+ Axle Trucks	0.1	0.4	0.2	0.4	0.2	0.2	0.7	0.2	0.3	0.2

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**286**	**45**	**331**	**40**	**426**	**466**	**45**	**217**	**262**	**1059**
04:15 PM	246	27	273	36	404	440	40	187	227	940
04:30 PM	210	25	235	28	346	374	29	177	206	815
04:45 PM	220	20	240	33	355	388	37	215	252	880
Total Volume	962	117	1079	137	1531	1668	151	796	947	3694
% App. Total	89.2	10.8		8.2	91.8		15.9	84.1		
PHF	.841	.650	.815	.856	.898	.895	.839	.917	.904	.872

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:45 PM		
+0 mins.	**286**	**45**	**331**	**40**	**426**	**466**	37	215	252
+15 mins.	246	27	273	36	404	440	**46**	237	**283**
+30 mins.	210	25	235	28	346	374	34	**240**	274
+45 mins.	220	20	240	33	355	388	33	220	253
Total Volume	962	117	1079	137	1531	1668	150	912	1062
% App. Total	89.2	10.8		8.2	91.8		14.1	85.9	
PHF	.841	.650	.815	.856	.898	.895	.815	.950	.938

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles

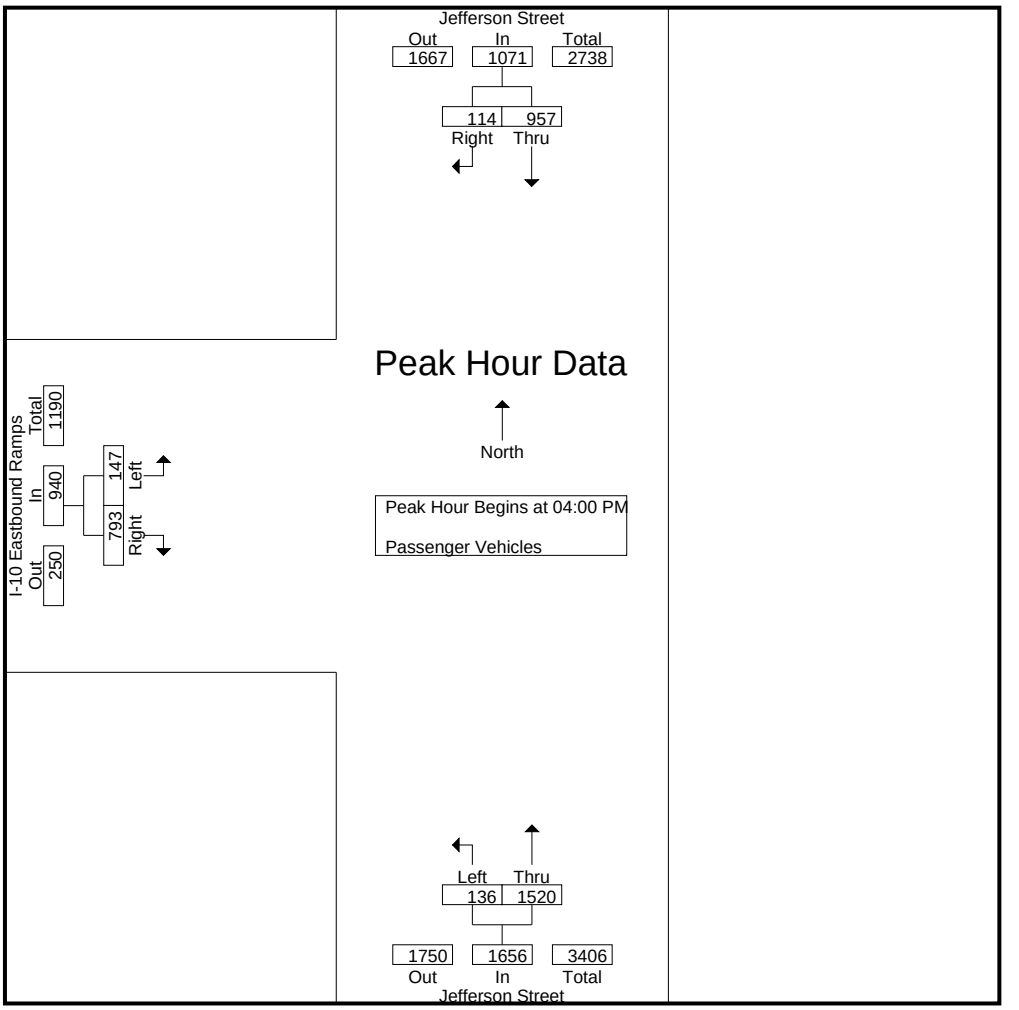
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	285	45	330	40	425	465	44	217	261	1056
04:15 PM	245	25	270	35	400	435	40	187	227	932
04:30 PM	209	25	234	28	343	371	28	176	204	809
04:45 PM	218	19	237	33	352	385	35	213	248	870
Total	957	114	1071	136	1520	1656	147	793	940	3667
05:00 PM	193	32	225	36	359	395	46	236	282	902
05:15 PM	234	26	260	38	374	412	34	239	273	945
05:30 PM	198	22	220	27	299	326	33	217	250	796
05:45 PM	165	27	192	24	301	325	43	197	240	757
Total	790	107	897	125	1333	1458	156	889	1045	3400
Grand Total	1747	221	1968	261	2853	3114	303	1682	1985	7067
Apprch %	88.8	11.2		8.4	91.6		15.3	84.7		
Total %	24.7	3.1	27.8	3.7	40.4	44.1	4.3	23.8	28.1	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**285**	**45**	**330**	**40**	**425**	**465**	**44**	**217**	**261**	**1056**
04:15 PM	245	25	270	35	400	435	40	187	227	932
04:30 PM	209	25	234	28	343	371	28	176	204	809
04:45 PM	218	19	237	33	352	385	35	213	248	870
Total Volume	957	114	1071	136	1520	1656	147	793	940	3667
% App. Total	89.4	10.6		8.2	91.8		15.6	84.4		
PHF	.839	.633	.811	.850	.894	.890	.835	.914	.900	.868

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**285**	**45**	**330**	**40**	**425**	**465**	**44**	**217**	**261**
+15 mins.	245	25	270	35	400	435	40	187	227
+30 mins.	209	25	234	28	343	371	28	176	204
+45 mins.	218	19	237	33	352	385	35	213	248
Total Volume	957	114	1071	136	1520	1656	147	793	940
% App. Total	89.4	10.6		8.2	91.8		15.6	84.4	
PHF	.839	.633	.811	.850	.894	.890	.835	.914	.900

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Large 2 Axle Vehicles

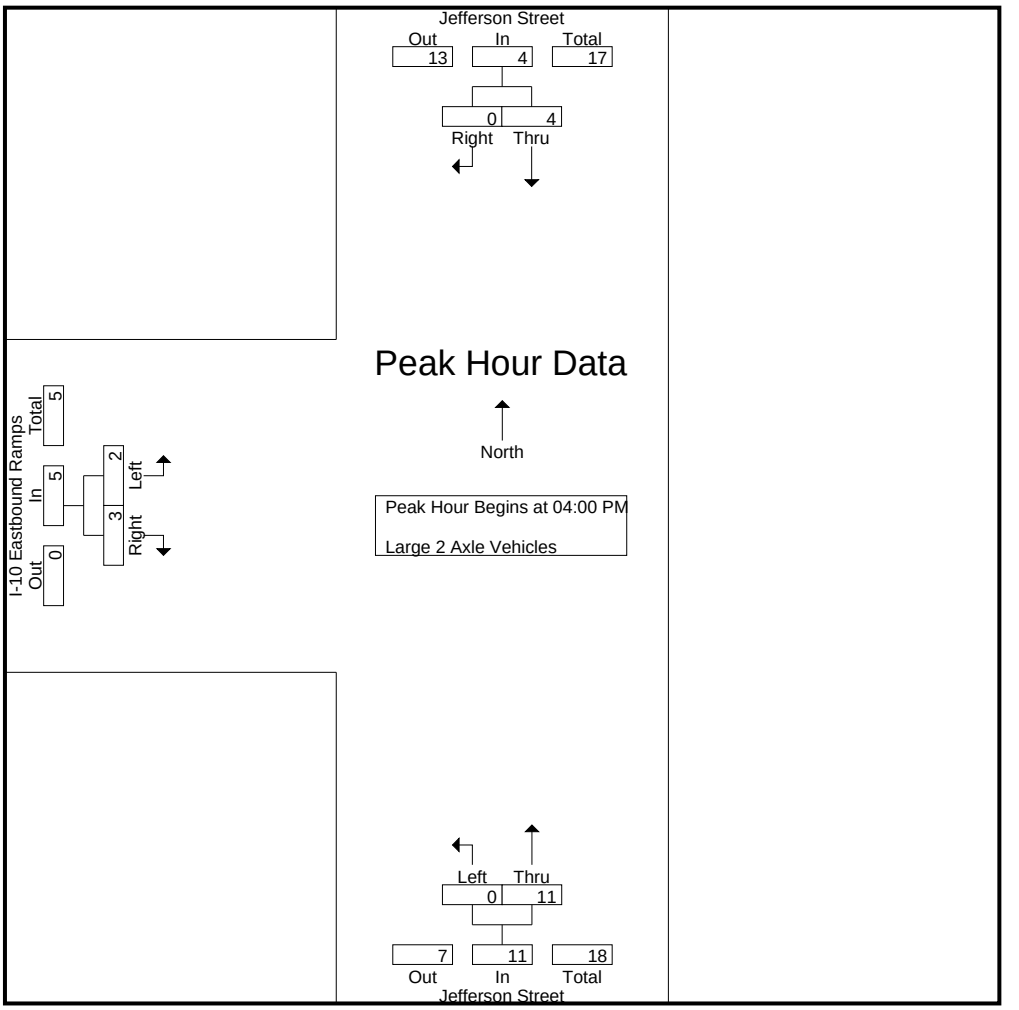
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	4	4	0	0	0	4
04:30 PM	1	0	1	0	3	3	0	1	1	5
04:45 PM	2	0	2	0	3	3	2	2	4	9
Total	4	0	4	0	11	11	2	3	5	20
05:00 PM	1	0	1	0	3	3	0	1	1	5
05:15 PM	0	0	0	0	2	2	0	0	0	2
05:30 PM	1	0	1	1	1	2	0	0	0	3
05:45 PM	1	0	1	0	2	2	0	1	1	4
Total	3	0	3	1	8	9	0	2	2	14
Grand Total	7	0	7	1	19	20	2	5	7	34
Apprch %	100	0		5	95		28.6	71.4		
Total %	20.6	0	20.6	2.9	55.9	58.8	5.9	14.7	20.6	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	**4**	**4**	0	0	0	4
04:30 PM	1	0	1	0	3	3	0	1	1	5
04:45 PM	**2**	0	**2**	0	3	3	**2**	**2**	**4**	**9**
Total Volume	4	0	4	0	11	11	2	3	5	20
% App. Total	100	0		0	100		40	60		
PHF	.500	.000	.500	.000	.688	.688	.250	.375	.313	.556

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	0	0	0	0	**4**	**4**	0	0	0
+30 mins.	1	0	1	0	3	3	0	1	1
+45 mins.	**2**	0	**2**	0	3	3	**2**	**2**	**4**
Total Volume	4	0	4	0	11	11	2	3	5
% App. Total	100	0		0	100		40	60	
PHF	.500	.000	.500	.000	.688	.688	.250	.375	.313

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- 3 Axle Vehicles

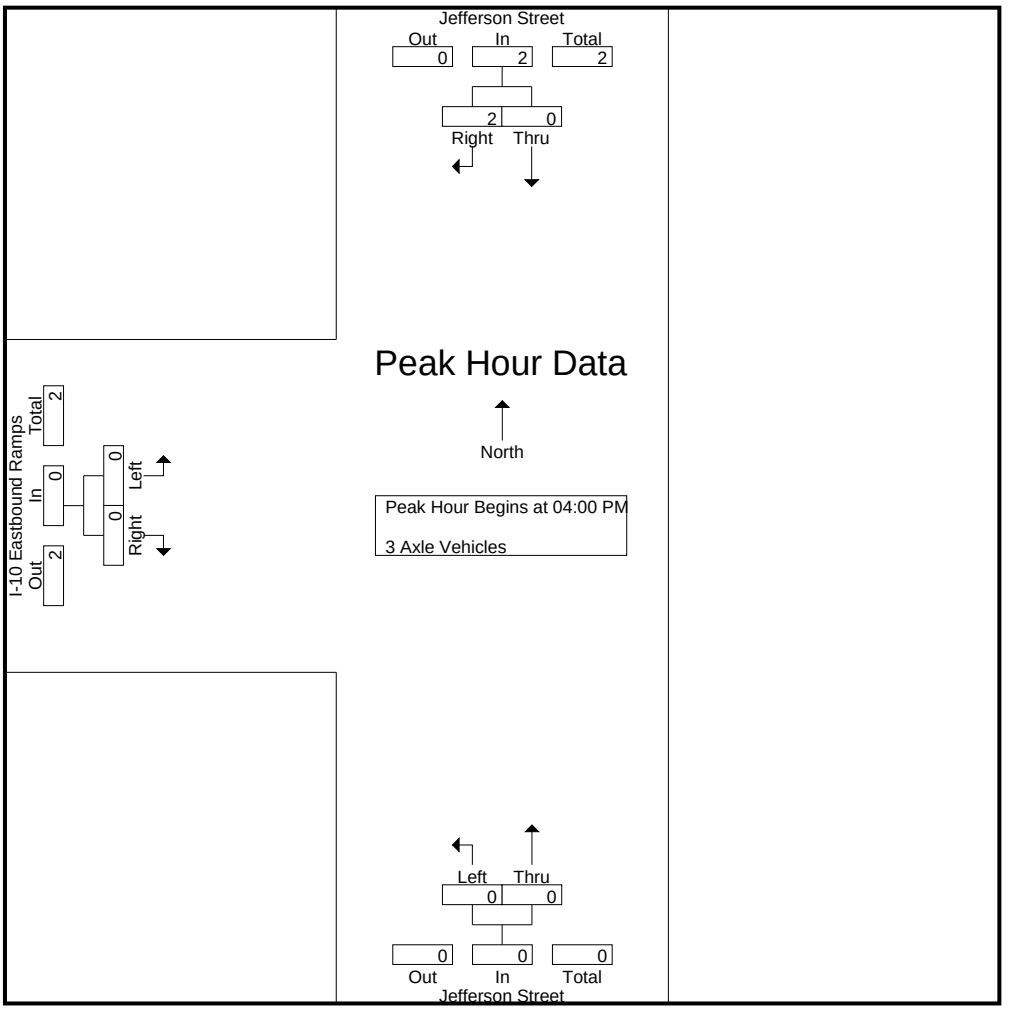
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	1
Grand Total	0	2	2	0	1	1	0	0	0	3
Apprch %	0	100		0	100		0	0		
Total %	0	66.7	66.7	0	33.3	33.3	0	0	0	

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

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- 4+ Axle Trucks

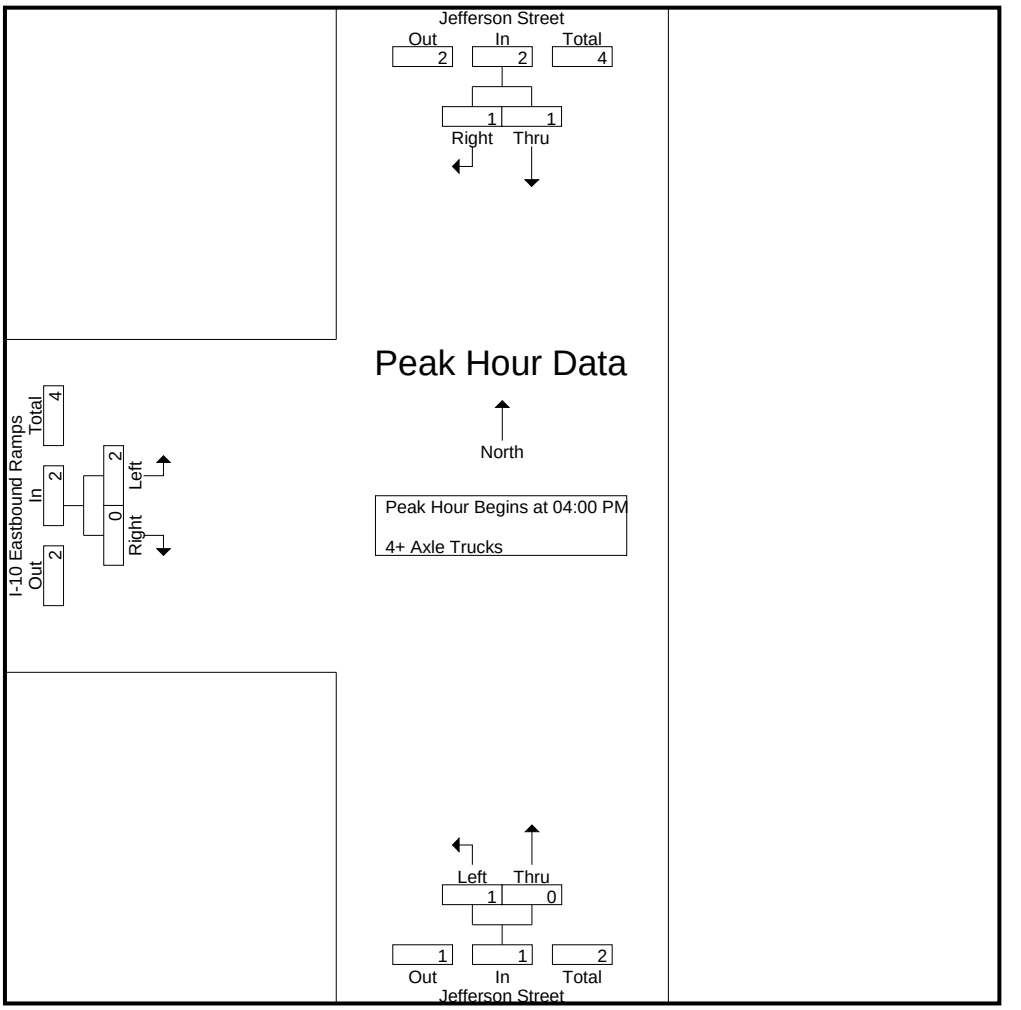
	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	1	1	2	1	0	1	0	0	0	3
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	0	1	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	3	3	0	1	1	4
05:30 PM	1	0	1	0	2	2	0	3	3	6
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	5	5	0	4	4	10
Grand Total	2	1	3	1	5	6	2	4	6	15
Apprch %	66.7	33.3		16.7	83.3		33.3	66.7		
Total %	13.3	6.7	20	6.7	33.3	40	13.3	26.7	40	

	Jefferson Street Southbound			Jefferson Street Northbound			I-10 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:15 PM	**1**	**1**	**2**	**1**	0	**1**	0	0	0	**3**
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	1	0	1	2	0	2	5
% App. Total	50	50		100	0		100	0		
PHF	.250	.250	.250	.250	.000	.250	.500	.000	.500	.417

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

File Name : 03_IND_Jeff_10E PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Jefferson Street
E/W: Jefferson Street/Indio Boulevard
Weather: Clear

File Name : 04_IND_Jeff_Indio AM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

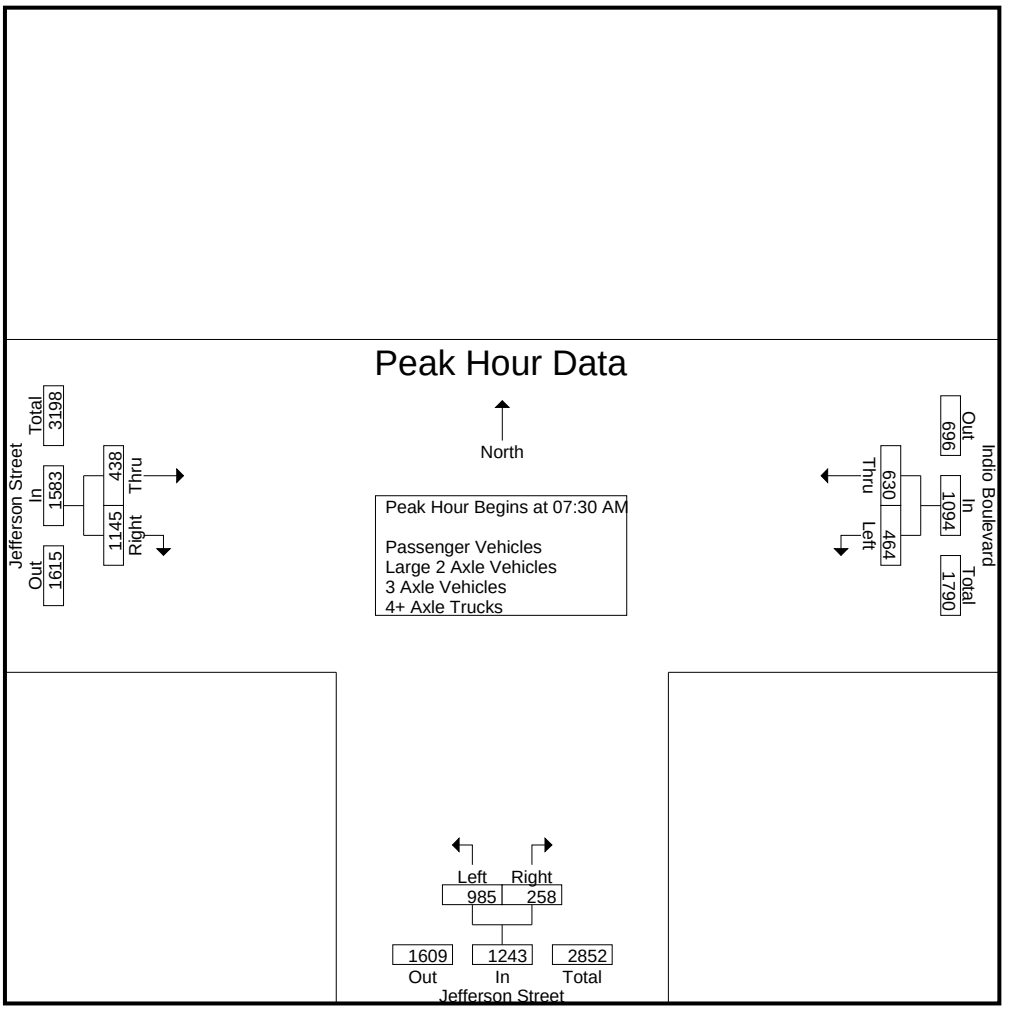
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	95	138	233	170	35	205	70	201	271	709
07:15 AM	132	123	255	207	37	244	97	245	342	841
07:30 AM	132	181	313	247	79	326	80	306	386	1025
07:45 AM	123	166	289	236	81	317	141	290	431	1037
Total	482	608	1090	860	232	1092	388	1042	1430	3612
08:00 AM	108	152	260	231	48	279	111	299	410	949
08:15 AM	101	131	232	271	50	321	106	250	356	909
08:30 AM	80	108	188	241	50	291	90	213	303	782
08:45 AM	93	146	239	213	57	270	100	191	291	800
Total	382	537	919	956	205	1161	407	953	1360	3440
Grand Total	864	1145	2009	1816	437	2253	795	1995	2790	7052
Apprch %	43	57		80.6	19.4		28.5	71.5		
Total %	12.3	16.2	28.5	25.8	6.2	31.9	11.3	28.3	39.6	
Passenger Vehicles	858	1132	1990	1761	429	2190	778	1932	2710	6890
% Passenger Vehicles	99.3	98.9	99.1	97	98.2	97.2	97.9	96.8	97.1	97.7
Large 2 Axle Vehicles	4	5	9	17	6	23	6	33	39	71
% Large 2 Axle Vehicles	0.5	0.4	0.4	0.9	1.4	1	0.8	1.7	1.4	1
3 Axle Vehicles	2	5	7	11	0	11	3	9	12	30
% 3 Axle Vehicles	0.2	0.4	0.3	0.6	0	0.5	0.4	0.5	0.4	0.4
4+ Axle Trucks	0	3	3	27	2	29	8	21	29	61
% 4+ Axle Trucks	0	0.3	0.1	1.5	0.5	1.3	1	1.1	1	0.9

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**132**	**181**	**313**	247	79	**326**	80	**306**	386	1025
07:45 AM	123	166	289	236	**81**	317	**141**	290	**431**	**1037**
08:00 AM	108	152	260	231	48	279	111	299	410	949
08:15 AM	101	131	232	**271**	50	321	106	250	356	909
Total Volume	464	630	1094	985	258	1243	438	1145	1583	3920
% App. Total	42.4	57.6		79.2	20.8		27.7	72.3		
PHF	.879	.870	.874	.909	.796	.953	.777	.935	.918	.945

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City of Indio
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Weather: Clear

File Name : 04_IND_Jeff_Indio AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:30 AM			07:30 AM		
+0 mins.	**132**	123	255	247	79	**326**	80	**306**	386
+15 mins.	132	**181**	**313**	236	**81**	317	**141**	290	**431**
+30 mins.	123	166	289	231	48	279	111	299	410
+45 mins.	108	152	260	**271**	50	321	106	250	356
Total Volume	495	622	1117	985	258	1243	438	1145	1583
% App. Total	44.3	55.7		79.2	20.8		27.7	72.3	
PHF	.938	.859	.892	.909	.796	.953	.777	.935	.918

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City of Indio
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E/W: Jefferson Street/Indio Boulevard
Weather: Clear

File Name : 04_IND_Jeff_Indio AM
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Groups Printed- Passenger Vehicles

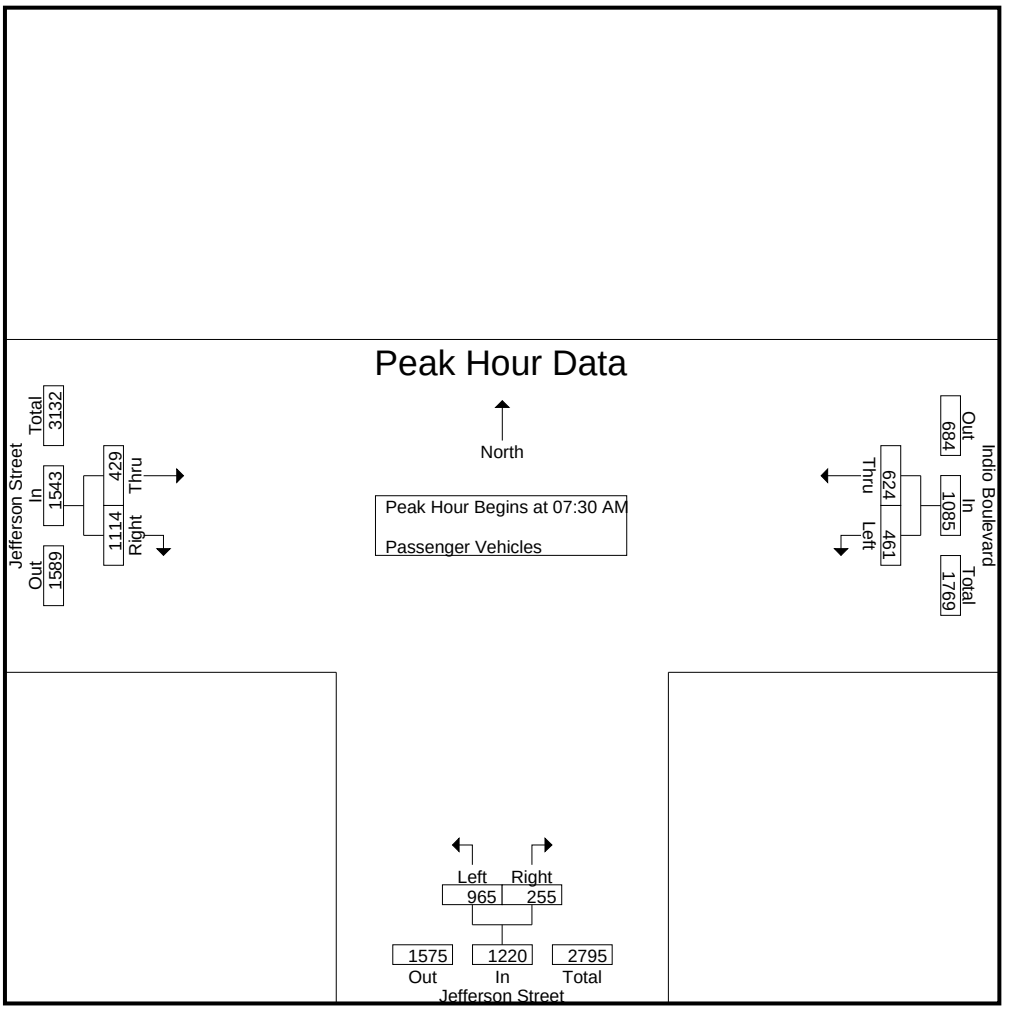
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	95	135	230	162	34	196	68	188	256	682
07:15 AM	131	122	253	196	35	231	95	233	328	812
07:30 AM	132	178	310	244	79	323	80	298	378	1011
07:45 AM	121	165	286	230	80	310	138	280	418	1014
Total	479	600	1079	832	228	1060	381	999	1380	3519
08:00 AM	107	151	258	228	46	274	107	291	398	930
08:15 AM	101	130	231	263	50	313	104	245	349	893
08:30 AM	79	107	186	233	49	282	88	210	298	766
08:45 AM	92	144	236	205	56	261	98	187	285	782
Total	379	532	911	929	201	1130	397	933	1330	3371
Grand Total	858	1132	1990	1761	429	2190	778	1932	2710	6890
Apprch %	43.1	56.9		80.4	19.6		28.7	71.3		
Total %	12.5	16.4	28.9	25.6	6.2	31.8	11.3	28	39.3	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**132**	**178**	**310**	244	79	**323**	80	**298**	378	1011
07:45 AM	121	165	286	230	**80**	310	**138**	280	**418**	**1014**
08:00 AM	107	151	258	228	46	274	107	291	398	930
08:15 AM	101	130	231	**263**	50	313	104	245	349	893
Total Volume	461	624	1085	965	255	1220	429	1114	1543	3848
% App. Total	42.5	57.5		79.1	20.9		27.8	72.2		
PHF	.873	.876	.875	.917	.797	.944	.777	.935	.923	.949

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	**132**	**178**	**310**	244	79	**323**	80	**298**	378
+15 mins.	121	165	286	230	**80**	310	**138**	280	**418**
+30 mins.	107	151	258	228	46	274	107	291	398
+45 mins.	101	130	231	**263**	50	313	104	245	349
Total Volume	461	624	1085	965	255	1220	429	1114	1543
% App. Total	42.5	57.5		79.1	20.9		27.8	72.2	
PHF	.873	.876	.875	.917	.797	.944	.777	.935	.923

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City of Indio
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E/W: Jefferson Street/Indio Boulevard
Weather: Clear

File Name : 04_IND_Jeff_Indio AM
Site Code : 05723278
Start Date : 3/30/2023

Groups Printed- Large 2 Axle Vehicles

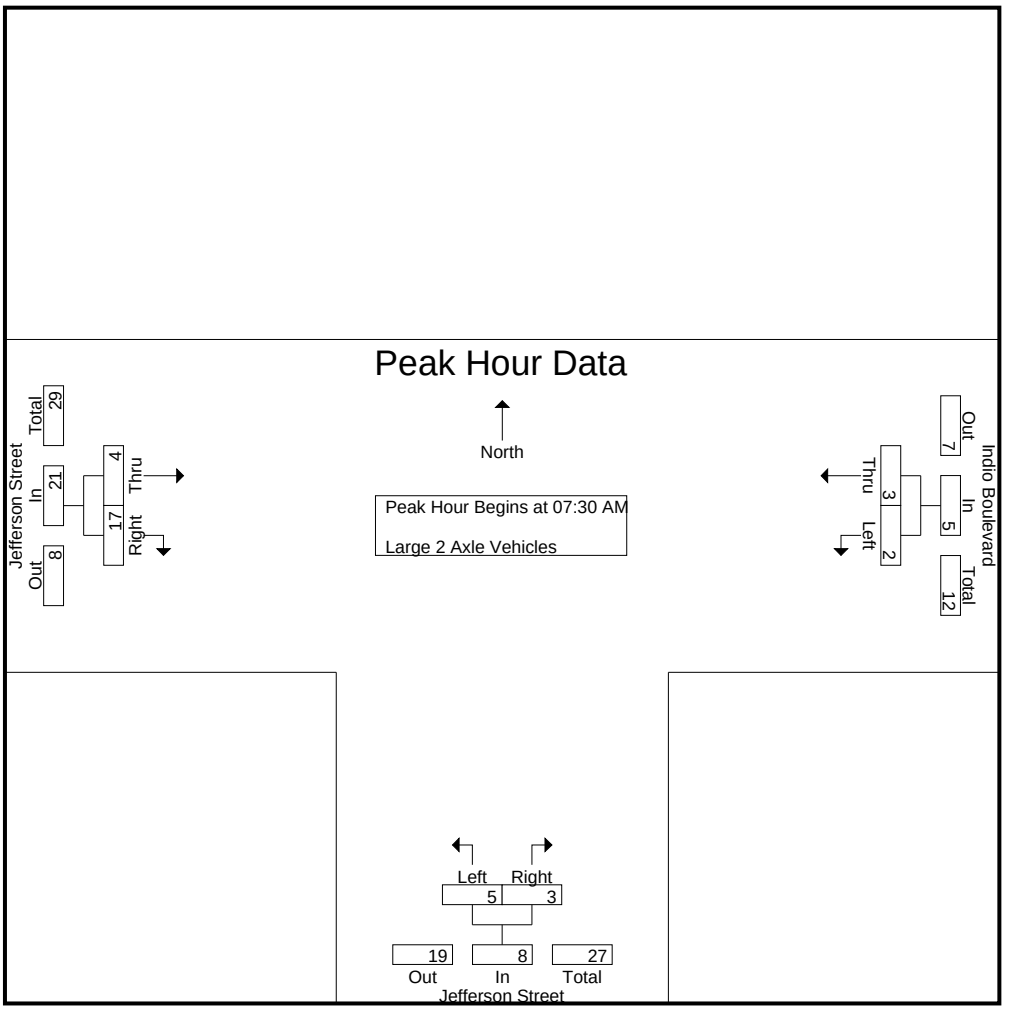
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	4	1	5	0	6	6	11
07:15 AM	1	1	2	2	2	4	1	8	9	15
07:30 AM	0	1	1	0	0	0	0	3	3	4
07:45 AM	2	1	3	2	1	3	1	6	7	13
Total	3	3	6	8	4	12	2	23	25	43
08:00 AM	0	1	1	1	2	3	2	4	6	10
08:15 AM	0	0	0	2	0	2	1	4	5	7
08:30 AM	1	0	1	3	0	3	0	0	0	4
08:45 AM	0	1	1	3	0	3	1	2	3	7
Total	1	2	3	9	2	11	4	10	14	28
Grand Total	4	5	9	17	6	23	6	33	39	71
Apprch %	44.4	55.6		73.9	26.1		15.4	84.6		
Total %	5.6	7	12.7	23.9	8.5	32.4	8.5	46.5	54.9	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	1	0	0	0	0	3	3	4
07:45 AM	**2**	1	**3**	**2**	1	**3**	1	**6**	**7**	**13**
08:00 AM	0	1	1	1	**2**	3	**2**	4	6	10
08:15 AM	0	0	0	2	0	2	1	4	5	7
Total Volume	2	3	5	5	3	8	4	17	21	34
% App. Total	40	60		62.5	37.5		19	81		
PHF	.250	.750	.417	.625	.375	.667	.500	.708	.750	.654

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**1**	1	0	0	0	0	3	3
+15 mins.	**2**	1	**3**	**2**	1	**3**	1	**6**	**7**
+30 mins.	0	1	1	1	**2**	3	**2**	4	6
+45 mins.	0	0	0	2	0	2	1	4	5
Total Volume	2	3	5	5	3	8	4	17	21
% App. Total	40	60		62.5	37.5		19	81	
PHF	.250	.750	.417	.625	.375	.667	.500	.708	.750

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File Name : 04_IND_Jeff_Indio AM
Site Code : 05723278
Start Date : 3/30/2023

Groups Printed- 3 Axle Vehicles

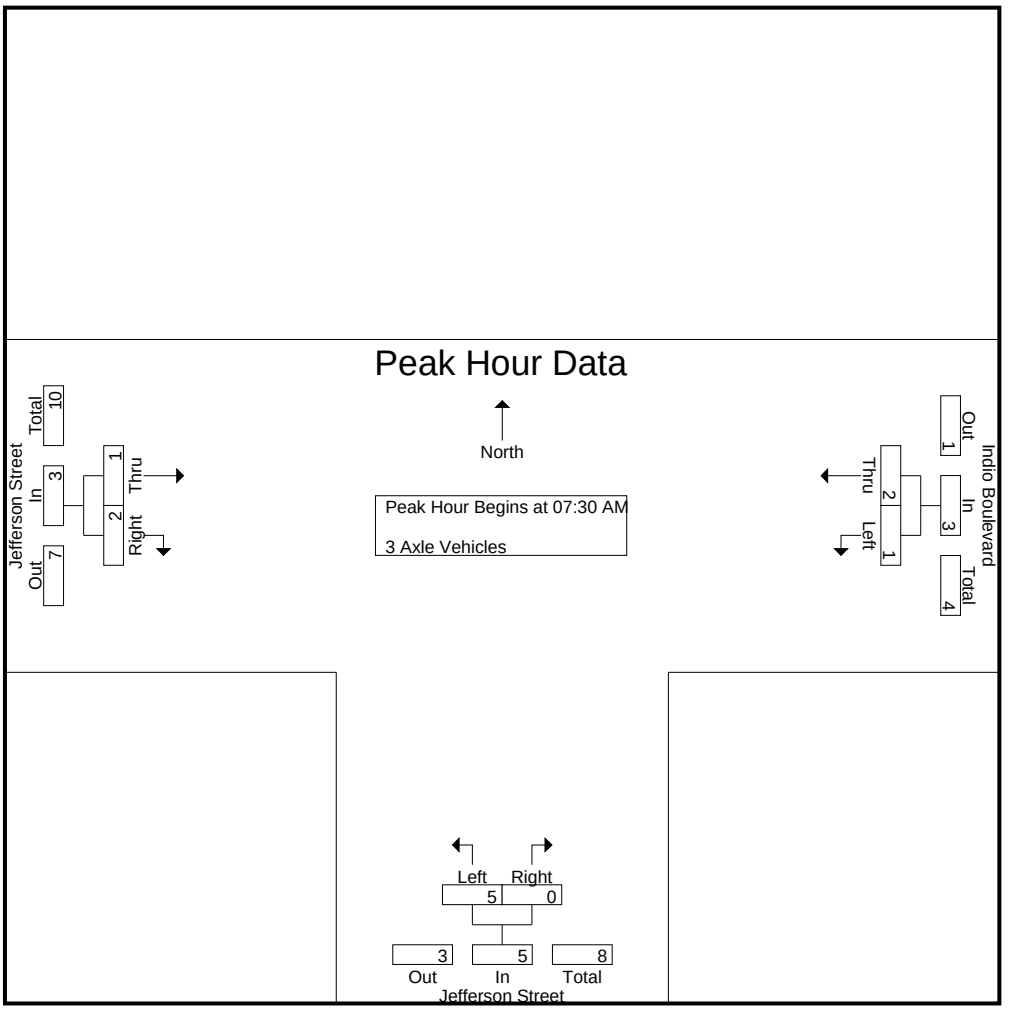
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	1	0	1	1	5	6	10
07:15 AM	0	0	0	4	0	4	1	0	1	5
07:30 AM	0	2	2	1	0	1	0	1	1	4
07:45 AM	0	0	0	0	0	0	1	1	2	2
Total	0	5	5	6	0	6	3	7	10	21
08:00 AM	1	0	1	2	0	2	0	0	0	3
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	1	0	1	1	0	1	0	1	1	3
Total	2	0	2	5	0	5	0	2	2	9
Grand Total	2	5	7	11	0	11	3	9	12	30
Apprch %	28.6	71.4		100	0		25	75		
Total %	6.7	16.7	23.3	36.7	0	36.7	10	30	40	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**2**	**2**	1	0	1	0	**1**	1	**4**
07:45 AM	0	0	0	0	0	0	**1**	1	**2**	2
08:00 AM	**1**	0	1	**2**	0	**2**	0	0	0	3
08:15 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	1	2	3	5	0	5	1	2	3	11
% App. Total	33.3	66.7		100	0		33.3	66.7		
PHF	.250	.250	.375	.625	.000	.625	.250	.500	.375	.688

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	**2**	**2**	1	0	1	0	**1**	1
+15 mins.	0	0	0	0	0	0	**1**	1	**2**
+30 mins.	**1**	0	1	**2**	0	**2**	0	0	0
+45 mins.	0	0	0	2	0	2	0	0	0
Total Volume	1	2	3	5	0	5	1	2	3
% App. Total	33.3	66.7		100	0		33.3	66.7	
PHF	.250	.250	.375	.625	.000	.625	.250	.500	.375

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City of Indio
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File Name : 04_IND_Jeff_Indio AM
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Groups Printed- 4+ Axle Trucks

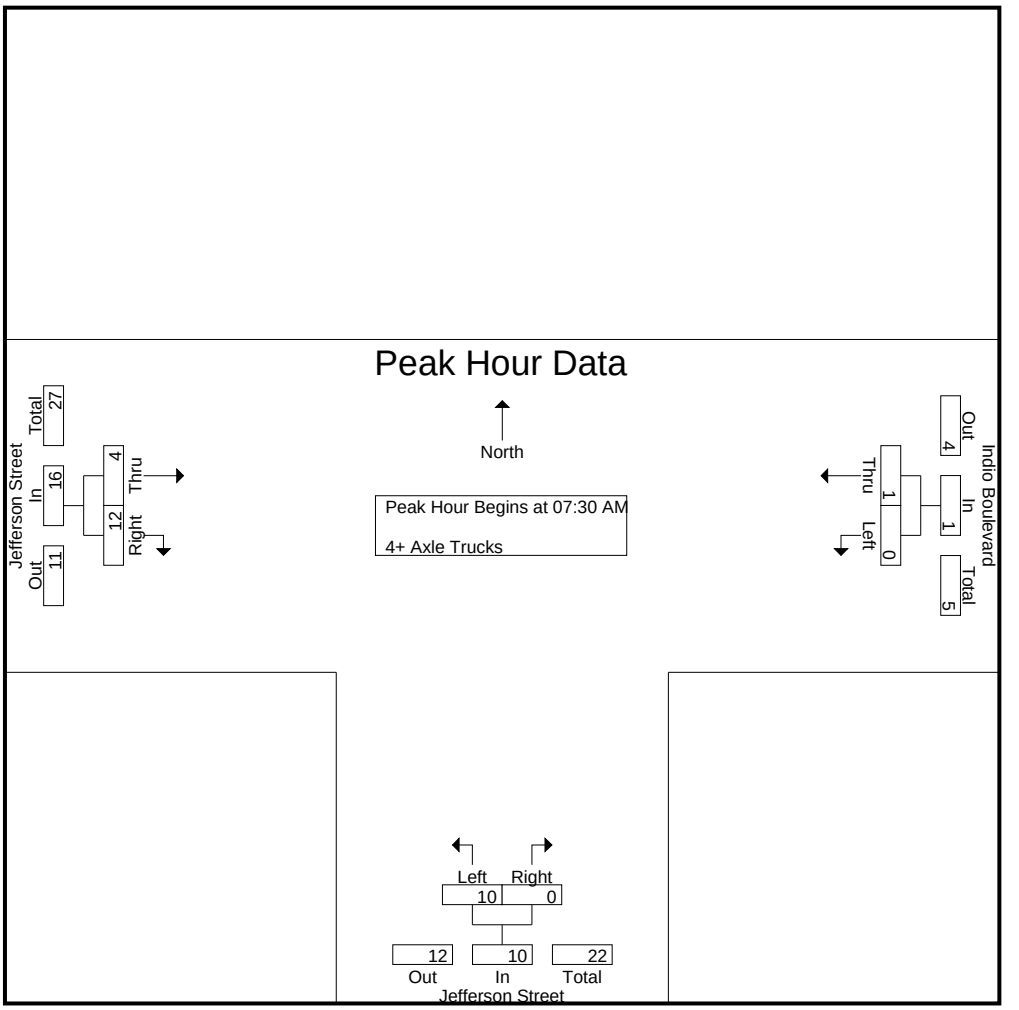
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	1	2	3	6
07:15 AM	0	0	0	5	0	5	0	4	4	9
07:30 AM	0	0	0	2	0	2	0	4	4	6
07:45 AM	0	0	0	4	0	4	1	3	4	8
Total	0	0	0	14	0	14	2	13	15	29
08:00 AM	0	0	0	0	0	0	2	4	6	6
08:15 AM	0	1	1	4	0	4	1	1	2	7
08:30 AM	0	1	1	5	1	6	2	2	4	11
08:45 AM	0	1	1	4	1	5	1	1	2	8
Total	0	3	3	13	2	15	6	8	14	32
Grand Total	0	3	3	27	2	29	8	21	29	61
Apprch %	0	100		93.1	6.9		27.6	72.4		
Total %	0	4.9	4.9	44.3	3.3	47.5	13.1	34.4	47.5	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	2	0	2	0	**4**	4	6
07:45 AM	0	0	0	**4**	0	**4**	1	3	4	**8**
08:00 AM	0	0	0	0	0	0	**2**	4	**6**	6
08:15 AM	0	**1**	**1**	4	0	4	1	1	2	7
Total Volume	0	1	1	10	0	10	4	12	16	27
% App. Total	0	100		100	0		25	75		
PHF	.000	.250	.250	.625	.000	.625	.500	.750	.667	.844

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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	2	0	2	0	**4**	4
+15 mins.	0	0	0	**4**	0	**4**	1	3	4
+30 mins.	0	0	0	0	0	0	**2**	4	**6**
+45 mins.	0	**1**	**1**	4	0	4	1	1	2
Total Volume	0	1	1	10	0	10	4	12	16
% App. Total	0	100		100	0		25	75	
PHF	.000	.250	.250	.625	.000	.625	.500	.750	.667

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

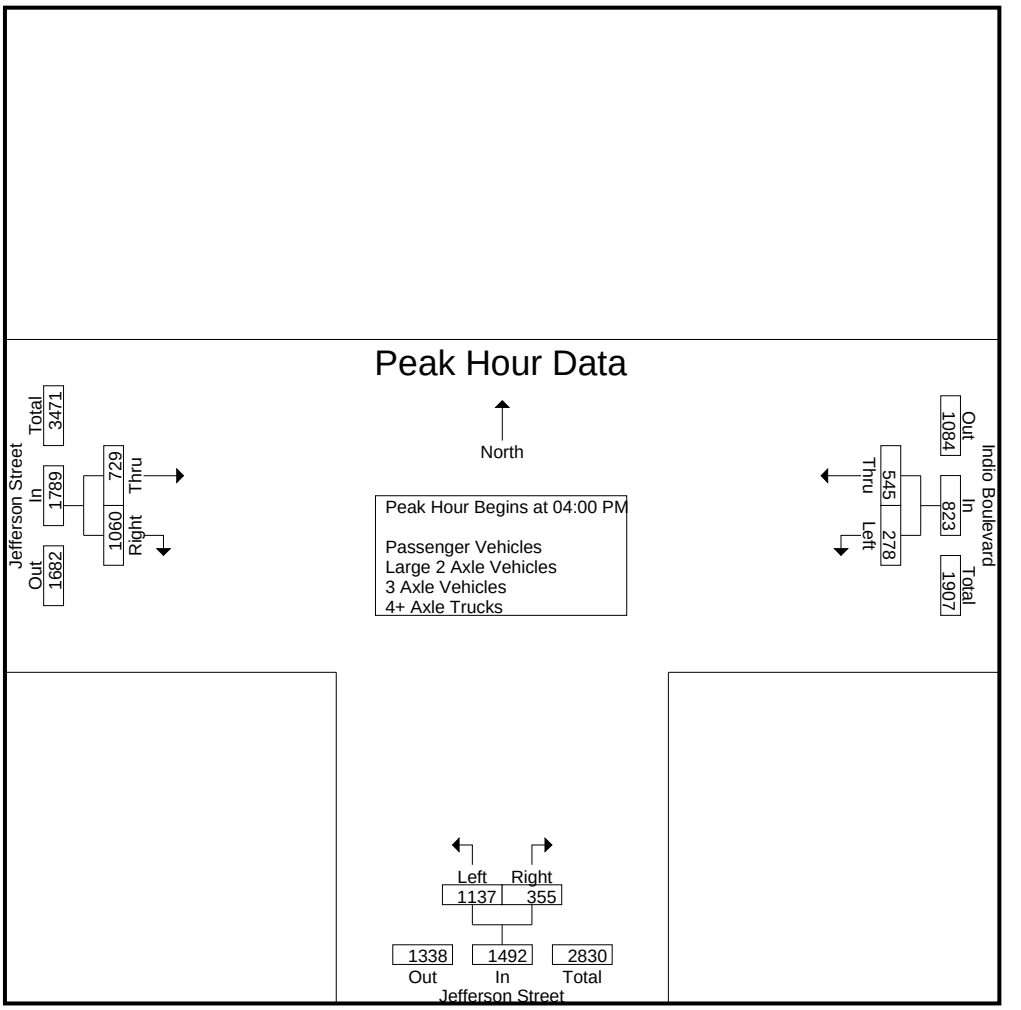
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	67	170	237	312	97	409	232	288	520	1166
04:15 PM	80	138	218	305	92	397	168	268	436	1051
04:30 PM	64	116	180	262	71	333	149	234	383	896
04:45 PM	67	121	188	258	95	353	180	270	450	991
Total	278	545	823	1137	355	1492	729	1060	1789	4104
05:00 PM	76	143	219	275	87	362	161	258	419	1000
05:15 PM	70	133	203	269	89	358	198	276	474	1035
05:30 PM	54	108	162	228	84	312	156	273	429	903
05:45 PM	58	123	181	203	64	267	130	235	365	813
Total	258	507	765	975	324	1299	645	1042	1687	3751
Grand Total	536	1052	1588	2112	679	2791	1374	2102	3476	7855
Apprch %	33.8	66.2		75.7	24.3		39.5	60.5		
Total %	6.8	13.4	20.2	26.9	8.6	35.5	17.5	26.8	44.3	
Passenger Vehicles	535	1043	1578	2085	674	2759	1366	2087	3453	7790
% Passenger Vehicles	99.8	99.1	99.4	98.7	99.3	98.9	99.4	99.3	99.3	99.2
Large 2 Axle Vehicles	1	6	7	16	3	19	4	8	12	38
% Large 2 Axle Vehicles	0.2	0.6	0.4	0.8	0.4	0.7	0.3	0.4	0.3	0.5
3 Axle Vehicles	0	0	0	8	0	8	1	4	5	13
% 3 Axle Vehicles	0	0	0	0.4	0	0.3	0.1	0.2	0.1	0.2
4+ Axle Trucks	0	3	3	3	2	5	3	3	6	14
% 4+ Axle Trucks	0	0.3	0.2	0.1	0.3	0.2	0.2	0.1	0.2	0.2

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	67	**170**	**237**	**312**	**97**	**409**	**232**	**288**	**520**	**1166**
04:15 PM	**80**	138	218	305	92	397	168	268	436	1051
04:30 PM	64	116	180	262	71	333	149	234	383	896
04:45 PM	67	121	188	258	95	353	180	270	450	991
Total Volume	278	545	823	1137	355	1492	729	1060	1789	4104
% App. Total	33.8	66.2		76.2	23.8		40.7	59.3		
PHF	.869	.801	.868	.911	.915	.912	.786	.920	.860	.880

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City of Indio
N/S: Jefferson Street
E/W: Jefferson Street/Indio Boulevard
Weather: Clear

File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	67	**170**	**237**	**312**	**97**	**409**	**232**	**288**	**520**
+15 mins.	**80**	138	218	305	92	397	168	268	436
+30 mins.	64	116	180	262	71	333	149	234	383
+45 mins.	67	121	188	258	95	353	180	270	450
Total Volume	278	545	823	1137	355	1492	729	1060	1789
% App. Total	33.8	66.2		76.2	23.8		40.7	59.3	
PHF	.869	.801	.868	.911	.915	.912	.786	.920	.860

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City of Indio
N/S: Jefferson Street
E/W: Jefferson Street/Indio Boulevard
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File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

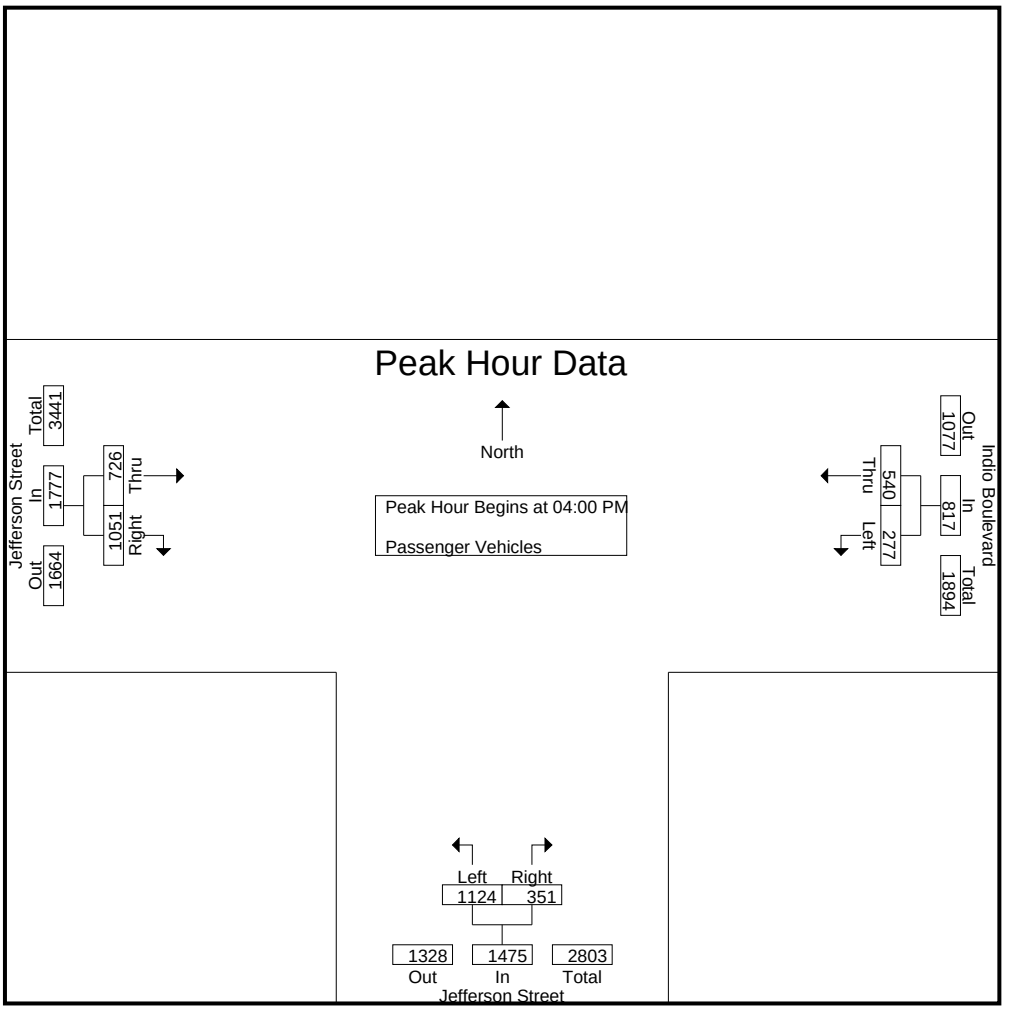
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	67	170	237	308	96	404	232	287	519	1160
04:15 PM	80	135	215	301	91	392	167	266	433	1040
04:30 PM	64	115	179	259	71	330	149	231	380	889
04:45 PM	66	120	186	256	93	349	178	267	445	980
Total	277	540	817	1124	351	1475	726	1051	1777	4069
05:00 PM	76	142	218	270	86	356	161	255	416	990
05:15 PM	70	131	201	266	89	355	197	276	473	1029
05:30 PM	54	108	162	223	84	307	154	270	424	893
05:45 PM	58	122	180	202	64	266	128	235	363	809
Total	258	503	761	961	323	1284	640	1036	1676	3721
Grand Total	535	1043	1578	2085	674	2759	1366	2087	3453	7790
Apprch %	33.9	66.1		75.6	24.4		39.6	60.4		
Total %	6.9	13.4	20.3	26.8	8.7	35.4	17.5	26.8	44.3	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	67	**170**	**237**	**308**	**96**	**404**	**232**	**287**	**519**	**1160**
04:15 PM	**80**	135	215	301	91	392	167	266	433	1040
04:30 PM	64	115	179	259	71	330	149	231	380	889
04:45 PM	66	120	186	256	93	349	178	267	445	980
Total Volume	277	540	817	1124	351	1475	726	1051	1777	4069
% App. Total	33.9	66.1		76.2	23.8		40.9	59.1		
PHF	.866	.794	.862	.912	.914	.913	.782	.916	.856	.877

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City of Indio
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File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	67	**170**	**237**	**308**	**96**	**404**	**232**	**287**	**519**
+15 mins.	**80**	135	215	301	91	392	167	266	433
+30 mins.	64	115	179	259	71	330	149	231	380
+45 mins.	66	120	186	256	93	349	178	267	445
Total Volume	277	540	817	1124	351	1475	726	1051	1777
% App. Total	33.9	66.1		76.2	23.8		40.9	59.1	
PHF	.866	.794	.862	.912	.914	.913	.782	.916	.856

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

File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

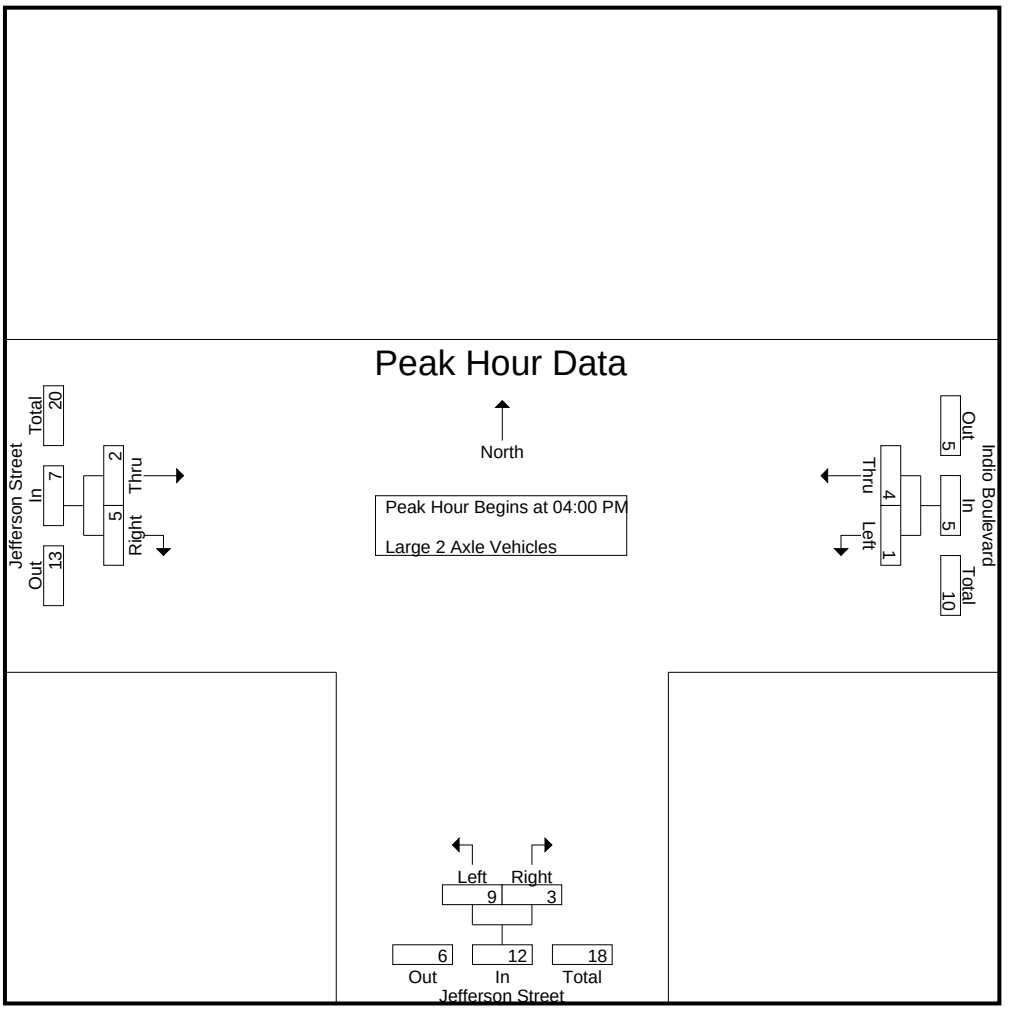
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	3	1	4	0	1	1	5
04:15 PM	0	2	2	3	1	4	0	0	0	6
04:30 PM	0	1	1	1	0	1	0	2	2	4
04:45 PM	1	1	2	2	1	3	2	2	4	9
Total	1	4	5	9	3	12	2	5	7	24
05:00 PM	0	1	1	2	0	2	0	2	2	5
05:15 PM	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	2	0	2	0	1	1	3
05:45 PM	0	1	1	1	0	1	2	0	2	4
Total	0	2	2	7	0	7	2	3	5	14
Grand Total	1	6	7	16	3	19	4	8	12	38
Apprch %	14.3	85.7		84.2	15.8		33.3	66.7		
Total %	2.6	15.8	18.4	42.1	7.9	50	10.5	21.1	31.6	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**3**	**1**	**4**	0	1	1	5
04:15 PM	0	**2**	**2**	3	1	4	0	0	0	6
04:30 PM	0	1	1	1	0	1	0	**2**	2	4
04:45 PM	**1**	1	2	2	1	3	**2**	2	**4**	**9**
Total Volume	1	4	5	9	3	12	2	5	7	24
% App. Total	20	80		75	25		28.6	71.4		
PHF	.250	.500	.625	.750	.750	.750	.250	.625	.438	.667

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File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**3**	**1**	**4**	0	1	1
+15 mins.	0	**2**	**2**	3	1	4	0	0	0
+30 mins.	0	1	1	1	0	1	0	**2**	2
+45 mins.	**1**	1	2	2	1	3	**2**	2	**4**
Total Volume	1	4	5	9	3	12	2	5	7
% App. Total	20	80		75	25		28.6	71.4	
PHF	.250	.500	.625	.750	.750	.750	.250	.625	.438

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

File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
Start Date : 3/30/2023

Groups Printed- 3 Axle Vehicles

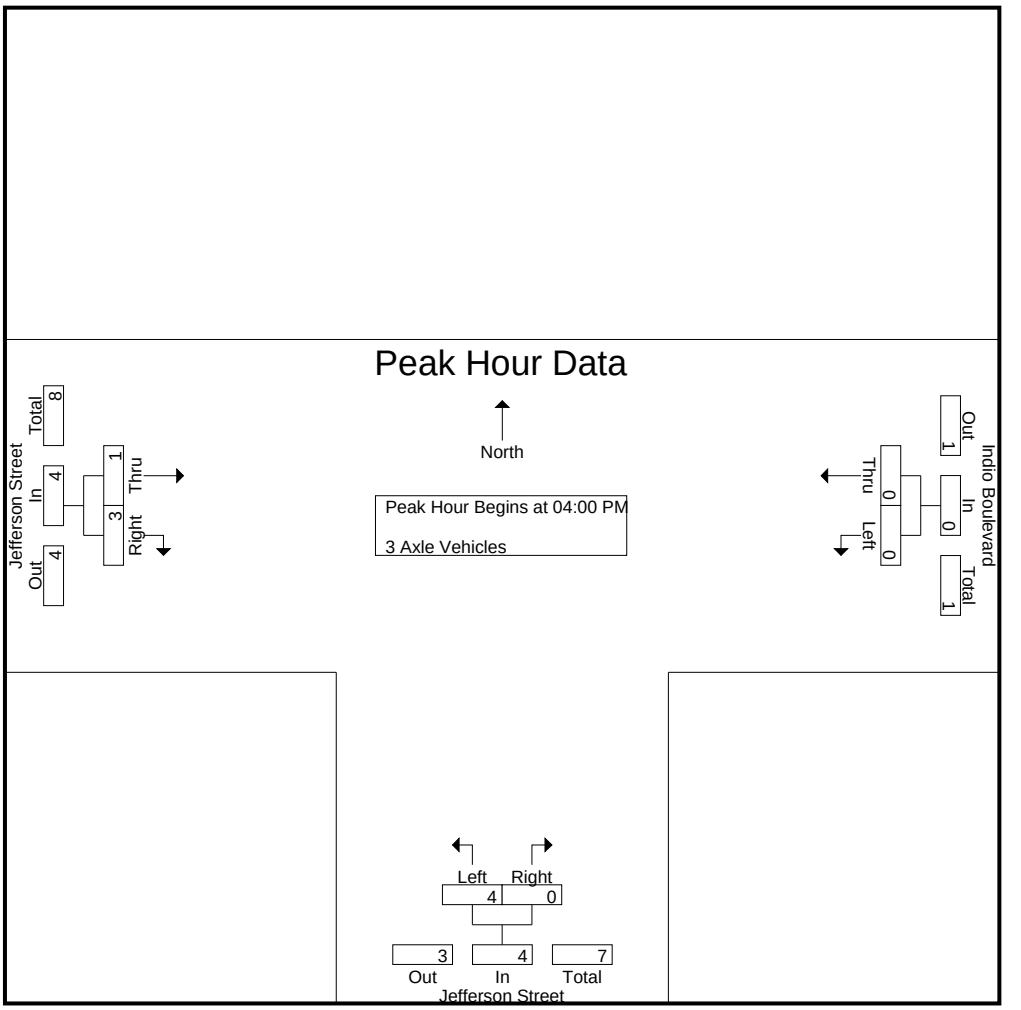
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	1	0	1	1	1	2	3
04:30 PM	0	0	0	2	0	2	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	4	0	4	1	3	4	8
05:00 PM	0	0	0	3	0	3	0	1	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	4	0	1	1	5
Grand Total	0	0	0	8	0	8	1	4	5	13
Apprch %	0	0		100	0		20	80		
Total %	0	0	0	61.5	0	61.5	7.7	30.8	38.5	

	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	1	0	1	**1**	**1**	**2**	**3**
04:30 PM	0	0	0	**2**	0	**2**	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	4	0	4	1	3	4	8
% App. Total	0	0		100	0		25	75		
PHF	.000	.000	.000	.500	.000	.500	.250	.750	.500	.667

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	0	0	1	0	1	**1**	**1**	**2**
+30 mins.	0	0	0	**2**	0	**2**	0	1	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	4	0	4	1	3	4
% App. Total	0	0		100	0		25	75	
PHF	.000	.000	.000	.500	.000	.500	.250	.750	.500

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City of Indio
N/S: Jefferson Street
E/W: Jefferson Street/Indio Boulevard
Weather: Clear

File Name : 04_IND_Jeff_Indio PM
Site Code : 05723278
Start Date : 3/30/2023

Groups Printed- 4+ Axle Trucks

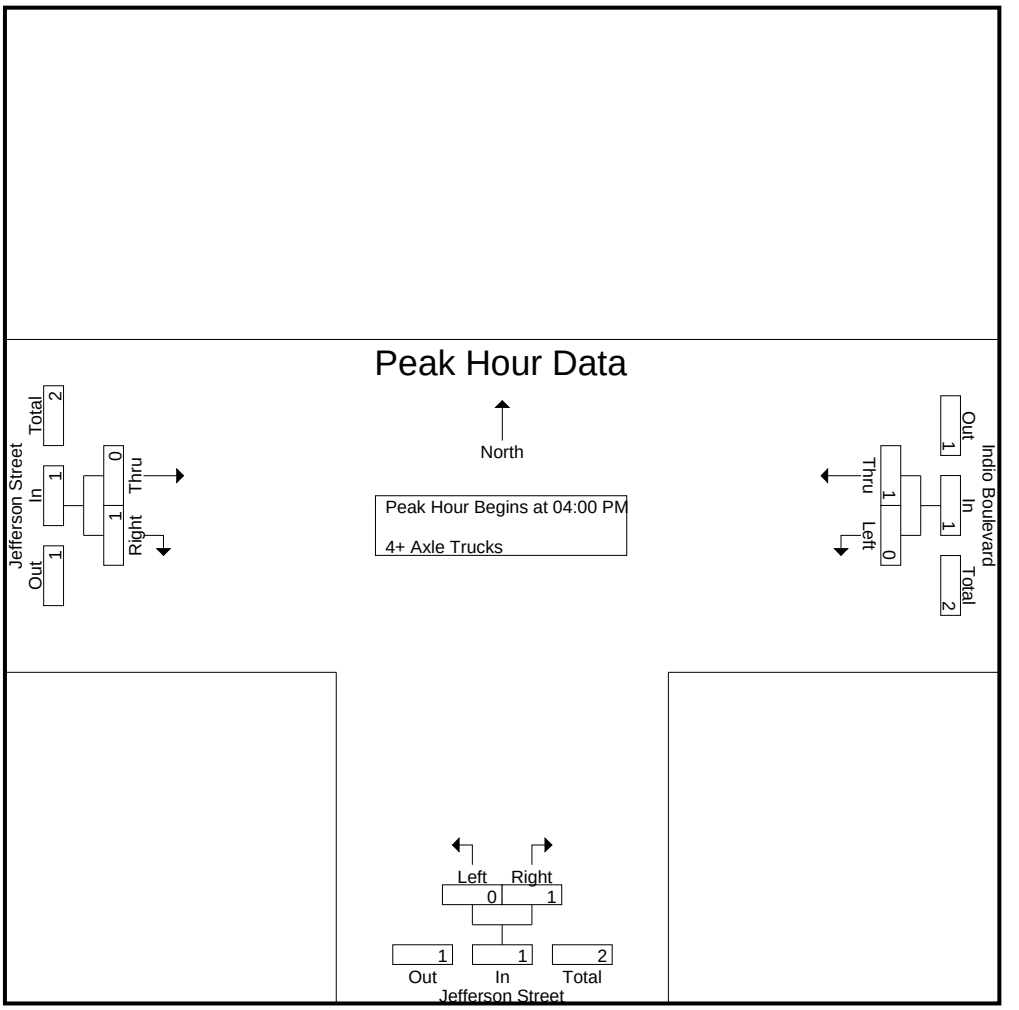
	Indio Boulevard Westbound			Jefferson Street Northbound			Jefferson Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	0	1	1	0	1	1	0	1	1	3
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	0	2	2	1	0	1	1	0	1	4
05:30 PM	0	0	0	2	0	2	2	2	4	6
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	3	1	4	3	2	5	11
Grand Total	0	3	3	3	2	5	3	3	6	14
Apprch %	0	100		60	40		50	50		
Total %	0	21.4	21.4	21.4	14.3	35.7	21.4	21.4	42.9	

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

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

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

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

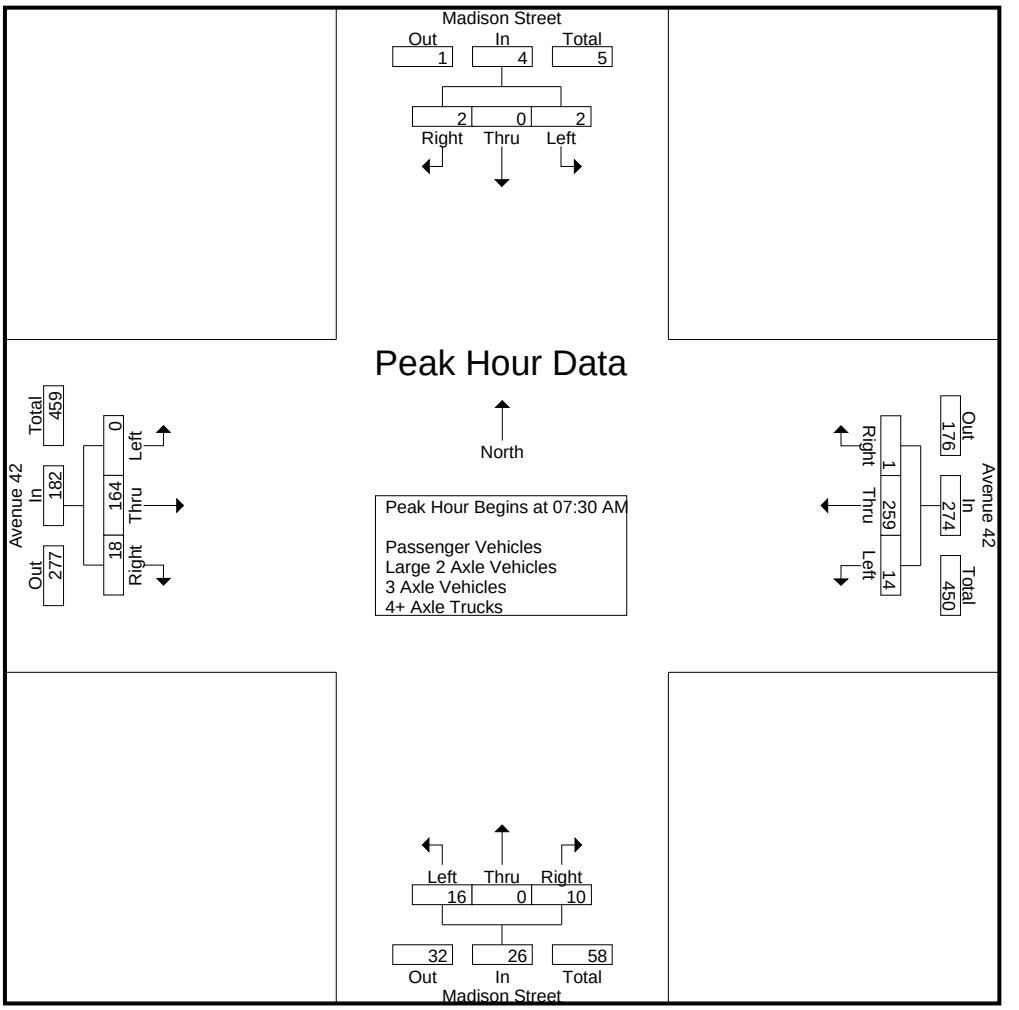
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	3	35	0	38	1	0	0	1	0	19	1	20	59
07:15 AM	0	0	0	0	5	55	1	61	3	0	0	3	0	27	2	29	93
07:30 AM	0	0	1	1	3	80	0	83	3	0	1	4	0	31	4	35	123
07:45 AM	0	0	1	1	2	65	0	67	4	0	4	8	0	43	6	49	125
Total	0	0	2	2	13	235	1	249	11	0	5	16	0	120	13	133	400
08:00 AM	1	0	0	1	6	72	1	79	5	0	1	6	0	53	2	55	141
08:15 AM	1	0	0	1	3	42	0	45	4	0	4	8	0	37	6	43	97
08:30 AM	0	0	0	0	3	38	0	41	6	0	1	7	1	56	2	59	107
08:45 AM	0	0	2	2	1	54	1	56	2	0	0	2	0	40	1	41	101
Total	2	0	2	4	13	206	2	221	17	0	6	23	1	186	11	198	446
Grand Total	2	0	4	6	26	441	3	470	28	0	11	39	1	306	24	331	846
Apprch %	33.3	0	66.7		5.5	93.8	0.6		71.8	0	28.2		0.3	92.4	7.3		
Total %	0.2	0	0.5	0.7	3.1	52.1	0.4	55.6	3.3	0	1.3	4.6	0.1	36.2	2.8	39.1	
Passenger Vehicles	2	0	4	6	22	439	2	463	27	0	10	37	1	299	20	320	826
% Passenger Vehicles	100	0	100	100	84.6	99.5	66.7	98.5	96.4	0	90.9	94.9	100	97.7	83.3	96.7	97.6
Large 2 Axle Vehicles	0	0	0	0	0	2	1	3	0	0	0	0	0	7	0	7	10
% Large 2 Axle Vehicles	0	0	0	0	0	0.5	33.3	0.6	0	0	0	0	0	2.3	0	2.1	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	4	0	0	4	1	0	1	2	0	0	4	4	10
% 4+ Axle Trucks	0	0	0	0	15.4	0	0	0.9	3.6	0	9.1	5.1	0	0	16.7	1.2	1.2

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	3	**80**	0	**83**	3	0	1	4	0	31	4	35	123
07:45 AM	0	0	1	1	2	65	0	67	4	0	**4**	**8**	0	43	**6**	49	125
08:00 AM	**1**	0	0	1	**6**	72	**1**	79	**5**	0	1	6	0	**53**	2	**55**	**141**
08:15 AM	1	0	0	1	3	42	0	45	4	0	4	8	0	37	6	43	97
Total Volume	2	0	2	4	14	259	1	274	16	0	10	26	0	164	18	182	486
% App. Total	50	0	50		5.1	94.5	0.4		61.5	0	38.5		0	90.1	9.9		
PHF	.500	.000	.500	1.00	.583	.809	.250	.825	.800	.000	.625	.813	.000	.774	.750	.827	.862

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	**1**	**1**	5	55	**1**	61	4	0	**4**	**8**	0	43	**6**	49
+15 mins.	0	0	1	1	3	**80**	0	**83**	5	0	1	6	0	53	2	55
+30 mins.	**1**	0	0	1	2	65	0	67	4	0	4	8	0	37	6	43
+45 mins.	1	0	0	1	**6**	72	1	79	**6**	0	1	7	**1**	**56**	2	**59**
Total Volume	2	0	2	4	16	272	2	290	19	0	10	29	1	189	16	206
% App. Total	50	0	50		5.5	93.8	0.7		65.5	0	34.5		0.5	91.7	7.8	
PHF	.500	.000	.500	1.000	.667	.850	.500	.873	.792	.000	.625	.906	.250	.844	.667	.873

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

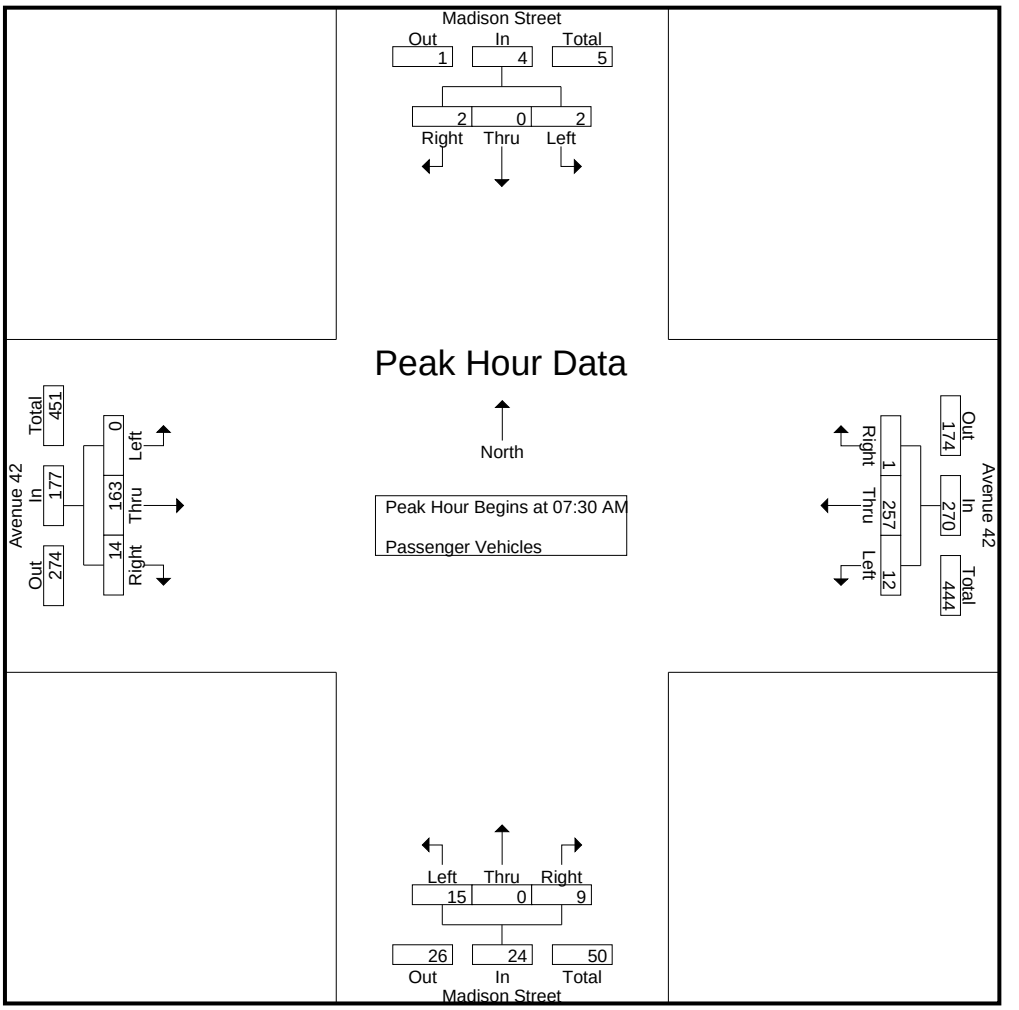
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	35	0	37	1	0	0	1	0	18	1	19	57
07:15 AM	0	0	0	0	4	55	1	60	3	0	0	3	0	26	2	28	91
07:30 AM	0	0	1	1	3	80	0	83	3	0	1	4	0	31	3	34	122
07:45 AM	0	0	1	1	2	64	0	66	4	0	4	8	0	42	5	47	122
Total	0	0	2	2	11	234	1	246	11	0	5	16	0	117	11	128	392
08:00 AM	1	0	0	1	5	71	1	77	4	0	1	5	0	53	2	55	138
08:15 AM	1	0	0	1	2	42	0	44	4	0	3	7	0	37	4	41	93
08:30 AM	0	0	0	0	3	38	0	41	6	0	1	7	1	52	2	55	103
08:45 AM	0	0	2	2	1	54	0	55	2	0	0	2	0	40	1	41	100
Total	2	0	2	4	11	205	1	217	16	0	5	21	1	182	9	192	434
Grand Total	2	0	4	6	22	439	2	463	27	0	10	37	1	299	20	320	826
Apprch %	33.3	0	66.7		4.8	94.8	0.4		73	0	27		0.3	93.4	6.2		
Total %	0.2	0	0.5	0.7	2.7	53.1	0.2	56.1	3.3	0	1.2	4.5	0.1	36.2	2.4	38.7	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	3	**80**	0	**83**	3	0	1	4	0	31	3	34	122
07:45 AM	0	0	1	1	2	64	0	66	**4**	0	**4**	**8**	0	42	**5**	47	122
08:00 AM	**1**	0	0	1	**5**	71	**1**	77	4	0	1	5	0	**53**	2	**55**	**138**
08:15 AM	1	0	0	1	2	42	0	44	4	0	3	7	0	37	4	41	93
Total Volume	2	0	2	4	12	257	1	270	15	0	9	24	0	163	14	177	475
% App. Total	50	0	50		4.4	95.2	0.4		62.5	0	37.5		0	92.1	7.9		
PHF	.500	.000	.500	1.00	.600	.803	.250	.813	.938	.000	.563	.750	.000	.769	.700	.805	.861

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	3	**80**	0	**83**	3	0	1	4	0	31	3	34
+15 mins.	0	0	1	1	2	64	0	66	**4**	0	**4**	**8**	0	42	**5**	47
+30 mins.	**1**	0	0	1	**5**	71	**1**	77	4	0	1	5	0	**53**	2	**55**
+45 mins.	1	0	0	1	2	42	0	44	4	0	3	7	0	37	4	41
Total Volume	2	0	2	4	12	257	1	270	15	0	9	24	0	163	14	177
% App. Total	50	0	50		4.4	95.2	0.4		62.5	0	37.5		0	92.1	7.9	
PHF	.500	.000	.500	1.000	.600	.803	.250	.813	.938	.000	.563	.750	.000	.769	.700	.805

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

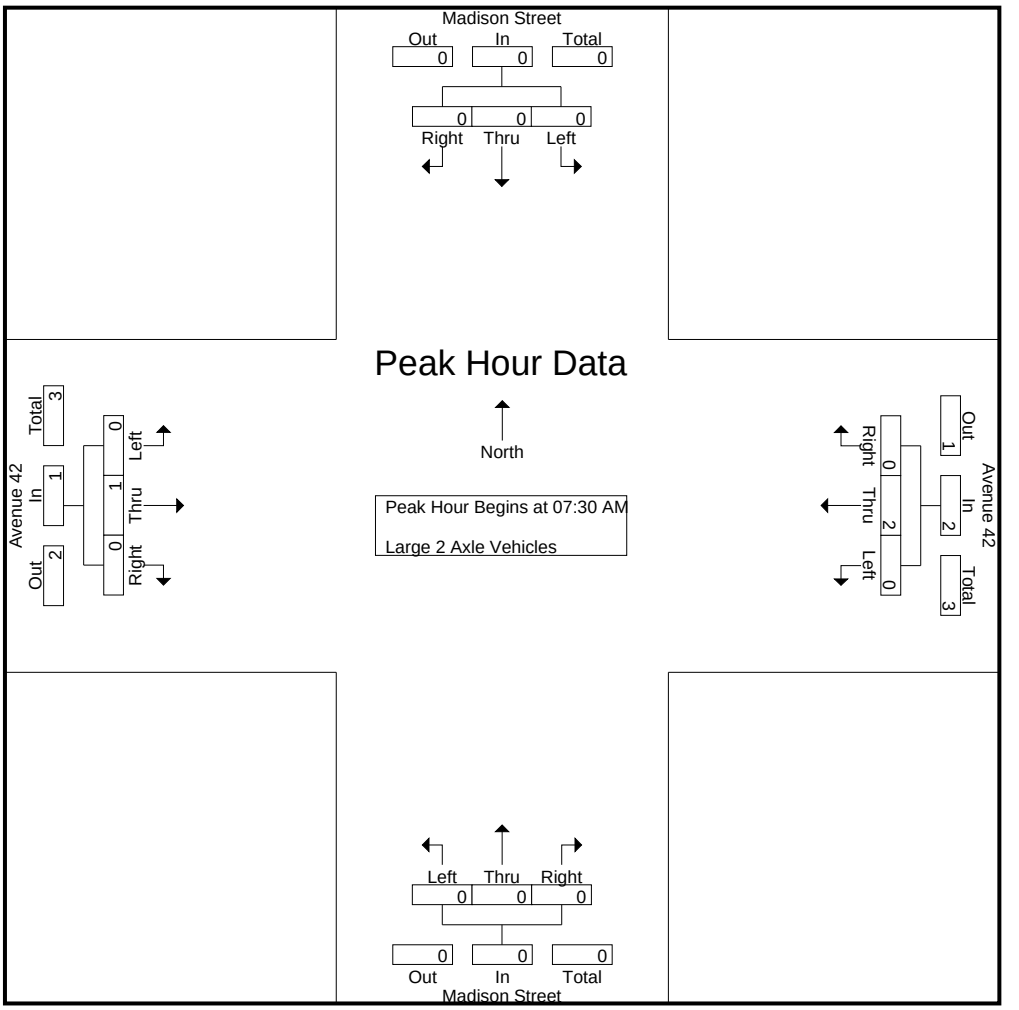
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	4	0	4	6
Grand Total	0	0	0	0	0	2	1	3	0	0	0	0	0	7	0	7	10
Apprch %	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
Total %	0	0	0	0	0	20	10	30	0	0	0	0	0	70	0	70	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- 3 Axle Vehicles

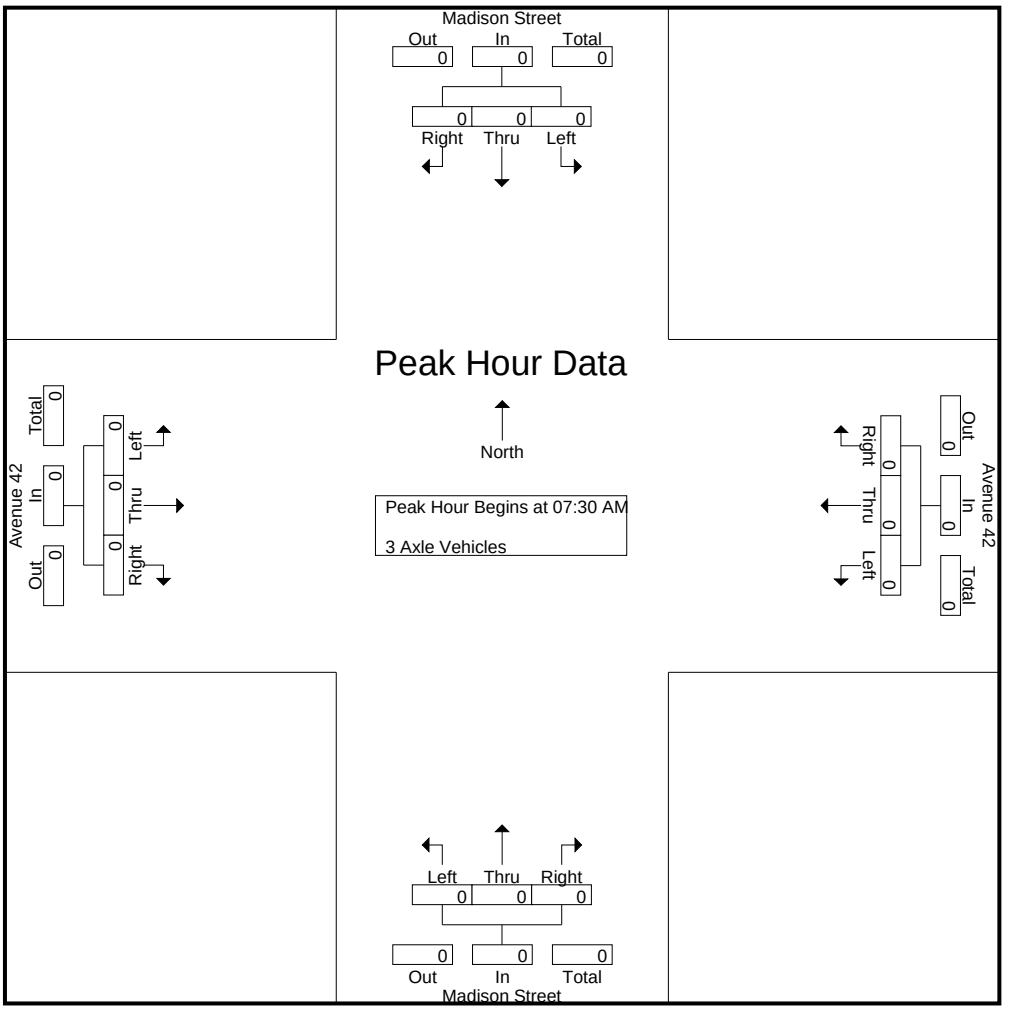
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
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Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

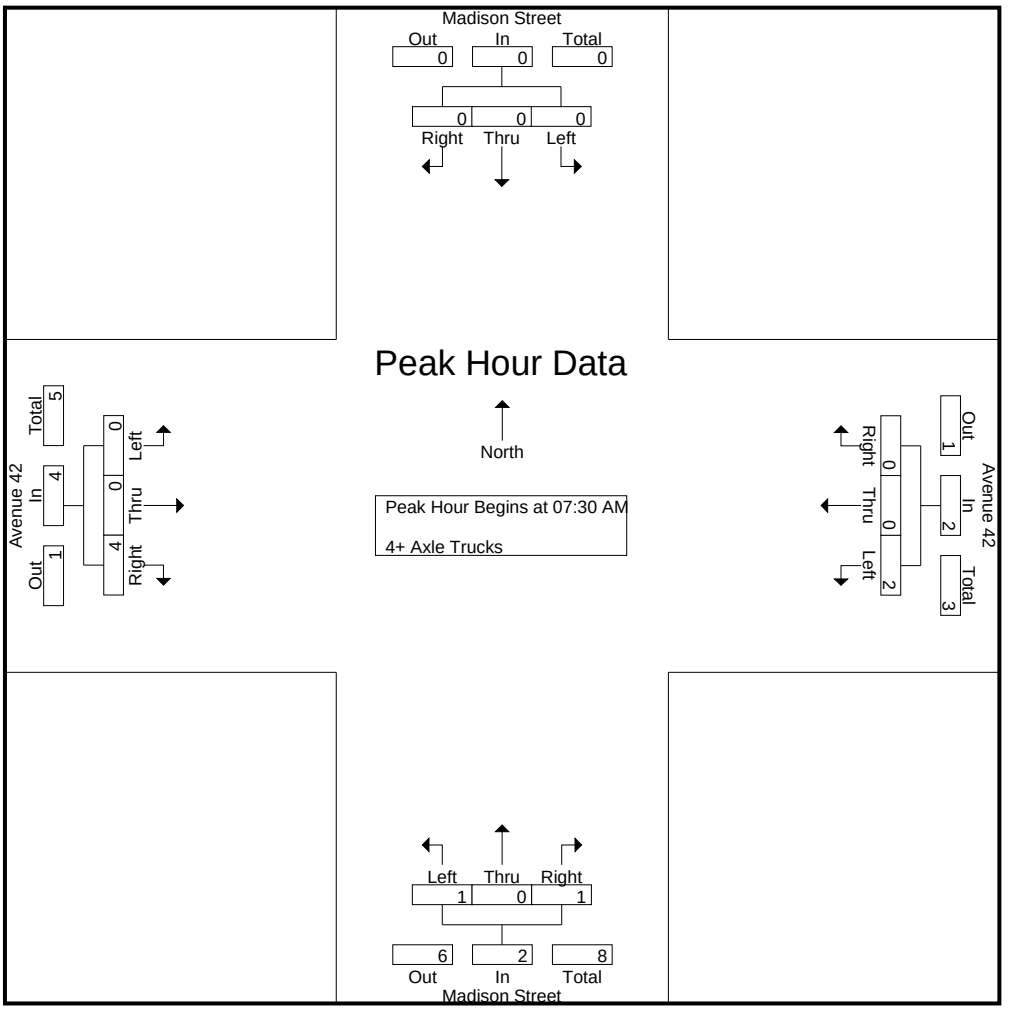
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2	4
08:00 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	1	0	1	2	0	0	2	2	6
Grand Total	0	0	0	0	4	0	0	4	1	0	1	2	0	0	4	4	10
Apprch %	0	0	0		100	0	0		50	0	50		0	0	100		
Total %	0	0	0	0	40	0	0	40	10	0	10	20	0	0	40	40	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	1	0	0	**1**	1	0	0	**2**	**2**	**4**
Total Volume	0	0	0	0	2	0	0	2	1	0	1	2	0	0	4	4	8
% App. Total	0	0	0		100	0	0		50	0	50		0	0	100		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.250	.500	.000	.000	.500	.500	.500

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City of Indio
N/S: Madison Street
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File Name : 05_IND_Madi_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

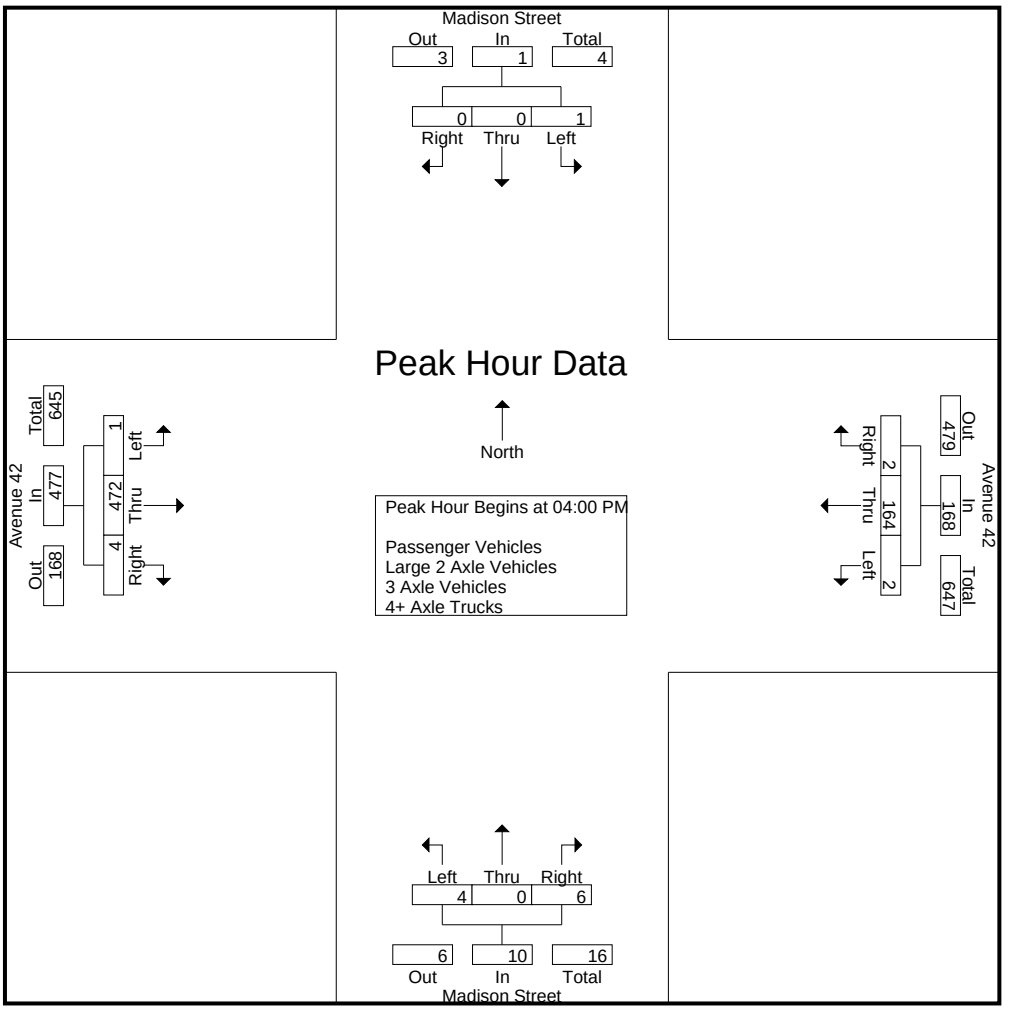
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	2	42	1	45	2	0	1	3	0	145	2	147	196
04:15 PM	0	0	0	0	0	39	1	40	1	0	1	2	0	114	2	116	158
04:30 PM	0	0	0	0	0	44	0	44	1	0	3	4	1	97	0	98	146
04:45 PM	0	0	0	0	0	39	0	39	0	0	1	1	0	116	0	116	156
Total	1	0	0	1	2	164	2	168	4	0	6	10	1	472	4	477	656
05:00 PM	2	0	0	2	0	44	0	44	0	0	2	2	0	98	0	98	146
05:15 PM	1	0	0	1	0	32	2	34	0	0	0	0	0	98	0	98	133
05:30 PM	1	0	0	1	1	46	0	47	0	0	1	1	0	109	2	111	160
05:45 PM	0	0	0	0	0	42	0	42	0	0	1	1	0	100	0	100	143
Total	4	0	0	4	1	164	2	167	0	0	4	4	0	405	2	407	582
Grand Total	5	0	0	5	3	328	4	335	4	0	10	14	1	877	6	884	1238
Apprch %	100	0	0		0.9	97.9	1.2		28.6	0	71.4		0.1	99.2	0.7		
Total %	0.4	0	0	0.4	0.2	26.5	0.3	27.1	0.3	0	0.8	1.1	0.1	70.8	0.5	71.4	
Passenger Vehicles	5	0	0	5	3	327	4	334	4	0	10	14	0	872	5	877	1230
% Passenger Vehicles	100	0	0	100	100	99.7	100	99.7	100	0	100	100	0	99.4	83.3	99.2	99.4
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	100	0	16.7	0.2	0.2

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	**2**	42	**1**	**45**	**2**	0	1	3	0	**145**	**2**	**147**	**196**
04:15 PM	0	0	0	0	0	39	1	40	1	0	1	2	0	114	2	116	158
04:30 PM	0	0	0	0	0	**44**	0	44	1	0	**3**	**4**	**1**	97	0	98	146
04:45 PM	0	0	0	0	0	39	0	39	0	0	1	1	0	116	0	116	156
Total Volume	1	0	0	1	2	164	2	168	4	0	6	10	1	472	4	477	656
% App. Total	100	0	0		1.2	97.6	1.2		40	0	60		0.2	99	0.8		
PHF	.250	.000	.000	.250	.250	.932	.500	.933	.500	.000	.500	.625	.250	.814	.500	.811	.837

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

City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**2**	42	**1**	**45**	**2**	0	1	3	0	**145**	**2**	**147**
+15 mins.	**2**	0	0	**2**	0	39	1	40	1	0	1	2	0	114	2	116
+30 mins.	1	0	0	1	0	**44**	0	44	1	0	**3**	**4**	**1**	97	0	98
+45 mins.	1	0	0	1	0	39	0	39	0	0	1	1	0	116	0	116
Total Volume	4	0	0	4	2	164	2	168	4	0	6	10	1	472	4	477
% App. Total	100	0	0		1.2	97.6	1.2		40	0	60		0.2	99	0.8	
PHF	.500	.000	.000	.500	.250	.932	.500	.933	.500	.000	.500	.625	.250	.814	.500	.811

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

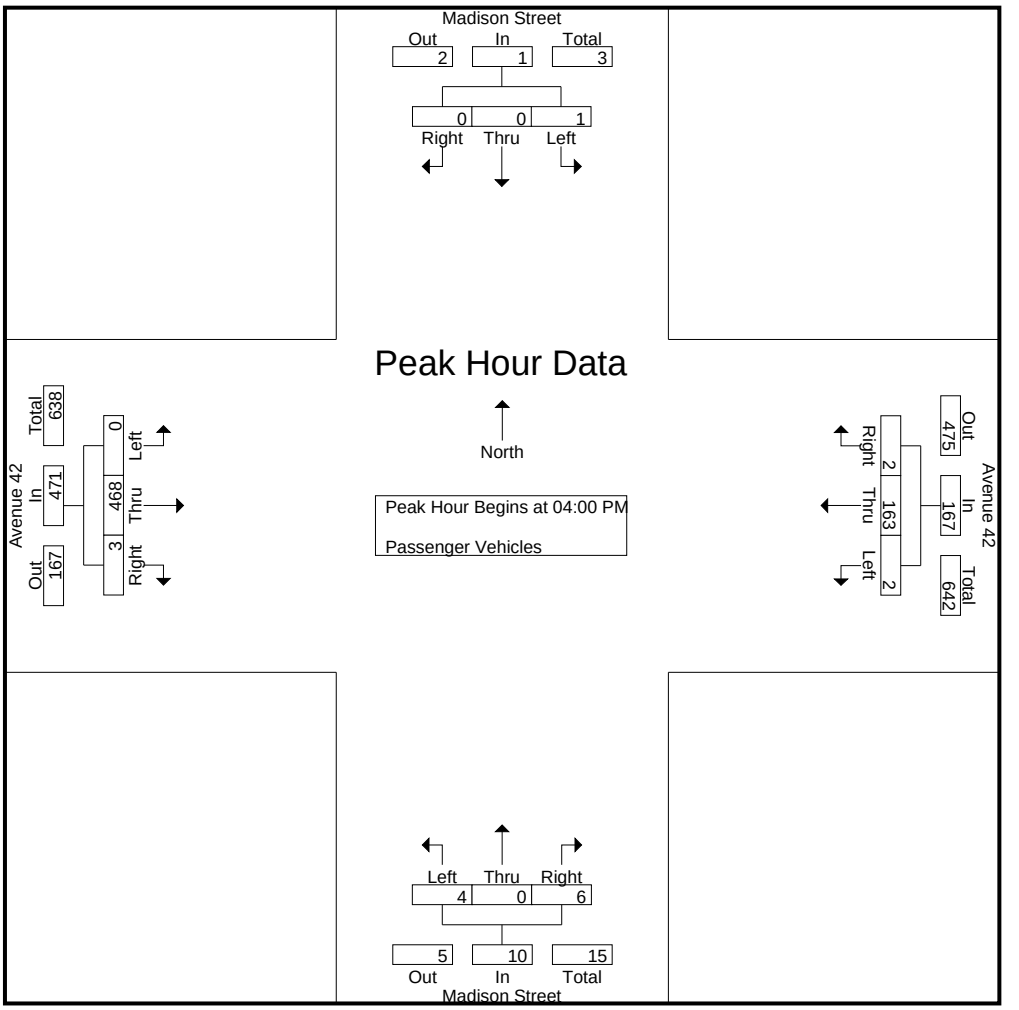
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	2	42	1	45	2	0	1	3	0	143	1	144	193
04:15 PM	0	0	0	0	0	39	1	40	1	0	1	2	0	112	2	114	156
04:30 PM	0	0	0	0	0	43	0	43	1	0	3	4	0	97	0	97	144
04:45 PM	0	0	0	0	0	39	0	39	0	0	1	1	0	116	0	116	156
Total	1	0	0	1	2	163	2	167	4	0	6	10	0	468	3	471	649
05:00 PM	2	0	0	2	0	44	0	44	0	0	2	2	0	97	0	97	145
05:15 PM	1	0	0	1	0	32	2	34	0	0	0	0	0	98	0	98	133
05:30 PM	1	0	0	1	1	46	0	47	0	0	1	1	0	109	2	111	160
05:45 PM	0	0	0	0	0	42	0	42	0	0	1	1	0	100	0	100	143
Total	4	0	0	4	1	164	2	167	0	0	4	4	0	404	2	406	581
Grand Total	5	0	0	5	3	327	4	334	4	0	10	14	0	872	5	877	1230
Apprch %	100	0	0		0.9	97.9	1.2		28.6	0	71.4		0	99.4	0.6		
Total %	0.4	0	0	0.4	0.2	26.6	0.3	27.2	0.3	0	0.8	1.1	0	70.9	0.4	71.3	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	**2**	42	**1**	**45**	**2**	0	1	3	0	**143**	1	**144**	**193**
04:15 PM	0	0	0	0	0	39	1	40	1	0	1	2	0	112	**2**	114	156
04:30 PM	0	0	0	0	0	**43**	0	43	1	0	**3**	**4**	0	97	0	97	144
04:45 PM	0	0	0	0	0	39	0	39	0	0	1	1	0	116	0	116	156
Total Volume	1	0	0	1	2	163	2	167	4	0	6	10	0	468	3	471	649
% App. Total	100	0	0		1.2	97.6	1.2		40	0	60		0	99.4	0.6		
PHF	.250	.000	.000	.250	.250	.948	.500	.928	.500	.000	.500	.625	.000	.818	.375	.818	.841

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**1**	0	0	**1**	**2**	42	**1**	**45**	**2**	0	1	3	0	**143**	1	**144**
+15 mins.	0	0	0	0	0	39	1	40	1	0	1	2	0	112	**2**	114
+30 mins.	0	0	0	0	0	**43**	0	43	1	0	**3**	**4**	0	97	0	97
+45 mins.	0	0	0	0	0	39	0	39	0	0	1	1	0	116	0	116
Total Volume	1	0	0	1	2	163	2	167	4	0	6	10	0	468	3	471
% App. Total	100	0	0		1.2	97.6	1.2		40	0	60		0	99.4	0.6	
PHF	.250	.000	.000	.250	.250	.948	.500	.928	.500	.000	.500	.625	.000	.818	.375	.818

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

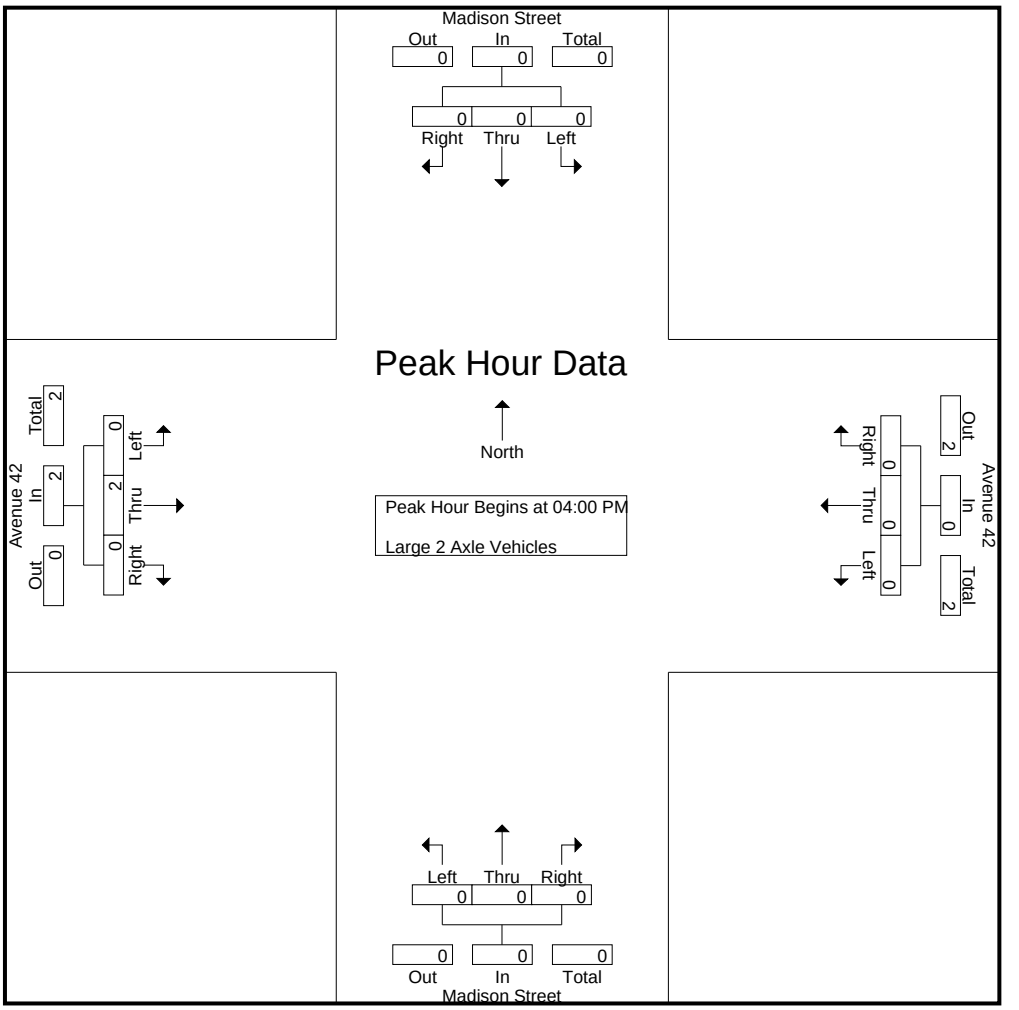
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

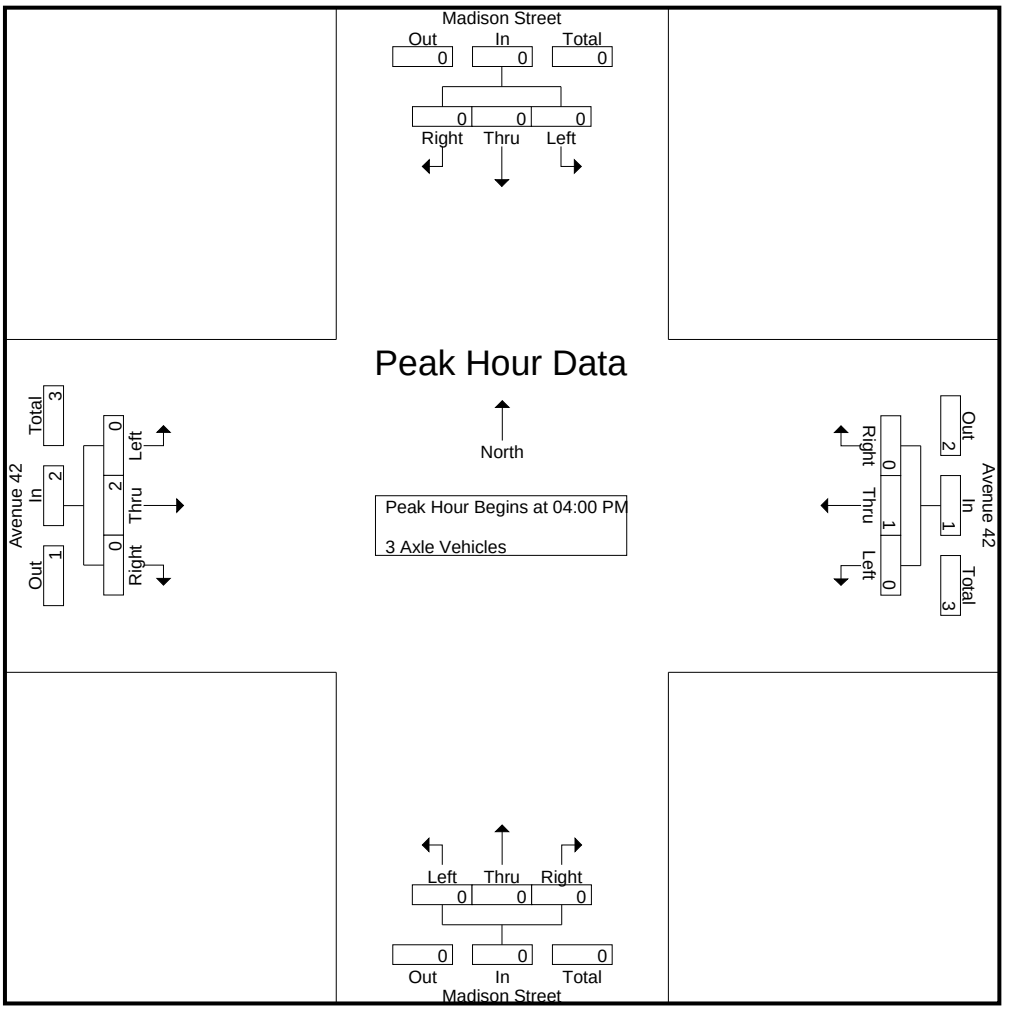
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

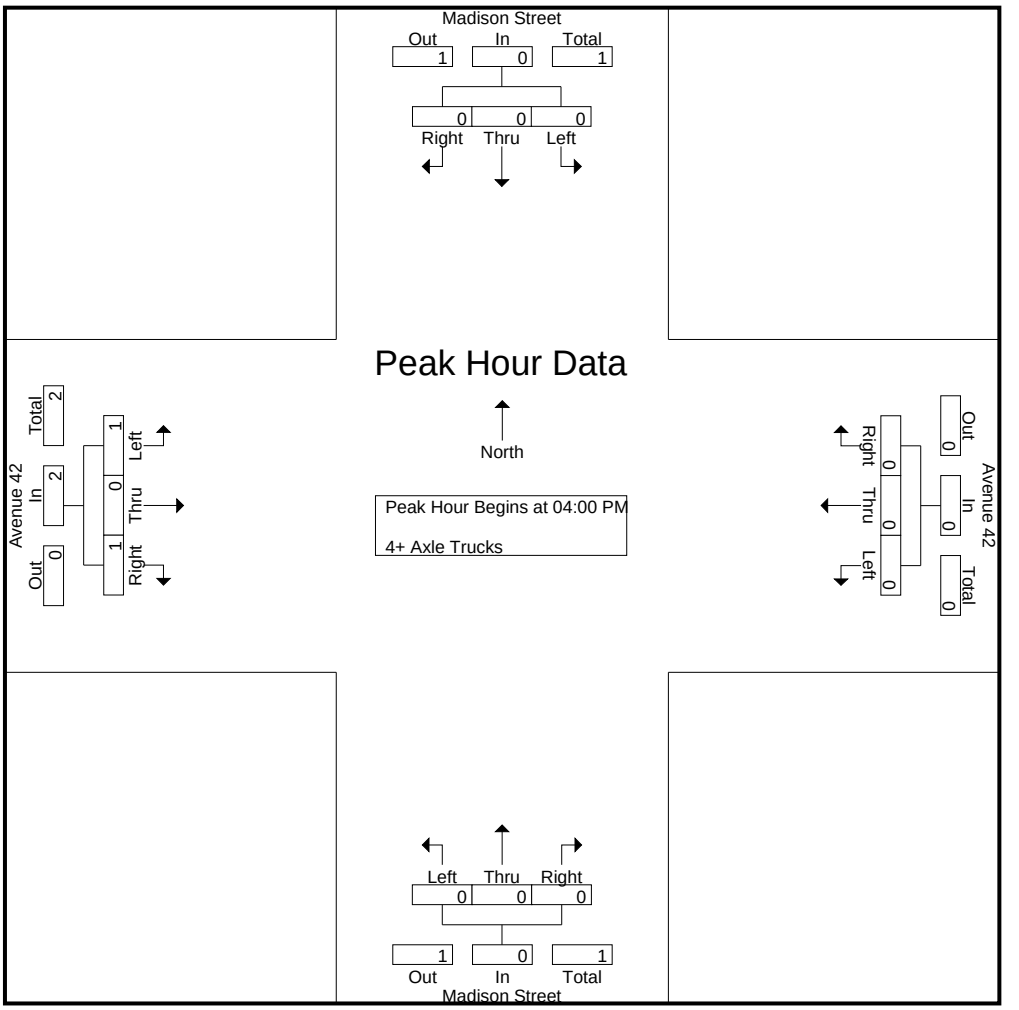
	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Apprch %	0	0	0		0	0	0		0	0	0		50	0	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	100	

	Madison Street Southbound				Avenue 42 Westbound				Madison Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
% App. Total	0	0	0		0	0	0		0	0	0		50	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.500

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City of Indio
N/S: Madison Street
E/W: Avenue 42
Weather: Clear

File Name : 05_IND_Madi_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

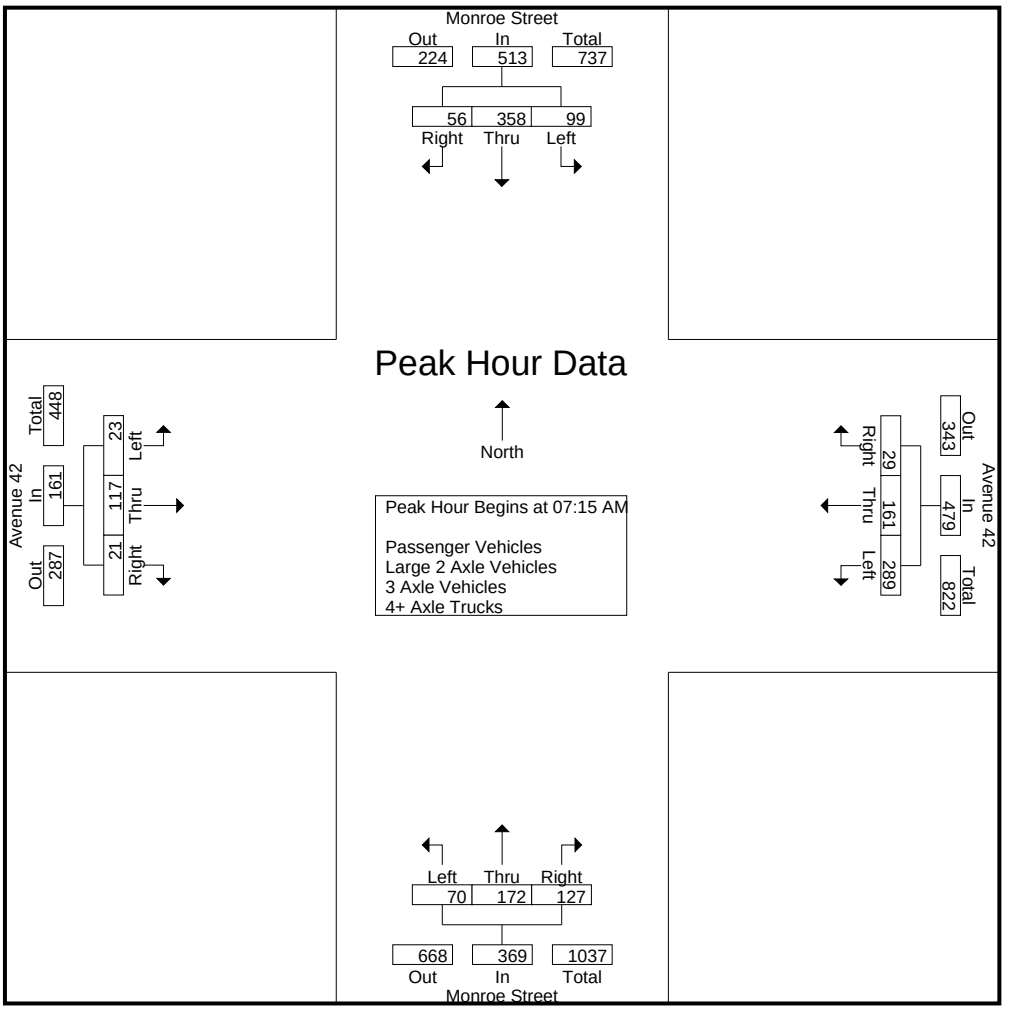
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	52	8	79	49	23	7	79	11	48	16	75	3	12	3	18	251
07:15 AM	24	86	14	124	69	28	2	99	18	32	25	75	5	20	3	28	326
07:30 AM	26	113	19	158	65	46	6	117	18	38	29	85	2	24	5	31	391
07:45 AM	26	91	10	127	83	43	10	136	18	52	31	101	5	39	6	50	414
Total	95	342	51	488	266	140	25	431	65	170	101	336	15	95	17	127	1382
08:00 AM	23	68	13	104	72	44	11	127	16	50	42	108	11	34	7	52	391
08:15 AM	21	53	7	81	49	18	12	79	29	42	40	111	7	27	11	45	316
08:30 AM	14	54	5	73	40	23	16	79	15	62	22	99	8	32	10	50	301
08:45 AM	34	60	11	105	36	25	14	75	19	42	42	103	3	29	6	38	321
Total	92	235	36	363	197	110	53	360	79	196	146	421	29	122	34	185	1329
Grand Total	187	577	87	851	463	250	78	791	144	366	247	757	44	217	51	312	2711
Apprch %	22	67.8	10.2		58.5	31.6	9.9		19	48.3	32.6		14.1	69.6	16.3		
Total %	6.9	21.3	3.2	31.4	17.1	9.2	2.9	29.2	5.3	13.5	9.1	27.9	1.6	8	1.9	11.5	
Passenger Vehicles	185	540	86	811	458	248	74	780	141	333	245	719	43	209	49	301	2611
% Passenger Vehicles	98.9	93.6	98.9	95.3	98.9	99.2	94.9	98.6	97.9	91	99.2	95	97.7	96.3	96.1	96.5	96.3
Large 2 Axle Vehicles	2	4	0	6	2	2	3	7	0	4	0	4	1	5	0	6	23
% Large 2 Axle Vehicles	1.1	0.7	0	0.7	0.4	0.8	3.8	0.9	0	1.1	0	0.5	2.3	2.3	0	1.9	0.8
3 Axle Vehicles	0	9	1	10	1	0	1	2	0	24	0	24	0	3	1	4	40
% 3 Axle Vehicles	0	1.6	1.1	1.2	0.2	0	1.3	0.3	0	6.6	0	3.2	0	1.4	2	1.3	1.5
4+ Axle Trucks	0	24	0	24	2	0	0	2	3	5	2	10	0	0	1	1	37
% 4+ Axle Trucks	0	4.2	0	2.8	0.4	0	0	0.3	2.1	1.4	0.8	1.3	0	0	2	0.3	1.4

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	86	14	124	69	28	2	99	**18**	32	25	75	5	20	3	28	326
07:30 AM	**26**	**113**	**19**	**158**	65	**46**	6	117	18	38	29	85	2	24	5	31	391
07:45 AM	26	91	10	127	**83**	43	10	**136**	18	**52**	31	101	5	**39**	6	50	**414**
08:00 AM	23	68	13	104	72	44	**11**	127	16	50	**42**	**108**	**11**	34	**7**	**52**	391
Total Volume	99	358	56	513	289	161	29	479	70	172	127	369	23	117	21	161	1522
% App. Total	19.3	69.8	10.9		60.3	33.6	6.1		19	46.6	34.4		14.3	72.7	13		
PHF	.952	.792	.737	.812	.870	.875	.659	.881	.972	.827	.756	.854	.523	.750	.750	.774	.919

Counts Unlimited, Inc.
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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:15 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	24	86	14	124	69	28	2	99	16	50	**42**	108	5	**39**	6	50
+15 mins.	**26**	**113**	**19**	**158**	65	**46**	6	117	**29**	42	40	**111**	**11**	34	7	**52**
+30 mins.	26	91	10	127	**83**	43	10	**136**	15	**62**	22	99	7	27	**11**	45
+45 mins.	23	68	13	104	72	44	**11**	127	19	42	42	103	8	32	10	50
Total Volume	99	358	56	513	289	161	29	479	79	196	146	421	31	132	34	197
% App. Total	19.3	69.8	10.9		60.3	33.6	6.1		18.8	46.6	34.7		15.7	67	17.3	
PHF	.952	.792	.737	.812	.870	.875	.659	.881	.681	.790	.869	.948	.705	.846	.773	.947

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

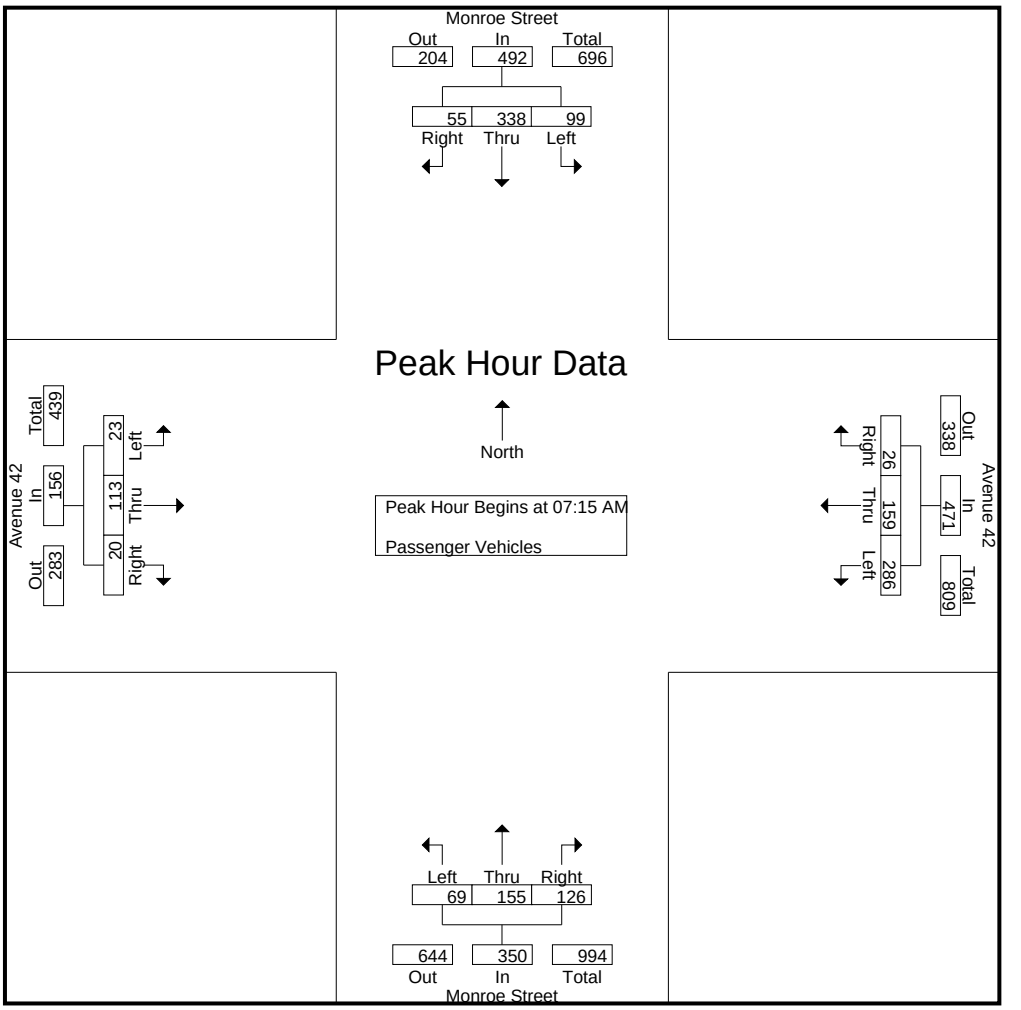
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	48	8	75	48	23	7	78	10	44	16	70	2	12	3	17	240
07:15 AM	24	83	14	121	68	28	2	98	17	28	24	69	5	19	3	27	315
07:30 AM	26	108	19	153	65	46	5	116	18	34	29	81	2	24	4	30	380
07:45 AM	26	86	9	121	82	42	8	132	18	48	31	97	5	37	6	48	398
Total	95	325	50	470	263	139	22	424	63	154	100	317	14	92	16	122	1333
08:00 AM	23	61	13	97	71	43	11	125	16	45	42	103	11	33	7	51	376
08:15 AM	21	49	7	77	48	18	11	77	28	39	40	107	7	27	10	44	305
08:30 AM	14	52	5	71	40	23	16	79	15	55	22	92	8	30	10	48	290
08:45 AM	32	53	11	96	36	25	14	75	19	40	41	100	3	27	6	36	307
Total	90	215	36	341	195	109	52	356	78	179	145	402	29	117	33	179	1278
Grand Total	185	540	86	811	458	248	74	780	141	333	245	719	43	209	49	301	2611
Apprch %	22.8	66.6	10.6		58.7	31.8	9.5		19.6	46.3	34.1		14.3	69.4	16.3		
Total %	7.1	20.7	3.3	31.1	17.5	9.5	2.8	29.9	5.4	12.8	9.4	27.5	1.6	8	1.9	11.5	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	83	14	121	68	28	2	98	17	28	24	69	5	19	3	27	315
07:30 AM	**26**	**108**	**19**	**153**	65	**46**	5	116	**18**	34	29	81	2	24	4	30	380
07:45 AM	26	86	9	121	**82**	42	8	**132**	18	**48**	31	97	5	**37**	6	48	**398**
08:00 AM	23	61	13	97	71	43	**11**	125	16	45	**42**	**103**	**11**	33	**7**	**51**	376
Total Volume	99	338	55	492	286	159	26	471	69	155	126	350	23	113	20	156	1469
% App. Total	20.1	68.7	11.2		60.7	33.8	5.5		19.7	44.3	36		14.7	72.4	12.8		
PHF	.952	.782	.724	.804	.872	.864	.591	.892	.958	.807	.750	.850	.523	.764	.714	.765	.923

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	24	83	14	121	68	28	2	98	17	28	24	69	5	19	3	27
+15 mins.	**26**	**108**	**19**	**153**	65	**46**	5	116	**18**	34	29	81	2	24	4	30
+30 mins.	26	86	9	121	**82**	42	8	**132**	18	**48**	31	97	5	**37**	6	48
+45 mins.	23	61	13	97	71	43	**11**	125	16	45	**42**	**103**	**11**	33	**7**	**51**
Total Volume	99	338	55	492	286	159	26	471	69	155	126	350	23	113	20	156
% App. Total	20.1	68.7	11.2		60.7	33.8	5.5		19.7	44.3	36		14.7	72.4	12.8	
PHF	.952	.782	.724	.804	.872	.864	.591	.892	.958	.807	.750	.850	.523	.764	.714	.765

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

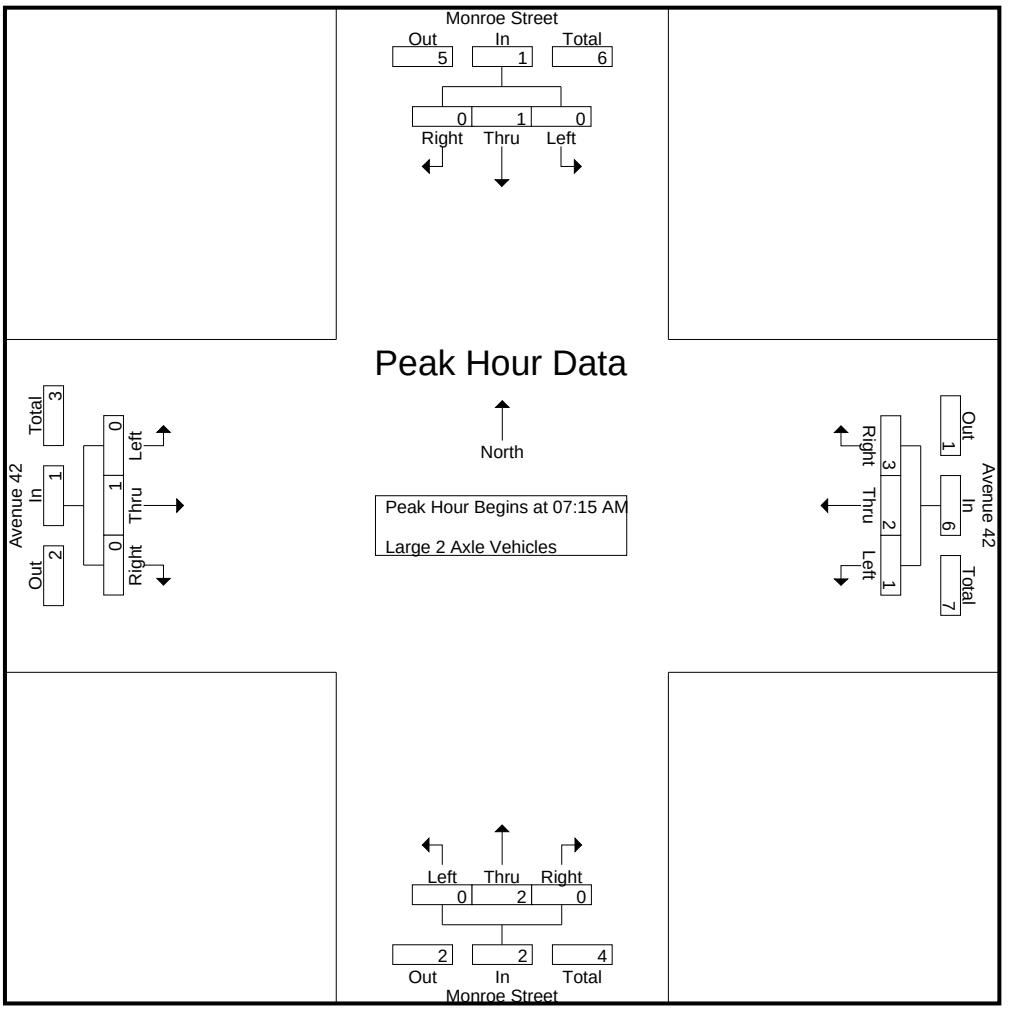
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	1	0	1	4
Total	0	1	0	1	1	1	3	5	0	2	0	2	1	1	0	2	10
08:00 AM	0	1	0	1	1	1	0	2	0	1	0	1	0	0	0	0	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
Total	2	3	0	5	1	1	0	2	0	2	0	2	0	4	0	4	13
Grand Total	2	4	0	6	2	2	3	7	0	4	0	4	1	5	0	6	23
Apprch %	33.3	66.7	0		28.6	28.6	42.9		0	100	0		16.7	83.3	0		
Total %	8.7	17.4	0	26.1	8.7	8.7	13	30.4	0	17.4	0	17.4	4.3	21.7	0	26.1	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	**1**	0	**1**	0	0	0	0	2
07:45 AM	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	0	**1**	0	**1**	**4**
08:00 AM	0	**1**	0	**1**	**1**	1	0	2	0	1	0	1	0	0	0	0	4
Total Volume	0	1	0	1	1	2	3	6	0	2	0	2	0	1	0	1	10
% App. Total	0	100	0		16.7	33.3	50		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.250	.500	.375	.500	.000	.500	.000	.500	.000	.250	.000	.250	.625

Counts Unlimited, Inc.
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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	**1**	0	**1**	**1**	1	0	2	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	1	2	3	6	0	2	0	2	0	1	0	1
% App. Total	0	100	0		16.7	33.3	50		0	100	0		0	100	0	
PHF	.000	.250	.000	.250	.250	.500	.375	.500	.000	.500	.000	.500	.000	.250	.000	.250

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

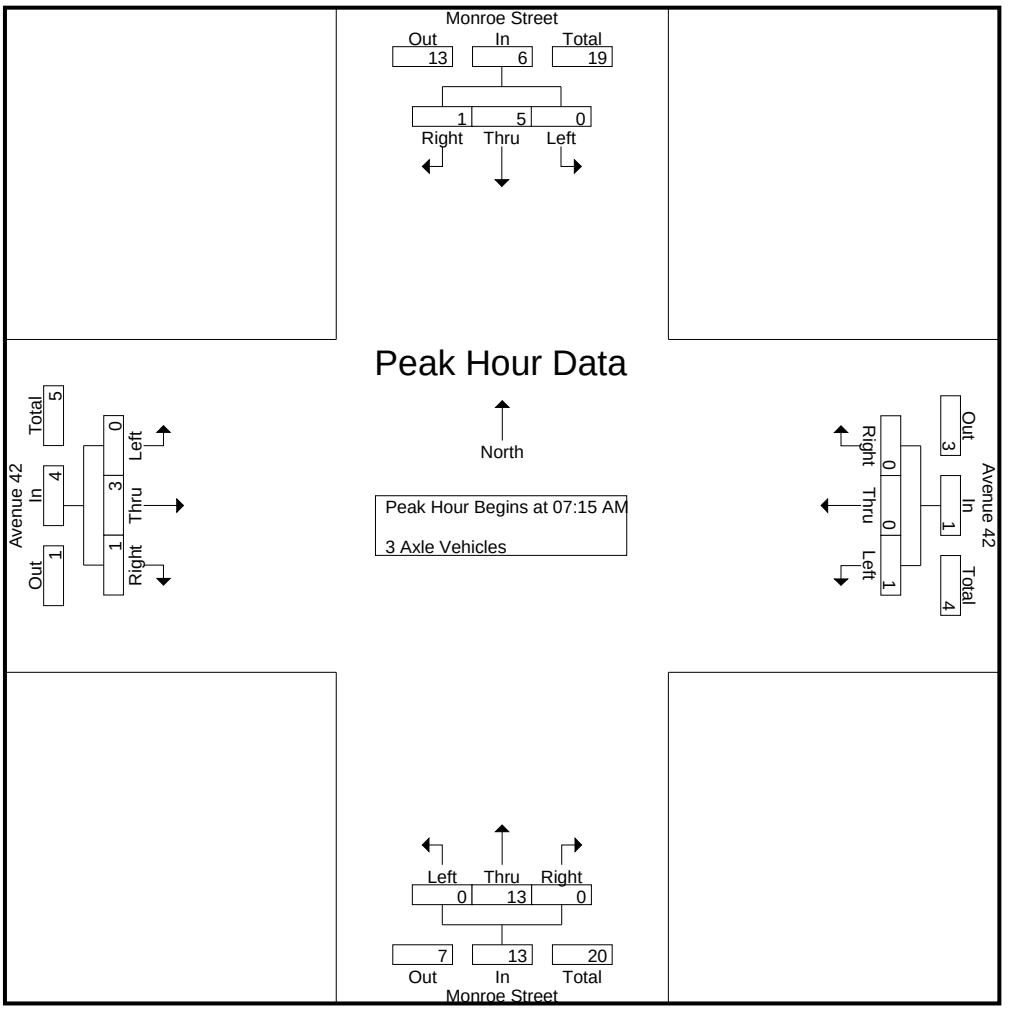
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	1	0	4	0	4	0	1	0	1	6
07:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
07:45 AM	0	1	1	2	0	0	0	0	0	3	0	3	0	1	0	1	6
Total	0	4	1	5	1	0	0	1	0	12	0	12	0	2	1	3	21
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
08:15 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	5	0	5	0	0	1	1	0	12	0	12	0	1	0	1	19
Grand Total	0	9	1	10	1	0	1	2	0	24	0	24	0	3	1	4	40
Apprch %	0	90	10		50	0	50		0	100	0		0	75	25		
Total %	0	22.5	2.5	25	2.5	0	2.5	5	0	60	0	60	0	7.5	2.5	10	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	**4**	0	**4**	0	**1**	0	**1**	6
07:30 AM	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	**1**	1	**7**
07:45 AM	0	1	**1**	2	0	0	0	0	0	3	0	3	0	1	0	1	6
08:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
Total Volume	0	5	1	6	1	0	0	1	0	13	0	13	0	3	1	4	24
% App. Total	0	83.3	16.7		100	0	0		0	100	0		0	75	25		
PHF	.000	.417	.250	.500	.250	.000	.000	.250	.000	.813	.000	.813	.000	.750	.250	1.00	.857

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	**4**	0	**4**	0	**1**	0	**1**
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	3	0	3	0	0	**1**	1
+30 mins.	0	1	**1**	2	0	0	0	0	0	3	0	3	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	1	0	1
Total Volume	0	5	1	6	1	0	0	1	0	13	0	13	0	3	1	4
% App. Total	0	83.3	16.7		100	0	0		0	100	0		0	75	25	
PHF	.000	.417	.250	.500	.250	.000	.000	.250	.000	.813	.000	.813	.000	.750	.250	1.000

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

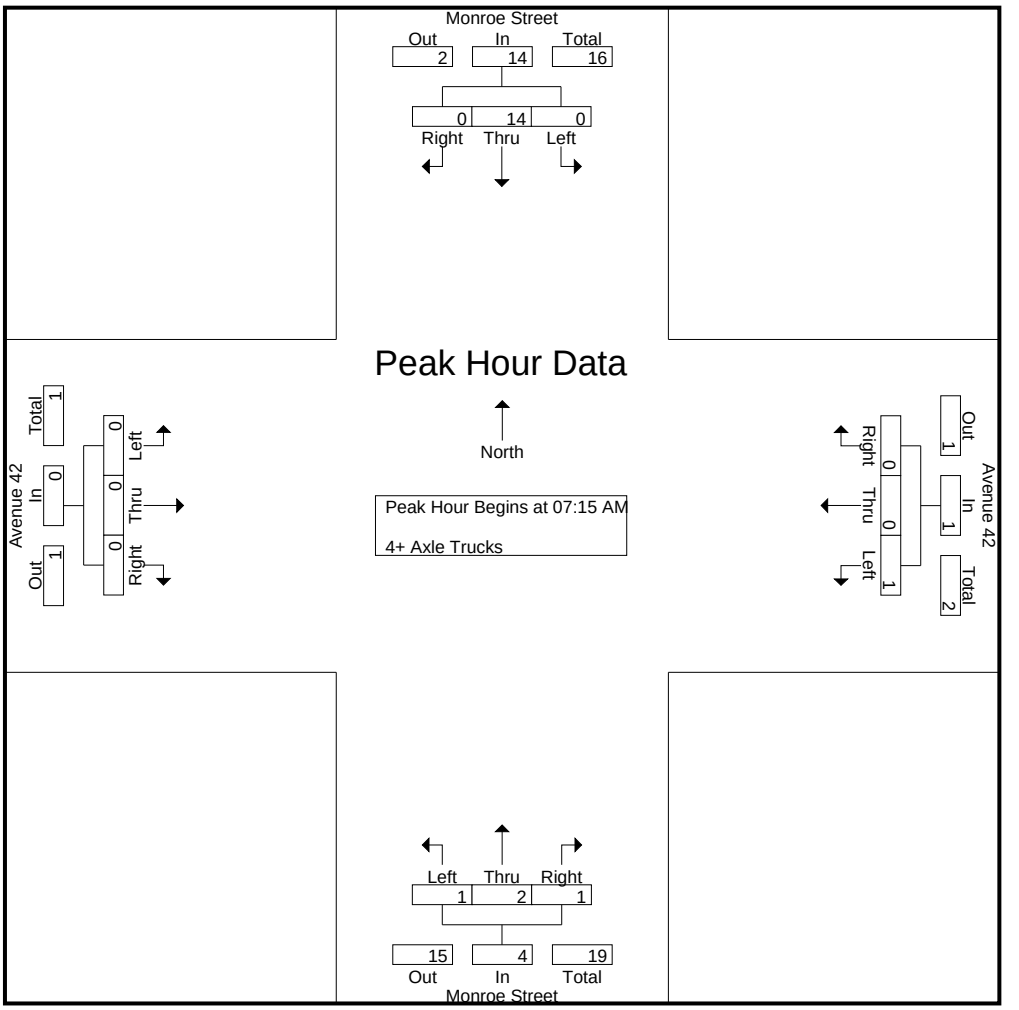
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
07:15 AM	0	3	0	3	0	0	0	0	1	0	1	2	0	0	0	0	5
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	4	0	4	1	0	0	1	0	1	0	1	0	0	0	0	6
Total	0	12	0	12	1	0	0	1	2	2	1	5	0	0	0	0	18
08:00 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	0	2	0	2	1	0	0	1	1	1	0	2	0	0	1	1	6
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total	0	12	0	12	1	0	0	1	1	3	1	5	0	0	1	1	19
Grand Total	0	24	0	24	2	0	0	2	3	5	2	10	0	0	1	1	37
Apprch %	0	100	0		100	0	0		30	50	20		0	0	100		
Total %	0	64.9	0	64.9	5.4	0	0	5.4	8.1	13.5	5.4	27	0	0	2.7	2.7	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	5
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	4	0	4	**1**	0	0	**1**	0	**1**	0	1	0	0	0	0	**6**
08:00 AM	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	0	14	0	14	1	0	0	1	1	2	1	4	0	0	0	0	19
% App. Total	0	100	0		100	0	0		25	50	25		0	0	0		
PHF	.000	.700	.000	.700	.250	.000	.000	.250	.250	.500	.250	.500	.000	.000	.000	.000	.792

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 AM
Site Code : 05723278
Start Date : 3/30/2023



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	4	0	4	**1**	0	0	**1**	0	**1**	0	1	0	0	0	0
+45 mins.	0	**5**	0	**5**	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	14	0	14	1	0	0	1	1	2	1	4	0	0	0	0
% App. Total	0	100	0		100	0	0		25	50	25		0	0	0	
PHF	.000	.700	.000	.700	.250	.000	.000	.250	.250	.500	.250	.500	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

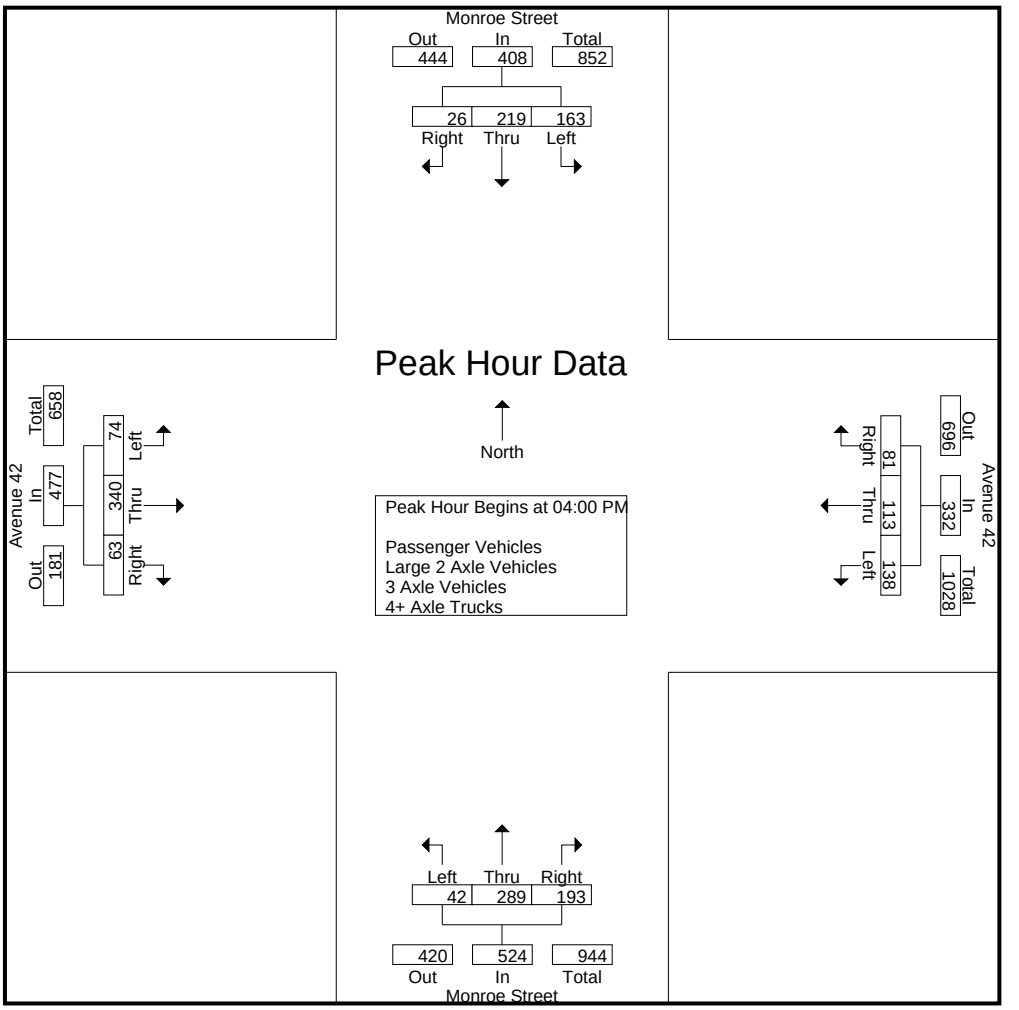
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	77	6	138	46	31	19	96	9	81	40	130	27	91	25	143	507
04:15 PM	33	43	2	78	28	25	20	73	14	66	60	140	17	89	13	119	410
04:30 PM	32	51	8	91	27	26	20	73	11	79	47	137	14	76	12	102	403
04:45 PM	43	48	10	101	37	31	22	90	8	63	46	117	16	84	13	113	421
Total	163	219	26	408	138	113	81	332	42	289	193	524	74	340	63	477	1741
05:00 PM	39	45	7	91	43	24	23	90	11	60	57	128	12	66	14	92	401
05:15 PM	35	55	6	96	28	27	19	74	4	62	69	135	18	82	10	110	415
05:30 PM	32	55	7	94	48	28	18	94	7	65	66	138	18	76	13	107	433
05:45 PM	19	33	4	56	40	33	19	92	8	64	69	141	11	78	12	101	390
Total	125	188	24	337	159	112	79	350	30	251	261	542	59	302	49	410	1639
Grand Total	288	407	50	745	297	225	160	682	72	540	454	1066	133	642	112	887	3380
Apprch %	38.7	54.6	6.7		43.5	33	23.5		6.8	50.7	42.6		15	72.4	12.6		
Total %	8.5	12	1.5	22	8.8	6.7	4.7	20.2	2.1	16	13.4	31.5	3.9	19	3.3	26.2	
Passenger Vehicles	288	404	50	742	296	224	160	680	70	536	451	1057	133	640	109	882	3361
% Passenger Vehicles	100	99.3	100	99.6	99.7	99.6	100	99.7	97.2	99.3	99.3	99.2	100	99.7	97.3	99.4	99.4
Large 2 Axle Vehicles	0	2	0	2	1	0	0	1	1	0	0	1	0	2	0	2	6
% Large 2 Axle Vehicles	0	0.5	0	0.3	0.3	0	0	0.1	1.4	0	0	0.1	0	0.3	0	0.2	0.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	3	0	3	0	0	2	2	6
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.1	0	0.6	0	0.3	0	0	1.8	0.2	0.2
4+ Axle Trucks	0	1	0	1	0	0	0	0	1	1	3	5	0	0	1	1	7
% 4+ Axle Trucks	0	0.2	0	0.1	0	0	0	0	1.4	0.2	0.7	0.5	0	0	0.9	0.1	0.2

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**55**	**77**	6	**138**	**46**	**31**	19	**96**	9	**81**	40	130	**27**	**91**	**25**	**143**	**507**
04:15 PM	33	43	2	78	28	25	20	73	**14**	66	**60**	**140**	17	89	13	119	410
04:30 PM	32	51	8	91	27	26	20	73	11	79	47	137	14	76	12	102	403
04:45 PM	43	48	**10**	101	37	31	**22**	90	8	63	46	117	16	84	13	113	421
Total Volume	163	219	26	408	138	113	81	332	42	289	193	524	74	340	63	477	1741
% App. Total	40	53.7	6.4		41.6	34	24.4		8	55.2	36.8		15.5	71.3	13.2		
PHF	.741	.711	.650	.739	.750	.911	.920	.865	.750	.892	.804	.936	.685	.934	.630	.834	.858

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

	04:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	**55**	**77**	6	**138**	43	24	**23**	90	**11**	60	57	128	**27**	**91**	**25**	**143**
+15 mins.	33	43	2	78	28	27	19	74	4	62	**69**	135	17	89	13	119
+30 mins.	32	51	8	91	**48**	28	18	**94**	7	**65**	66	138	14	76	12	102
+45 mins.	43	48	**10**	101	40	**33**	19	92	8	64	69	**141**	16	84	13	113
Total Volume	163	219	26	408	159	112	79	350	30	251	261	542	74	340	63	477
% App. Total	40	53.7	6.4		45.4	32	22.6		5.5	46.3	48.2		15.5	71.3	13.2	
PHF	.741	.711	.650	.739	.828	.848	.859	.931	.682	.965	.946	.961	.685	.934	.630	.834

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City of Indio
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Weather: Clear

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles

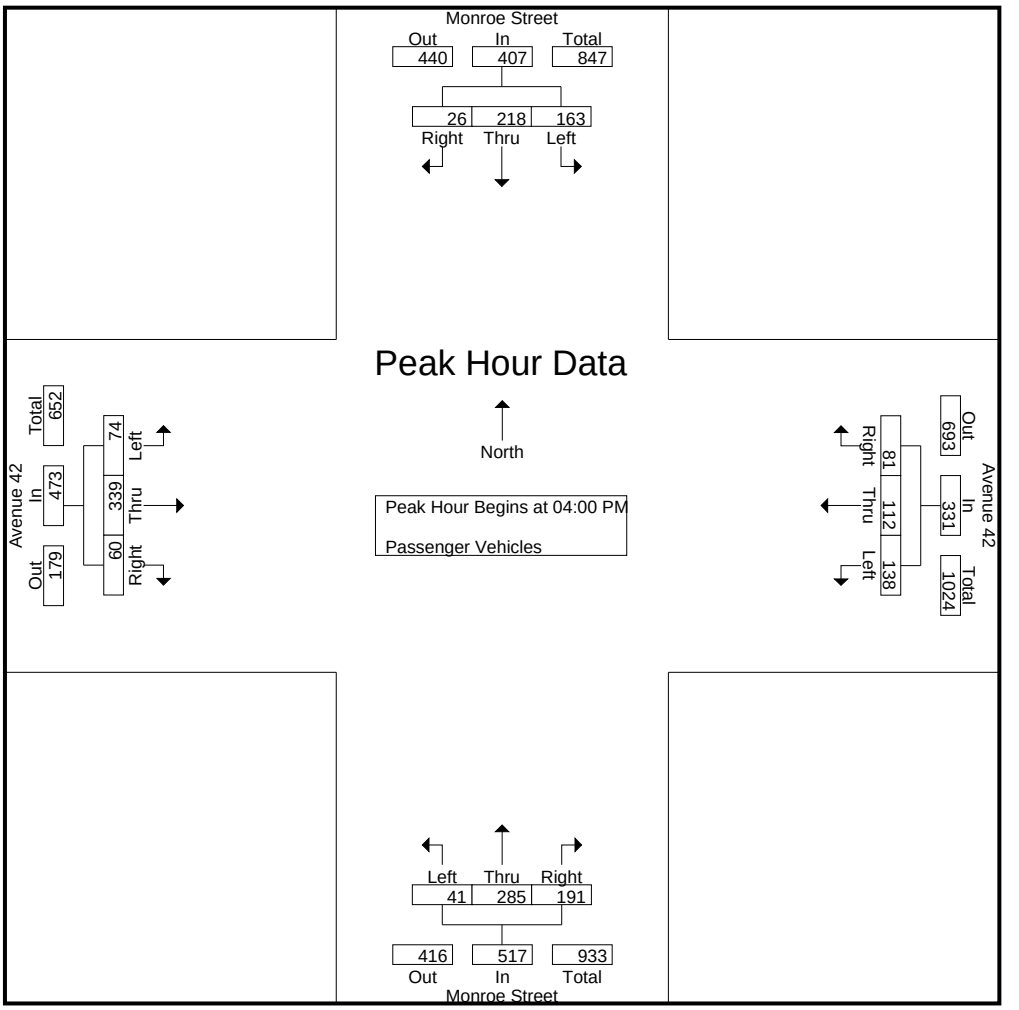
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	77	6	138	46	31	19	96	9	80	40	129	27	90	24	141	504
04:15 PM	33	42	2	77	28	25	20	73	14	64	60	138	17	89	12	118	406
04:30 PM	32	51	8	91	27	25	20	72	10	78	46	134	14	76	12	102	399
04:45 PM	43	48	10	101	37	31	22	90	8	63	45	116	16	84	12	112	419
Total	163	218	26	407	138	112	81	331	41	285	191	517	74	339	60	473	1728
05:00 PM	39	45	7	91	42	24	23	89	11	60	57	128	12	66	14	92	400
05:15 PM	35	55	6	96	28	27	19	74	4	62	69	135	18	81	10	109	414
05:30 PM	32	53	7	92	48	28	18	94	7	65	66	138	18	76	13	107	431
05:45 PM	19	33	4	56	40	33	19	92	7	64	68	139	11	78	12	101	388
Total	125	186	24	335	158	112	79	349	29	251	260	540	59	301	49	409	1633
Grand Total	288	404	50	742	296	224	160	680	70	536	451	1057	133	640	109	882	3361
Apprch %	38.8	54.4	6.7		43.5	32.9	23.5		6.6	50.7	42.7		15.1	72.6	12.4		
Total %	8.6	12	1.5	22.1	8.8	6.7	4.8	20.2	2.1	15.9	13.4	31.4	4	19	3.2	26.2	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**55**	**77**	6	**138**	**46**	**31**	19	**96**	9	**80**	40	129	**27**	**90**	**24**	**141**	**504**
04:15 PM	33	42	2	77	28	25	20	73	**14**	64	**60**	**138**	17	89	12	118	406
04:30 PM	32	51	8	91	27	25	20	72	10	78	46	134	14	76	12	102	399
04:45 PM	43	48	**10**	101	37	31	**22**	90	8	63	45	116	16	84	12	112	419
Total Volume	163	218	26	407	138	112	81	331	41	285	191	517	74	339	60	473	1728
% App. Total	40	53.6	6.4		41.7	33.8	24.5		7.9	55.1	36.9		15.6	71.7	12.7		
PHF	.741	.708	.650	.737	.750	.903	.920	.862	.732	.891	.796	.937	.685	.942	.625	.839	.857

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**55**	**77**	6	**138**	**46**	**31**	19	**96**	9	**80**	40	129	**27**	**90**	**24**	**141**
+15 mins.	33	42	2	77	28	25	20	73	**14**	64	**60**	**138**	17	89	12	118
+30 mins.	32	51	8	91	27	25	20	72	10	78	46	134	14	76	12	102
+45 mins.	43	48	**10**	101	37	31	**22**	90	8	63	45	116	16	84	12	112
Total Volume	163	218	26	407	138	112	81	331	41	285	191	517	74	339	60	473
% App. Total	40	53.6	6.4		41.7	33.8	24.5		7.9	55.1	36.9		15.6	71.7	12.7	
PHF	.741	.708	.650	.737	.750	.903	.920	.862	.732	.891	.796	.937	.685	.942	.625	.839

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

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

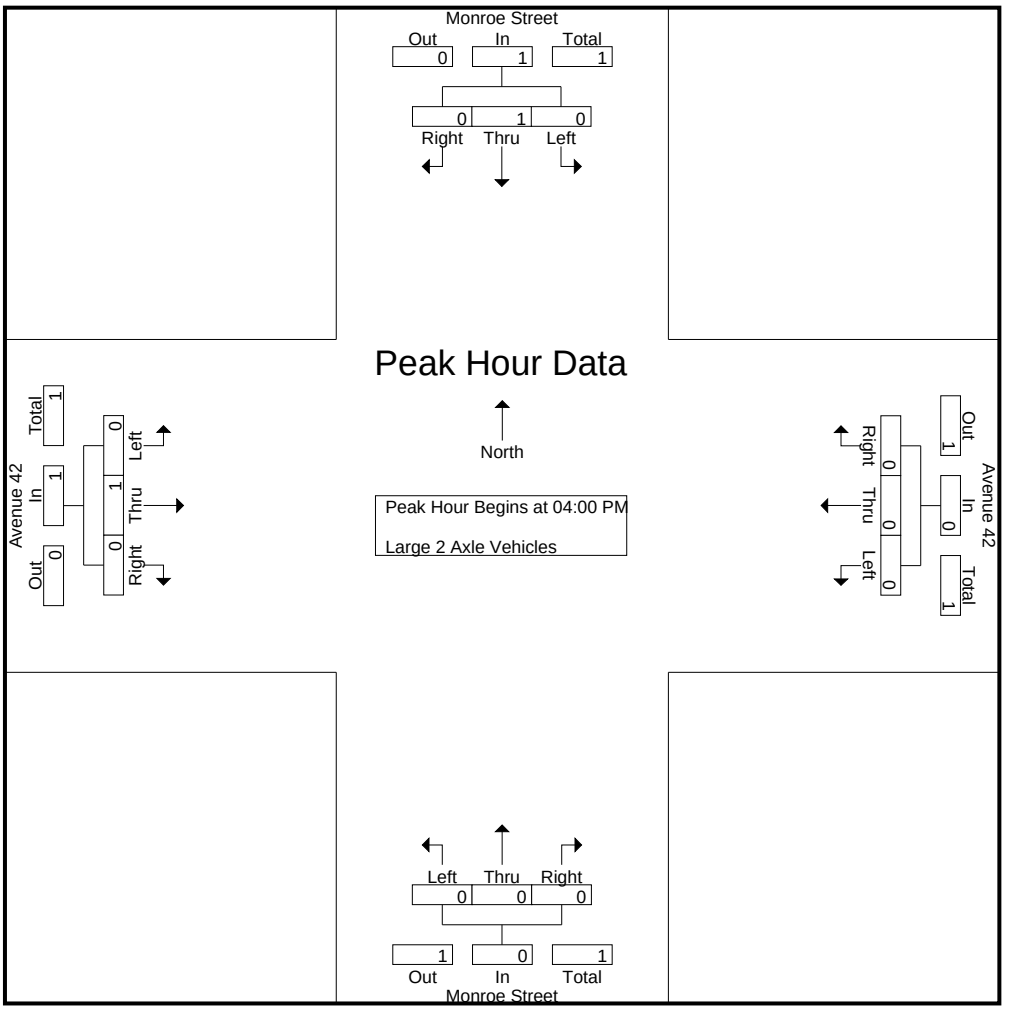
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	1	0	0	1	0	1	0	1	4
Grand Total	0	2	0	2	1	0	0	1	1	0	0	1	0	2	0	2	6
Apprch %	0	100	0		100	0	0		100	0	0		0	100	0		
Total %	0	33.3	0	33.3	16.7	0	0	16.7	16.7	0	0	16.7	0	33.3	0	33.3	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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

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

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City of Indio
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Weather: Clear

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
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Groups Printed- 3 Axle Vehicles

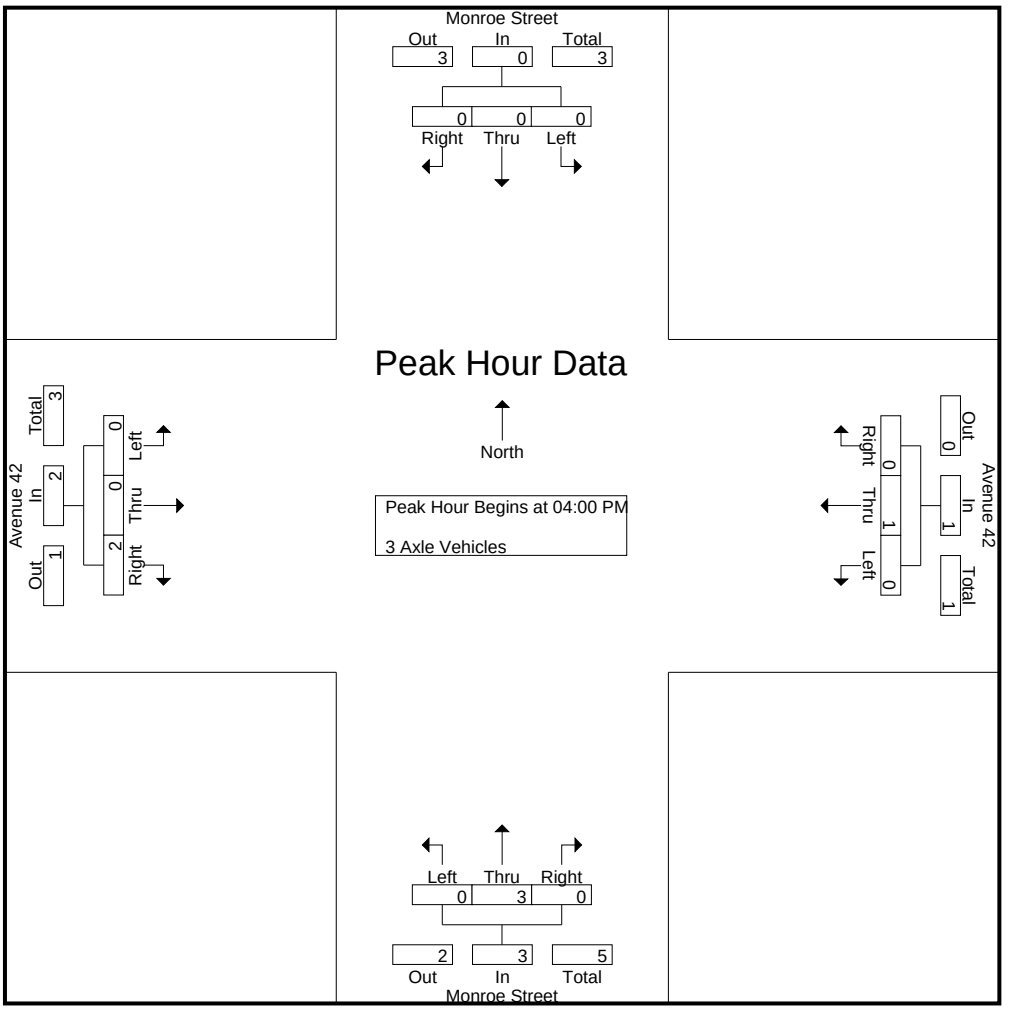
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	3	0	3	0	0	2	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	3	0	3	0	0	2	2	6
Apprch %	0	0	0		0	100	0		0	100	0		0	0	100		
Total %	0	0	0	0	0	16.7	0	16.7	0	50	0	50	0	0	33.3	33.3	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	3	0	3	0	0	2	2	6
% App. Total	0	0	0		0	100	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.500	.500	.750

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

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

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Corona, CA 92878
(951)268-6268

City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

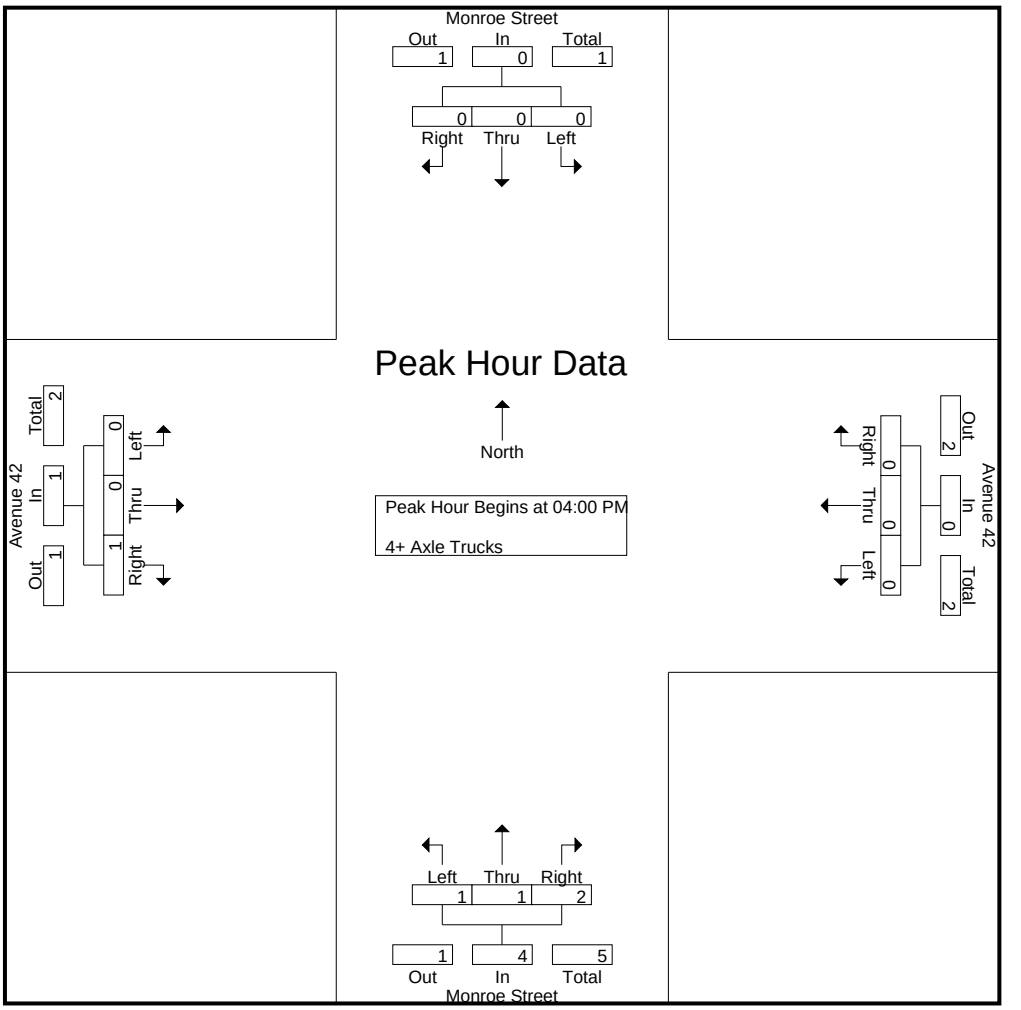
	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	2	4	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	1	1	3	5	0	0	1	1	7
Apprch %	0	100	0		0	0	0		20	20	60		0	0	100		
Total %	0	14.3	0	14.3	0	0	0	0	14.3	14.3	42.9	71.4	0	0	14.3	14.3	

	Monroe Street Southbound				Avenue 42 Westbound				Monroe Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	**1**	**1**	2
Total Volume	0	0	0	0	0	0	0	0	1	1	2	4	0	0	1	1	5
% App. Total	0	0	0		0	0	0		25	25	50		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.000	.250	.250	.625

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City of Indio
N/S: Monroe Street
E/W: Avenue 42
Weather: Clear

File Name : 06_IND_Mon_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	1	1	2	4	0	0	1	1
% App. Total	0	0	0		0	0	0		25	25	50		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500	.000	.000	.250	.250

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

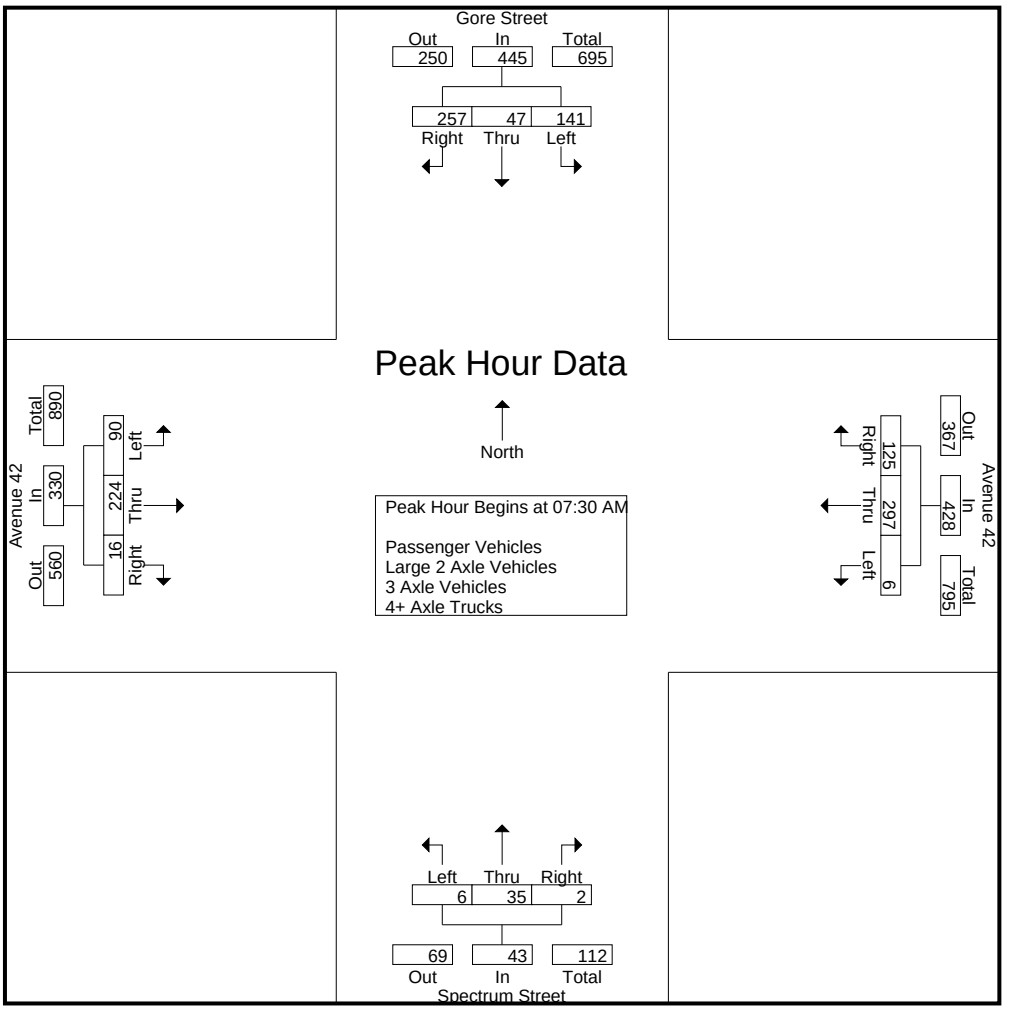
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	2	39	46	0	64	2	66	0	5	1	6	10	28	2	40	158
07:15 AM	8	3	49	60	0	64	12	76	1	0	0	1	14	36	2	52	189
07:30 AM	23	8	53	84	2	87	22	111	0	4	0	4	25	50	3	78	277
07:45 AM	39	12	77	128	0	83	38	121	4	6	1	11	21	48	2	71	331
Total	75	25	218	318	2	298	74	374	5	15	2	22	70	162	9	241	955
08:00 AM	41	12	81	134	1	63	42	106	1	15	1	17	23	65	4	92	349
08:15 AM	38	15	46	99	3	64	23	90	1	10	0	11	21	61	7	89	289
08:30 AM	13	8	34	55	0	63	4	67	2	2	0	4	14	55	1	70	196
08:45 AM	14	5	21	40	2	71	9	82	2	8	0	10	5	69	5	79	211
Total	106	40	182	328	6	261	78	345	6	35	1	42	63	250	17	330	1045
Grand Total	181	65	400	646	8	559	152	719	11	50	3	64	133	412	26	571	2000
Apprch %	28	10.1	61.9		1.1	77.7	21.1		17.2	78.1	4.7		23.3	72.2	4.6		
Total %	9.1	3.2	20	32.3	0.4	28	7.6	36	0.6	2.5	0.2	3.2	6.7	20.6	1.3	28.5	
Passenger Vehicles	177	65	400	642	7	550	150	707	9	49	3	61	132	400	26	558	1968
% Passenger Vehicles	97.8	100	100	99.4	87.5	98.4	98.7	98.3	81.8	98	100	95.3	99.2	97.1	100	97.7	98.4
Large 2 Axle Vehicles	4	0	0	4	0	9	2	11	0	0	0	0	1	10	0	11	26
% Large 2 Axle Vehicles	2.2	0	0	0.6	0	1.6	1.3	1.5	0	0	0	0	0.8	2.4	0	1.9	1.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	1.6	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	1	0	0	1	2	0	0	2	0	1	0	1	4
% 4+ Axle Trucks	0	0	0	0	12.5	0	0	0.1	18.2	0	0	3.1	0	0.2	0	0.2	0.2

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	8	53	84	2	**87**	22	111	0	4	0	4	**25**	50	3	78	277
07:45 AM	39	12	77	128	0	83	38	**121**	**4**	6	**1**	11	21	48	2	71	331
08:00 AM	**41**	12	**81**	**134**	1	63	**42**	106	1	**15**	1	**17**	23	**65**	4	**92**	**349**
08:15 AM	38	**15**	46	99	**3**	64	23	90	1	10	0	11	21	61	**7**	89	289
Total Volume	141	47	257	445	6	297	125	428	6	35	2	43	90	224	16	330	1246
% App. Total	31.7	10.6	57.8		1.4	69.4	29.2		14	81.4	4.7		27.3	67.9	4.8		
PHF	.860	.783	.793	.830	.500	.853	.744	.884	.375	.583	.500	.632	.900	.862	.571	.897	.893

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	23	8	53	84	2	**87**	22	111	0	4	0	4	**25**	50	3	78
+15 mins.	39	12	77	128	0	83	38	**121**	**4**	6	**1**	11	21	48	2	71
+30 mins.	**41**	12	**81**	**134**	1	63	**42**	106	1	**15**	1	**17**	23	**65**	4	**92**
+45 mins.	38	**15**	46	99	**3**	64	23	90	1	10	0	11	21	61	**7**	89
Total Volume	141	47	257	445	6	297	125	428	6	35	2	43	90	224	16	330
% App. Total	31.7	10.6	57.8		1.4	69.4	29.2		14	81.4	4.7		27.3	67.9	4.8	
PHF	.860	.783	.793	.830	.500	.853	.744	.884	.375	.583	.500	.632	.900	.862	.571	.897

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

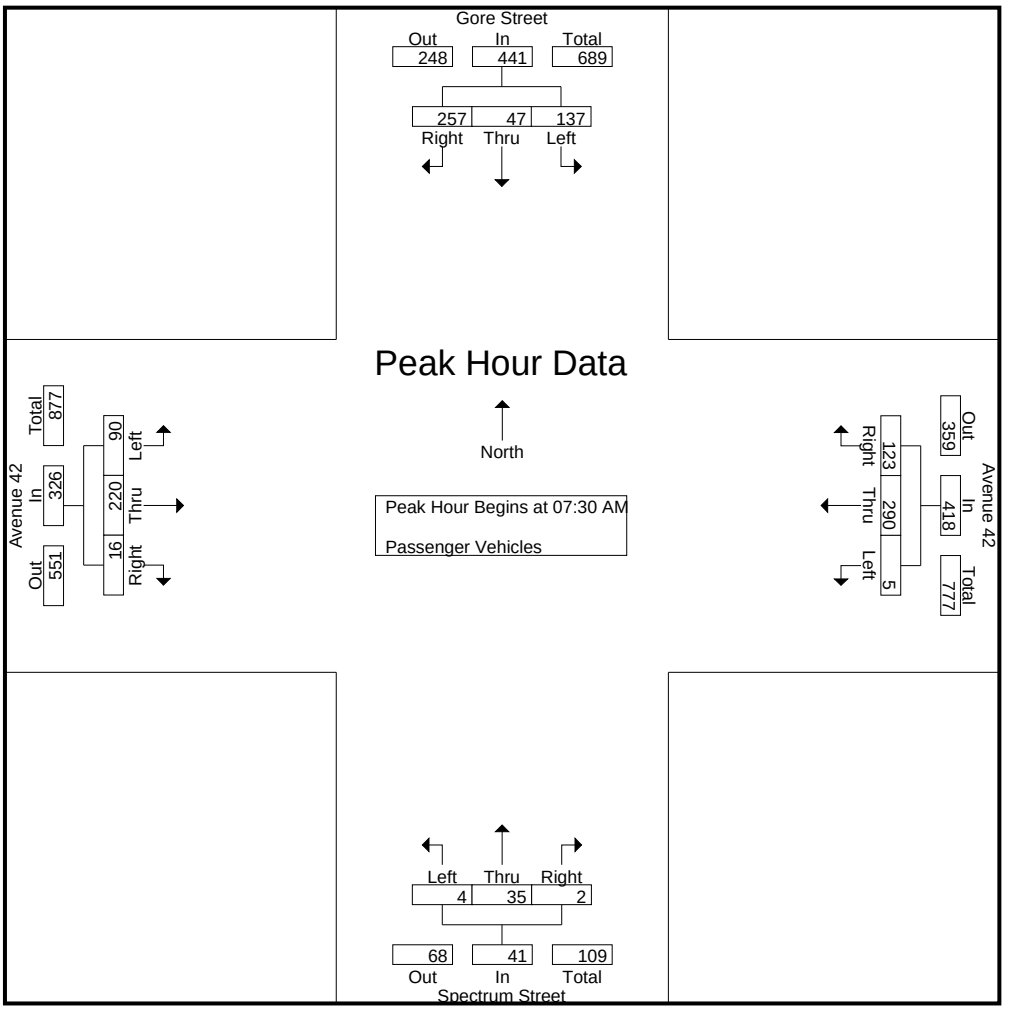
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	2	39	46	0	63	2	65	0	4	1	5	10	26	2	38	154
07:15 AM	8	3	49	60	0	64	12	76	1	0	0	1	14	36	2	52	189
07:30 AM	23	8	53	84	1	86	20	107	0	4	0	4	25	48	3	76	271
07:45 AM	35	12	77	124	0	79	38	117	3	6	1	10	21	47	2	70	321
Total	71	25	218	314	1	292	72	365	4	14	2	20	70	157	9	236	935
08:00 AM	41	12	81	134	1	62	42	105	1	15	1	17	23	64	4	91	347
08:15 AM	38	15	46	99	3	63	23	89	0	10	0	10	21	61	7	89	287
08:30 AM	13	8	34	55	0	63	4	67	2	2	0	4	13	53	1	67	193
08:45 AM	14	5	21	40	2	70	9	81	2	8	0	10	5	65	5	75	206
Total	106	40	182	328	6	258	78	342	5	35	1	41	62	243	17	322	1033
Grand Total	177	65	400	642	7	550	150	707	9	49	3	61	132	400	26	558	1968
Apprch %	27.6	10.1	62.3		1	77.8	21.2		14.8	80.3	4.9		23.7	71.7	4.7		
Total %	9	3.3	20.3	32.6	0.4	27.9	7.6	35.9	0.5	2.5	0.2	3.1	6.7	20.3	1.3	28.4	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	8	53	84	1	**86**	20	107	0	4	0	4	**25**	48	3	76	271
07:45 AM	35	12	77	124	0	79	38	**117**	**3**	6	**1**	10	21	47	2	70	321
08:00 AM	**41**	12	**81**	**134**	1	62	**42**	105	1	**15**	1	**17**	23	**64**	4	**91**	**347**
08:15 AM	38	**15**	46	99	**3**	63	23	89	0	10	0	10	21	61	**7**	89	287
Total Volume	137	47	257	441	5	290	123	418	4	35	2	41	90	220	16	326	1226
% App. Total	31.1	10.7	58.3		1.2	69.4	29.4		9.8	85.4	4.9		27.6	67.5	4.9		
PHF	.835	.783	.793	.823	.417	.843	.732	.893	.333	.583	.500	.603	.900	.859	.571	.896	.883

Counts Unlimited, Inc.
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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	23	8	53	84	1	**86**	20	107	0	4	0	4	**25**	48	3	76
+15 mins.	35	12	77	124	0	79	38	**117**	**3**	6	**1**	10	21	47	2	70
+30 mins.	**41**	12	**81**	**134**	1	62	**42**	105	1	**15**	1	**17**	23	**64**	4	**91**
+45 mins.	38	**15**	46	99	**3**	63	23	89	0	10	0	10	21	61	**7**	89
Total Volume	137	47	257	441	5	290	123	418	4	35	2	41	90	220	16	326
% App. Total	31.1	10.7	58.3		1.2	69.4	29.4		9.8	85.4	4.9		27.6	67.5	4.9	
PHF	.835	.783	.793	.823	.417	.843	.732	.893	.333	.583	.500	.603	.900	.859	.571	.896

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City of Indio
N/S: Gore Street/Spectrum Street
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Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

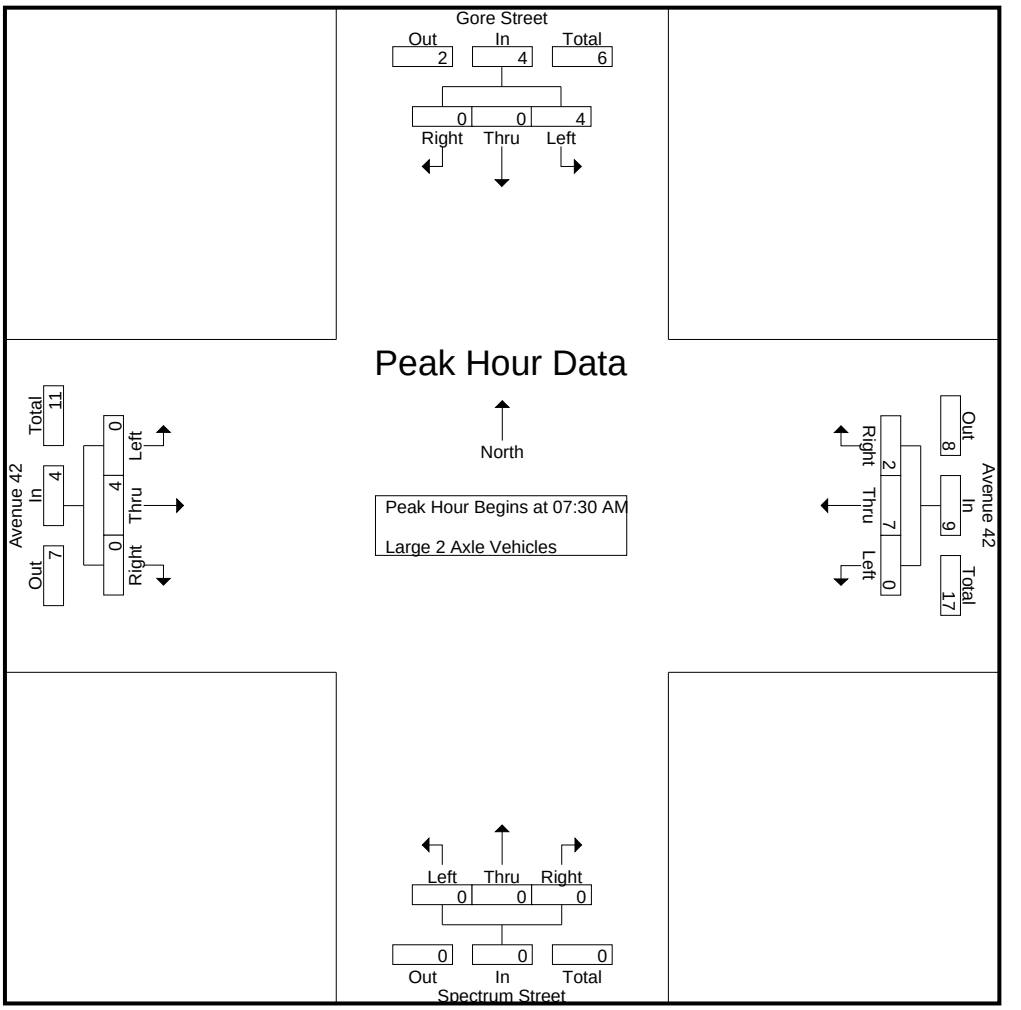
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	2	0	2	5
07:45 AM	4	0	0	4	0	4	0	4	0	0	0	0	0	1	0	1	9
Total	4	0	0	4	0	6	2	8	0	0	0	0	0	3	0	3	15
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	7	0	8	11
Grand Total	4	0	0	4	0	9	2	11	0	0	0	0	1	10	0	11	26
Apprch %	100	0	0		0	81.8	18.2		0	0	0		9.1	90.9	0		
Total %	15.4	0	0	15.4	0	34.6	7.7	42.3	0	0	0	0	3.8	38.5	0	42.3	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	**2**	3	0	0	0	0	0	**2**	0	**2**	5
07:45 AM	**4**	0	0	**4**	0	**4**	0	**4**	0	0	0	0	0	1	0	1	**9**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	0	7	2	9	0	0	0	0	0	4	0	4	17
% App. Total	100	0	0		0	77.8	22.2		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.438	.250	.563	.000	.000	.000	.000	.000	.500	.000	.500	.472

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City of Indio
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Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	**2**	3	0	0	0	0	0	**2**	0	**2**
+15 mins.	**4**	0	0	**4**	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	7	2	9	0	0	0	0	0	4	0	4
% App. Total	100	0	0		0	77.8	22.2		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.438	.250	.563	.000	.000	.000	.000	.000	.500	.000	.500

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023

Groups Printed- 3 Axle Vehicles

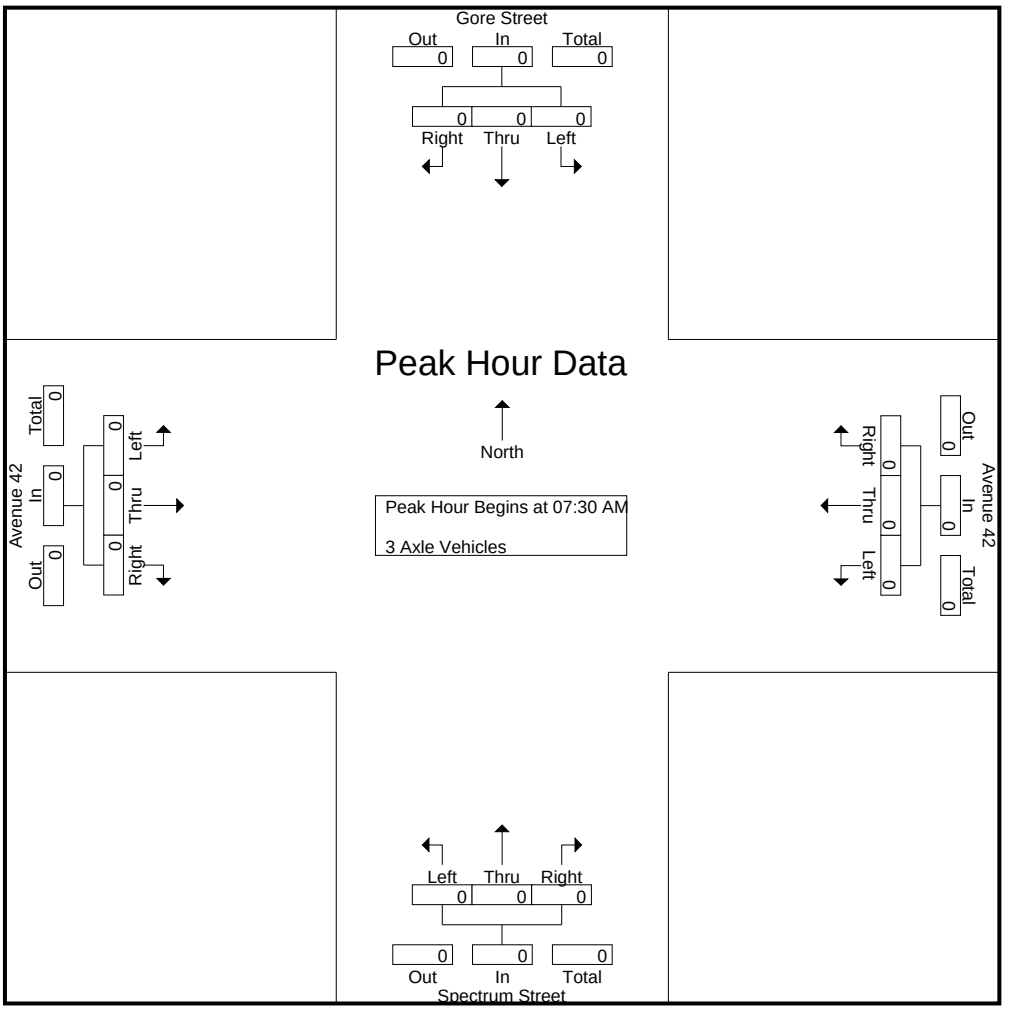
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	0	50	0	50	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
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File Name : 07_IND_Spec_A42 AM
Site Code : 05723278
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Groups Printed- 4+ Axle Trucks

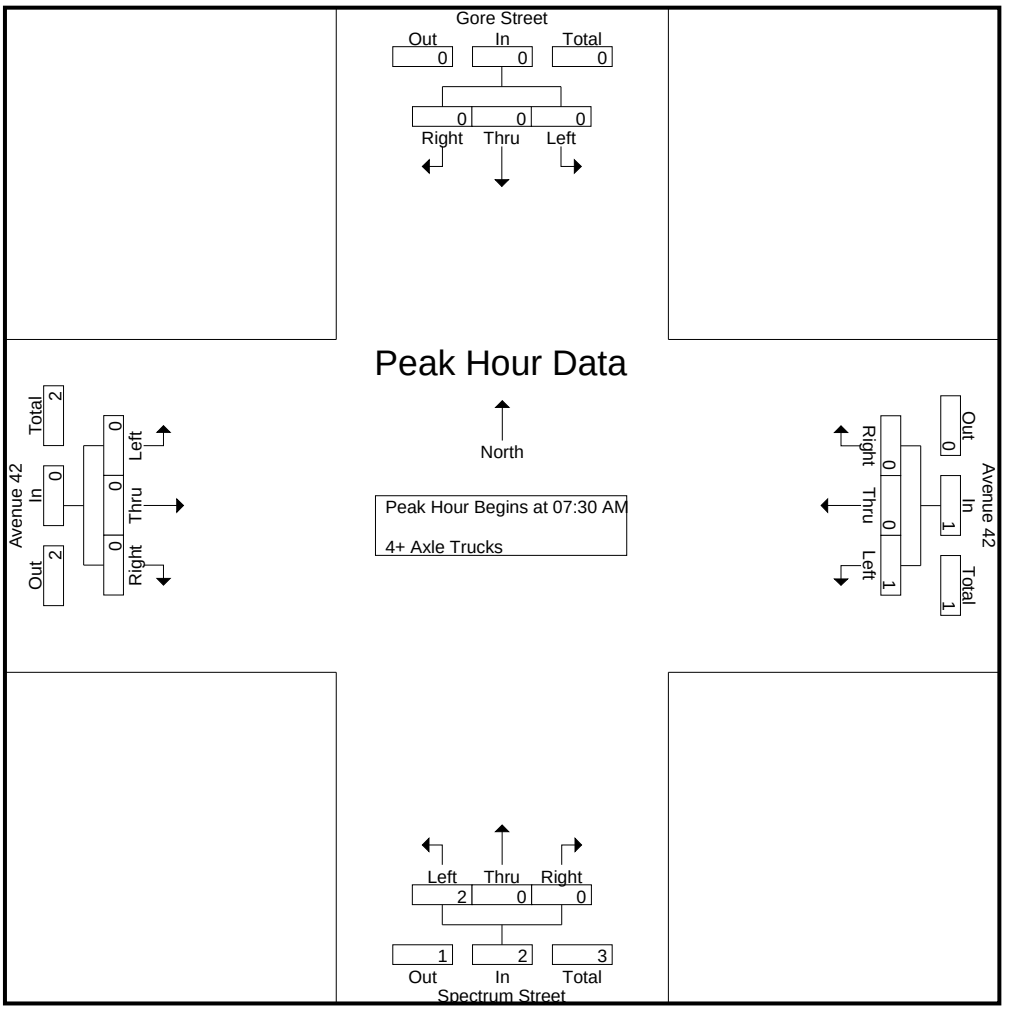
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	2	0	0	2	0	1	0	1	4
Apprch %	0	0	0		100	0	0		100	0	0		0	100	0		
Total %	0	0	0	0	25	0	0	25	50	0	0	50	0	25	0	25	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		100	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.750

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File Name : 07_IND_Spec_A42 AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
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File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

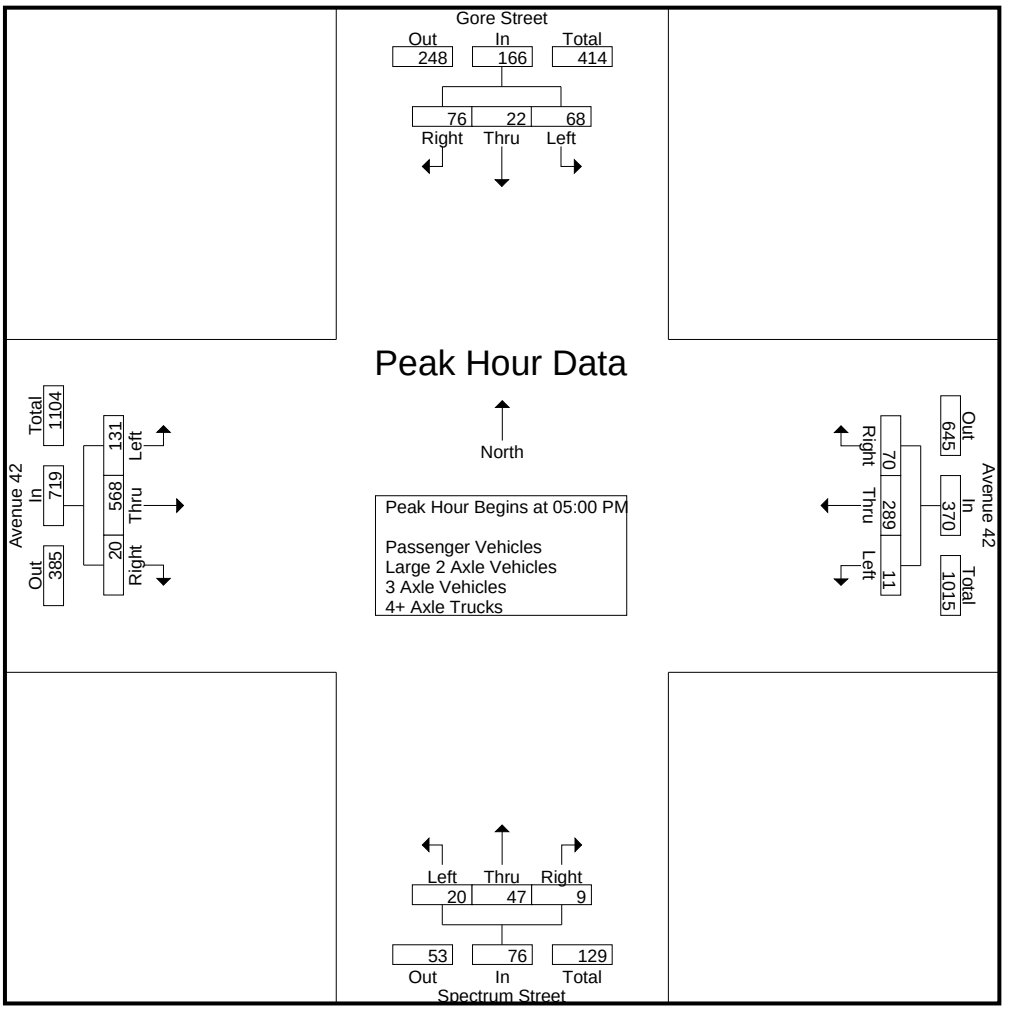
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	4	20	38	3	74	9	86	10	12	1	23	20	149	6	175	322
04:15 PM	10	6	21	37	6	54	14	74	7	9	0	16	41	139	8	188	315
04:30 PM	5	3	17	25	2	54	6	62	7	7	0	14	23	144	4	171	272
04:45 PM	9	3	23	35	3	69	18	90	6	9	2	17	39	109	5	153	295
Total	38	16	81	135	14	251	47	312	30	37	3	70	123	541	23	687	1204
05:00 PM	14	5	17	36	2	82	12	96	5	13	0	18	30	138	6	174	324
05:15 PM	7	4	14	25	1	59	31	91	3	17	3	23	37	139	8	184	323
05:30 PM	32	10	31	73	4	68	16	88	6	9	3	18	30	154	2	186	365
05:45 PM	15	3	14	32	4	80	11	95	6	8	3	17	34	137	4	175	319
Total	68	22	76	166	11	289	70	370	20	47	9	76	131	568	20	719	1331
Grand Total	106	38	157	301	25	540	117	682	50	84	12	146	254	1109	43	1406	2535
Apprch %	35.2	12.6	52.2		3.7	79.2	17.2		34.2	57.5	8.2		18.1	78.9	3.1		
Total %	4.2	1.5	6.2	11.9	1	21.3	4.6	26.9	2	3.3	0.5	5.8	10	43.7	1.7	55.5	
Passenger Vehicles	106	38	156	300	25	537	117	679	50	84	12	146	254	1104	42	1400	2525
% Passenger Vehicles	100	100	99.4	99.7	100	99.4	100	99.6	100	100	100	100	100	99.5	97.7	99.6	99.6
Large 2 Axle Vehicles	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4	8
% Large 2 Axle Vehicles	0	0	0.6	0.3	0	0.6	0	0.4	0	0	0	0	0	0.4	0	0.3	0.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	2.3	0.1	0.1

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	5	17	36	2	**82**	12	**96**	5	13	0	18	30	138	6	174	324
05:15 PM	7	4	14	25	1	59	**31**	91	3	**17**	**3**	**23**	**37**	139	**8**	184	323
05:30 PM	**32**	**10**	**31**	**73**	**4**	68	16	88	**6**	9	3	18	30	**154**	2	**186**	**365**
05:45 PM	15	3	14	32	4	80	11	95	6	8	3	17	34	137	4	175	319
Total Volume	68	22	76	166	11	289	70	370	20	47	9	76	131	568	20	719	1331
% App. Total	41	13.3	45.8		3	78.1	18.9		26.3	61.8	11.8		18.2	79	2.8		
PHF	.531	.550	.613	.568	.688	.881	.565	.964	.833	.691	.750	.826	.885	.922	.625	.966	.912

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File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	9	3	23	35	2	**82**	12	**96**	**6**	9	2	17	30	138	6	174
+15 mins.	14	5	17	36	1	59	**31**	91	5	13	0	18	**37**	139	**8**	184
+30 mins.	7	4	14	25	**4**	68	16	88	3	**17**	**3**	**23**	30	**154**	2	**186**
+45 mins.	**32**	**10**	**31**	**73**	4	80	11	95	6	9	3	18	34	137	4	175
Total Volume	62	22	85	169	11	289	70	370	20	48	8	76	131	568	20	719
% App. Total	36.7	13	50.3		3	78.1	18.9		26.3	63.2	10.5		18.2	79	2.8	
PHF	.484	.550	.685	.579	.688	.881	.565	.964	.833	.706	.667	.826	.885	.922	.625	.966

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File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
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Groups Printed- Passenger Vehicles

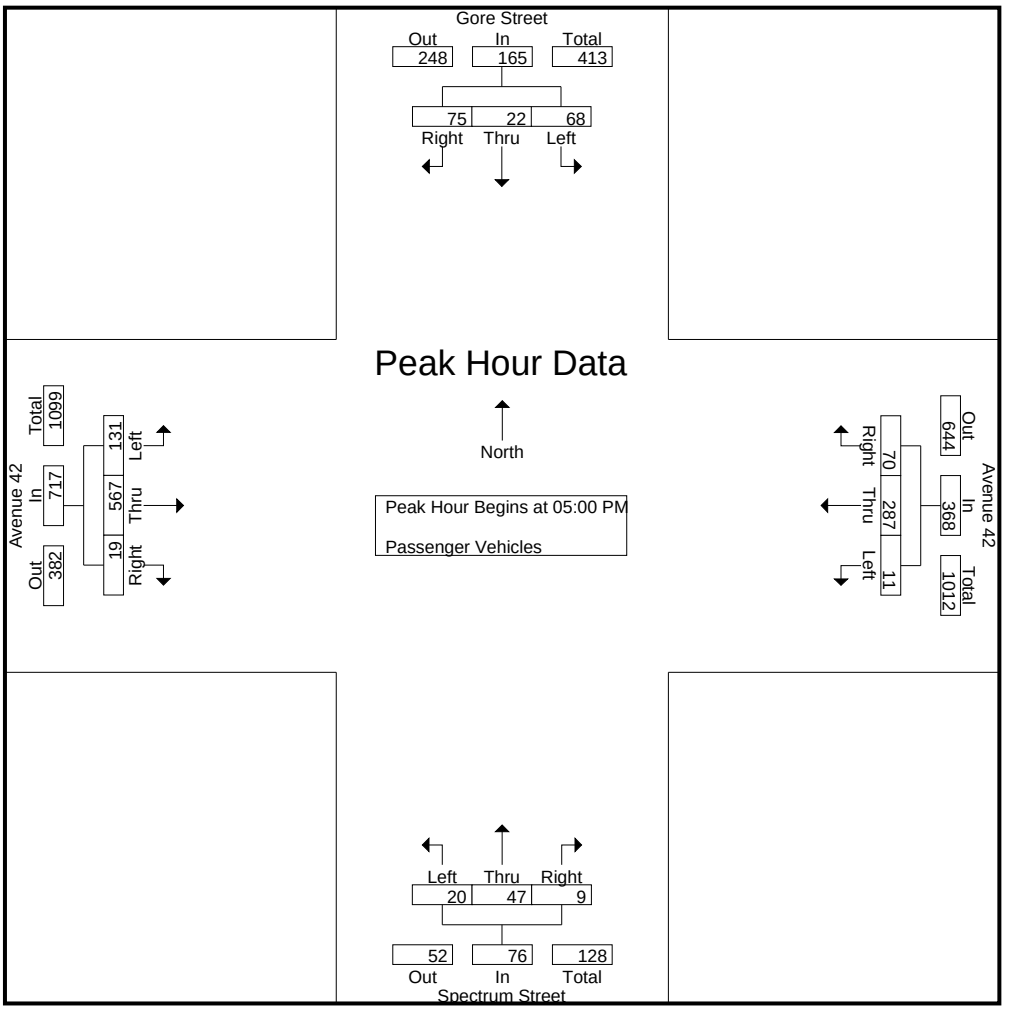
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	4	20	38	3	74	9	86	10	12	1	23	20	148	6	174	321
04:15 PM	10	6	21	37	6	54	14	74	7	9	0	16	41	138	8	187	314
04:30 PM	5	3	17	25	2	53	6	61	7	7	0	14	23	143	4	170	270
04:45 PM	9	3	23	35	3	69	18	90	6	9	2	17	39	108	5	152	294
Total	38	16	81	135	14	250	47	311	30	37	3	70	123	537	23	683	1199
05:00 PM	14	5	16	35	2	81	12	95	5	13	0	18	30	138	6	174	322
05:15 PM	7	4	14	25	1	59	31	91	3	17	3	23	37	139	8	184	323
05:30 PM	32	10	31	73	4	68	16	88	6	9	3	18	30	153	2	185	364
05:45 PM	15	3	14	32	4	79	11	94	6	8	3	17	34	137	3	174	317
Total	68	22	75	165	11	287	70	368	20	47	9	76	131	567	19	717	1326
Grand Total	106	38	156	300	25	537	117	679	50	84	12	146	254	1104	42	1400	2525
Apprch %	35.3	12.7	52		3.7	79.1	17.2		34.2	57.5	8.2		18.1	78.9	3		
Total %	4.2	1.5	6.2	11.9	1	21.3	4.6	26.9	2	3.3	0.5	5.8	10.1	43.7	1.7	55.4	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	5	16	35	2	**81**	12	**95**	5	13	0	18	30	138	6	174	322
05:15 PM	7	4	14	25	1	59	**31**	91	3	**17**	**3**	**23**	**37**	139	**8**	184	323
05:30 PM	**32**	**10**	**31**	**73**	**4**	68	16	88	**6**	9	3	18	30	**153**	2	**185**	**364**
05:45 PM	15	3	14	32	4	79	11	94	6	8	3	17	34	137	3	174	317
Total Volume	68	22	75	165	11	287	70	368	20	47	9	76	131	567	19	717	1326
% App. Total	41.2	13.3	45.5		3	78	19		26.3	61.8	11.8		18.3	79.1	2.6		
PHF	.531	.550	.605	.565	.688	.886	.565	.968	.833	.691	.750	.826	.885	.926	.594	.969	.911

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	14	5	16	35	2	**81**	12	**95**	5	13	0	18	30	138	6	174
+15 mins.	7	4	14	25	1	59	**31**	91	3	**17**	**3**	**23**	**37**	139	**8**	184
+30 mins.	**32**	**10**	**31**	**73**	**4**	68	16	88	**6**	9	3	18	30	**153**	2	**185**
+45 mins.	15	3	14	32	4	79	11	94	6	8	3	17	34	137	3	174
Total Volume	68	22	75	165	11	287	70	368	20	47	9	76	131	567	19	717
% App. Total	41.2	13.3	45.5		3	78	19		26.3	61.8	11.8		18.3	79.1	2.6	
PHF	.531	.550	.605	.565	.688	.886	.565	.968	.833	.691	.750	.826	.885	.926	.594	.969

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File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Large 2 Axle Vehicles

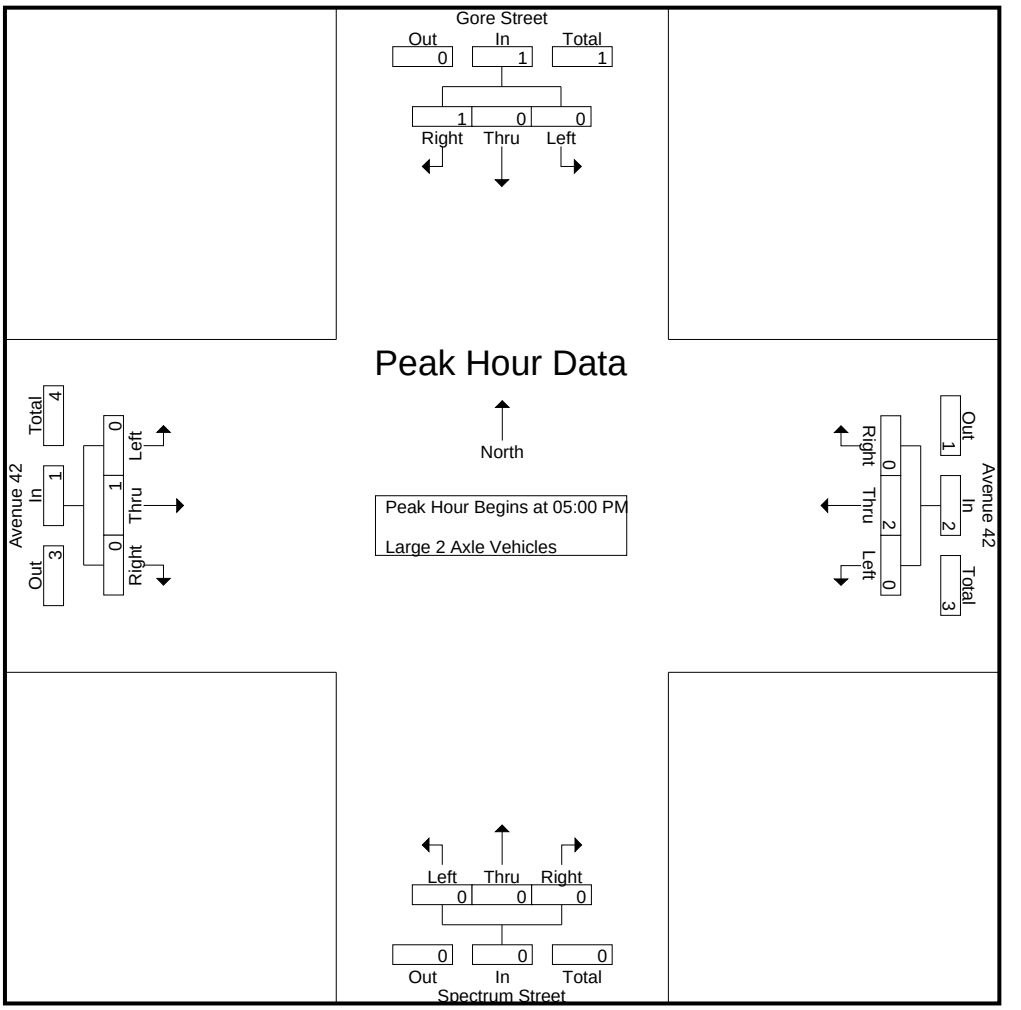
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Grand Total	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	4	8
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	12.5	12.5	0	37.5	0	37.5	0	0	0	0	0	50	0	50	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Gore Street/Spectrum Street
E/W: Avenue 42
Weather: Clear

File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- 3 Axle Vehicles

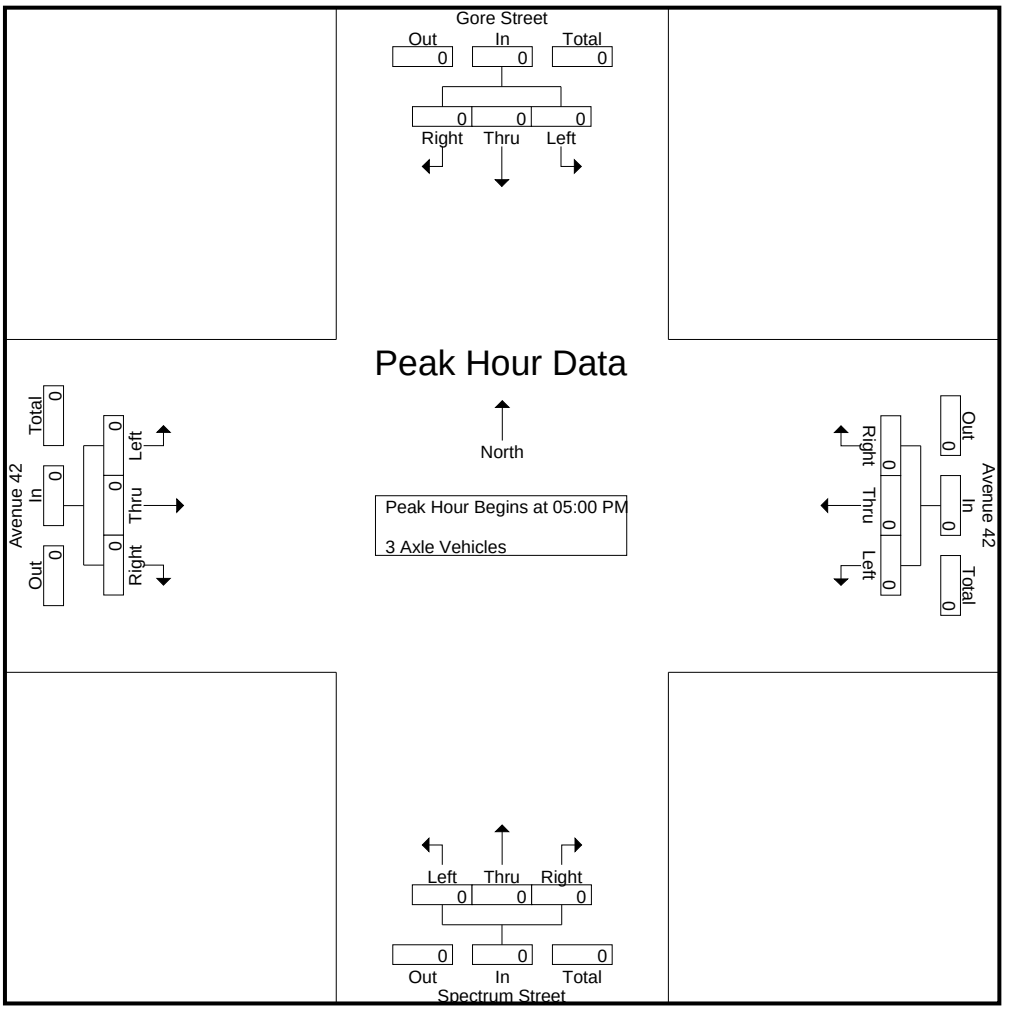
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
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File Name : 07_IND_Spec_A42 PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Gore Street/Spectrum Street
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Weather: Clear

File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
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Groups Printed- 4+ Axle Trucks

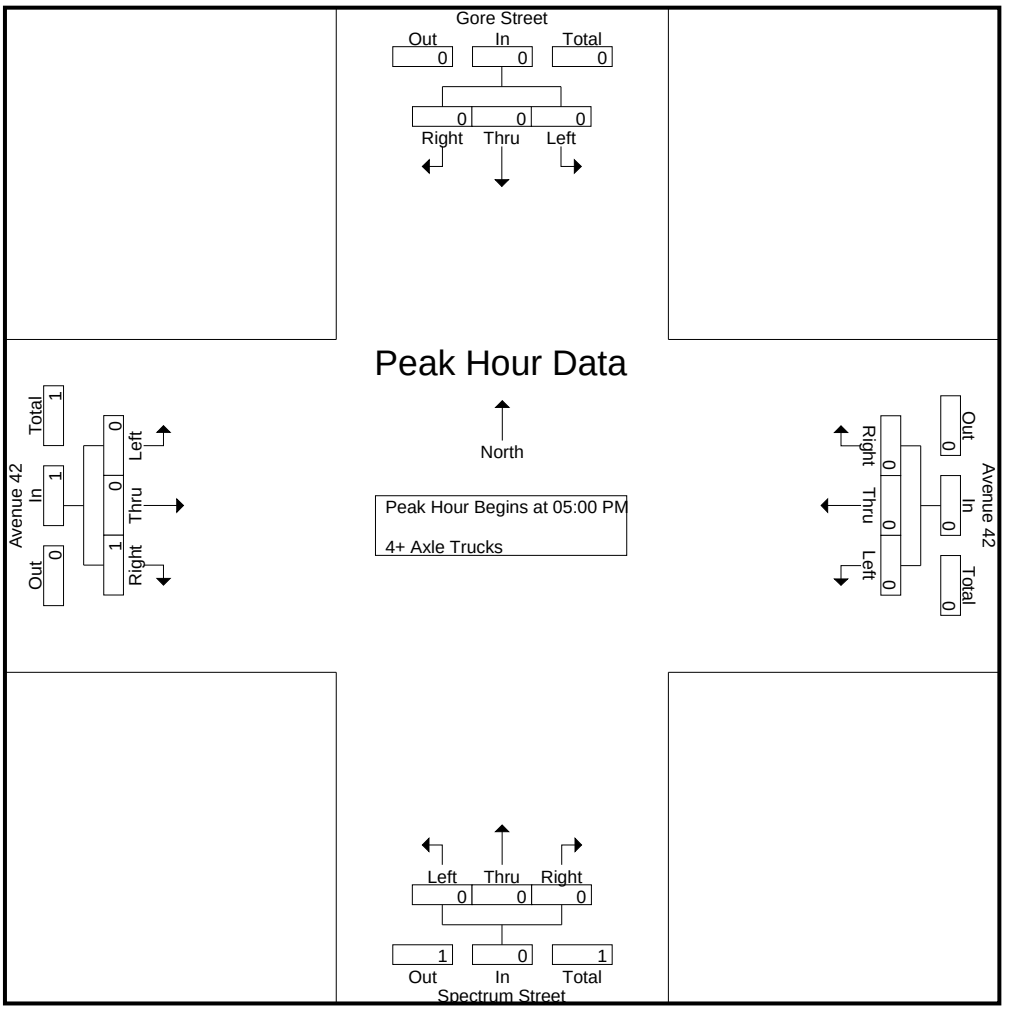
	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Apprch %	0	0	0		0	0	0		0	0	0		0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	

	Gore Street Southbound				Avenue 42 Westbound				Spectrum Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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City of Indio
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File Name : 07_IND_Spec_A42 PM
Site Code : 05723278
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

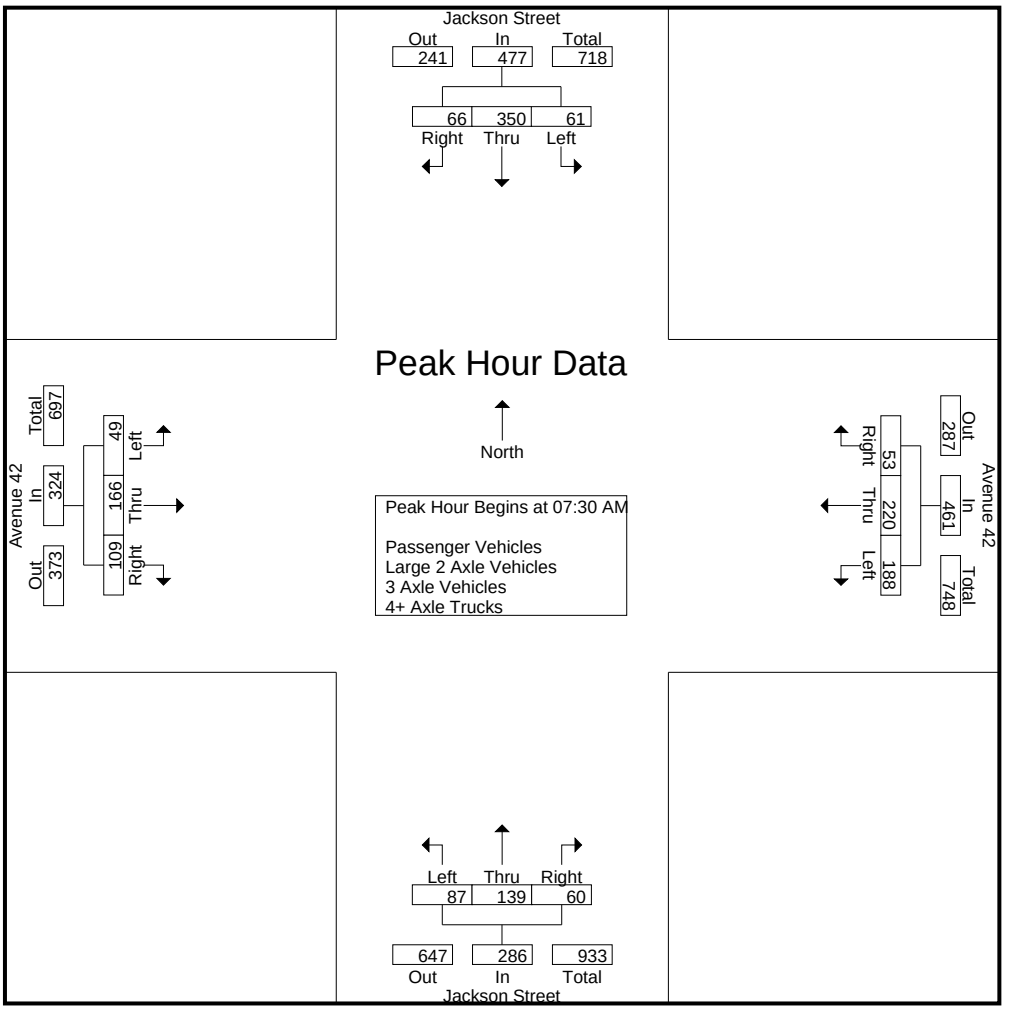
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	61	15	86	35	33	5	73	6	32	5	43	6	17	7	30	232
07:15 AM	13	86	13	112	39	38	10	87	17	27	7	51	5	27	12	44	294
07:30 AM	11	131	17	159	67	59	16	142	17	21	9	47	11	27	24	62	410
07:45 AM	19	96	21	136	60	56	12	128	27	41	12	80	12	48	27	87	431
Total	53	374	66	493	201	186	43	430	67	121	33	221	34	119	70	223	1367
08:00 AM	10	69	20	99	26	55	8	89	26	35	21	82	12	44	28	84	354
08:15 AM	21	54	8	83	35	50	17	102	17	42	18	77	14	47	30	91	353
08:30 AM	13	59	5	77	31	43	10	84	12	29	10	51	17	31	18	66	278
08:45 AM	16	49	11	76	30	57	23	110	23	38	18	79	10	35	23	68	333
Total	60	231	44	335	122	205	58	385	78	144	67	289	53	157	99	309	1318
Grand Total	113	605	110	828	323	391	101	815	145	265	100	510	87	276	169	532	2685
Apprch %	13.6	73.1	13.3		39.6	48	12.4		28.4	52	19.6		16.4	51.9	31.8		
Total %	4.2	22.5	4.1	30.8	12	14.6	3.8	30.4	5.4	9.9	3.7	19	3.2	10.3	6.3	19.8	
Passenger Vehicles	110	602	110	822	320	386	94	800	137	258	99	494	87	267	164	518	2634
% Passenger Vehicles	97.3	99.5	100	99.3	99.1	98.7	93.1	98.2	94.5	97.4	99	96.9	100	96.7	97	97.4	98.1
Large 2 Axle Vehicles	3	2	0	5	2	4	6	12	5	5	0	10	0	7	3	10	37
% Large 2 Axle Vehicles	2.7	0.3	0	0.6	0.6	1	5.9	1.5	3.4	1.9	0	2	0	2.5	1.8	1.9	1.4
3 Axle Vehicles	0	1	0	1	0	0	0	0	2	0	0	2	0	1	1	2	5
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	1.4	0	0	0.4	0	0.4	0.6	0.4	0.2
4+ Axle Trucks	0	0	0	0	1	1	1	3	1	2	1	4	0	1	1	2	9
% 4+ Axle Trucks	0	0	0	0	0.3	0.3	1	0.4	0.7	0.8	1	0.8	0	0.4	0.6	0.4	0.3

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	**131**	17	**159**	**67**	**59**	16	**142**	17	21	9	47	11	27	24	62	410
07:45 AM	19	96	**21**	136	60	56	12	128	**27**	41	12	80	12	**48**	27	87	**431**
08:00 AM	10	69	20	99	26	55	8	89	26	35	**21**	**82**	12	44	28	84	354
08:15 AM	**21**	54	8	83	35	50	**17**	102	17	**42**	18	77	**14**	47	**30**	**91**	353
Total Volume	61	350	66	477	188	220	53	461	87	139	60	286	49	166	109	324	1548
% App. Total	12.8	73.4	13.8		40.8	47.7	11.5		30.4	48.6	21		15.1	51.2	33.6		
PHF	.726	.668	.786	.750	.701	.932	.779	.812	.806	.827	.714	.872	.875	.865	.908	.890	.898

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Site Code : 05723278
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:45 AM				07:45 AM			
+0 mins.	13	86	13	112	**67**	**59**	16	**142**	**27**	41	12	80	12	**48**	27	87
+15 mins.	11	**131**	17	**159**	60	56	12	128	26	35	**21**	**82**	12	44	28	84
+30 mins.	**19**	96	**21**	136	26	55	8	89	17	**42**	18	77	14	47	**30**	**91**
+45 mins.	10	69	20	99	35	50	**17**	102	12	29	10	51	**17**	31	18	66
Total Volume	53	382	71	506	188	220	53	461	82	147	61	290	55	170	103	328
% App. Total	10.5	75.5	14		40.8	47.7	11.5		28.3	50.7	21		16.8	51.8	31.4	
PHF	.697	.729	.845	.796	.701	.932	.779	.812	.759	.875	.726	.884	.809	.885	.858	.901

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City of Indio
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File Name : 08_IND_Jack_A42 AM
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Groups Printed- Passenger Vehicles

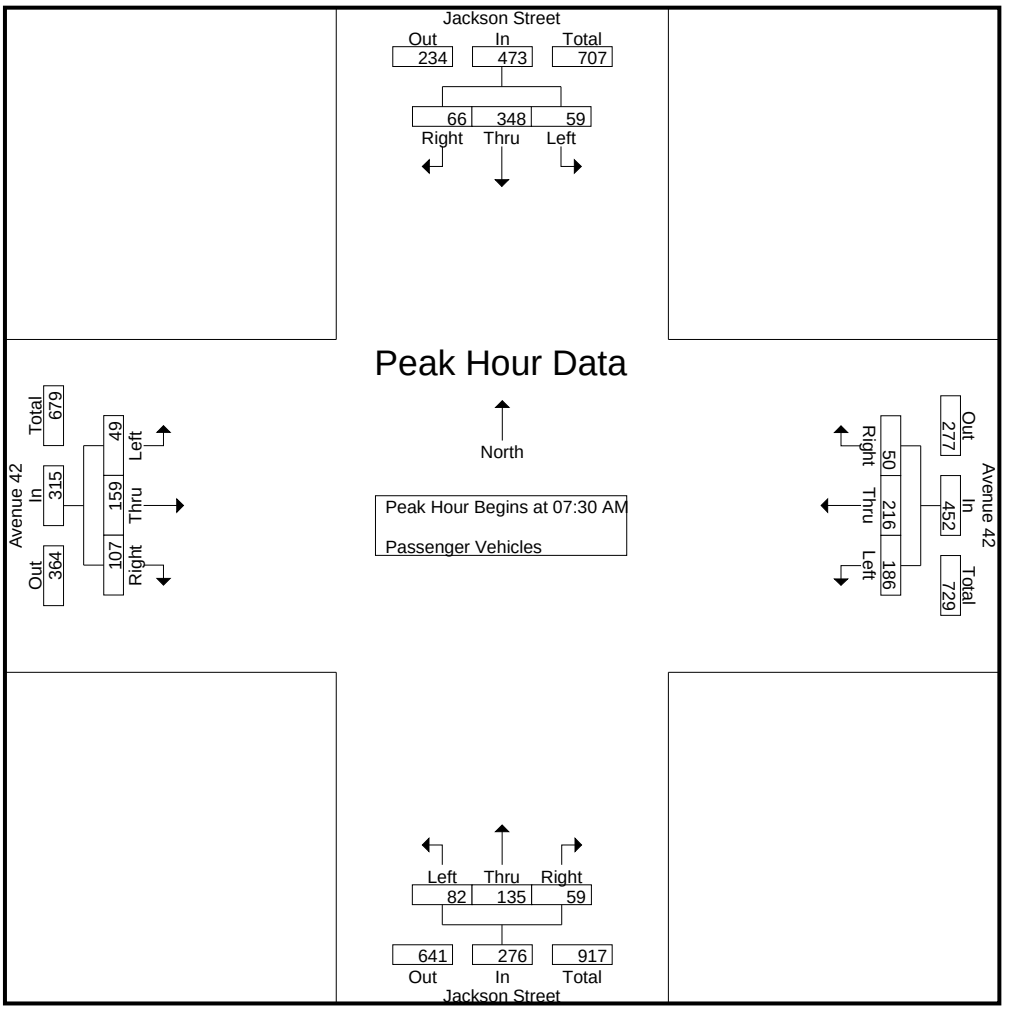
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	60	15	85	35	32	5	72	6	32	5	43	6	16	6	28	228
07:15 AM	13	86	13	112	39	38	10	87	16	26	7	49	5	27	11	43	291
07:30 AM	9	131	17	157	66	58	15	139	14	21	9	44	11	26	23	60	400
07:45 AM	19	96	21	136	59	54	12	125	26	38	12	76	12	44	26	82	419
Total	51	373	66	490	199	182	42	423	62	117	33	212	34	113	66	213	1338
08:00 AM	10	68	20	98	26	54	8	88	26	35	21	82	12	43	28	83	351
08:15 AM	21	53	8	82	35	50	15	100	16	41	17	74	14	46	30	90	346
08:30 AM	13	59	5	77	30	43	9	82	12	29	10	51	17	31	17	65	275
08:45 AM	15	49	11	75	30	57	20	107	21	36	18	75	10	34	23	67	324
Total	59	229	44	332	121	204	52	377	75	141	66	282	53	154	98	305	1296
Grand Total	110	602	110	822	320	386	94	800	137	258	99	494	87	267	164	518	2634
Apprch %	13.4	73.2	13.4		40	48.2	11.8		27.7	52.2	20		16.8	51.5	31.7		
Total %	4.2	22.9	4.2	31.2	12.1	14.7	3.6	30.4	5.2	9.8	3.8	18.8	3.3	10.1	6.2	19.7	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	**131**	17	**157**	**66**	**58**	**15**	**139**	14	21	9	44	11	26	23	60	400
07:45 AM	19	96	**21**	136	59	54	12	125	**26**	38	12	76	12	44	26	82	**419**
08:00 AM	10	68	20	98	26	54	8	88	26	35	**21**	**82**	12	43	28	83	351
08:15 AM	**21**	53	8	82	35	50	15	100	16	**41**	17	74	**14**	**46**	**30**	**90**	346
Total Volume	59	348	66	473	186	216	50	452	82	135	59	276	49	159	107	315	1516
% App. Total	12.5	73.6	14		41.2	47.8	11.1		29.7	48.9	21.4		15.6	50.5	34		
PHF	.702	.664	.786	.753	.705	.931	.833	.813	.788	.823	.702	.841	.875	.864	.892	.875	.905

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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	9	**131**	17	**157**	**66**	**58**	**15**	**139**	14	21	9	44	11	26	23	60
+15 mins.	19	96	**21**	136	59	54	12	125	**26**	38	12	76	12	44	26	82
+30 mins.	10	68	20	98	26	54	8	88	26	35	**21**	**82**	12	43	28	83
+45 mins.	**21**	53	8	82	35	50	15	100	16	**41**	17	74	**14**	**46**	**30**	**90**
Total Volume	59	348	66	473	186	216	50	452	82	135	59	276	49	159	107	315
% App. Total	12.5	73.6	14		41.2	47.8	11.1		29.7	48.9	21.4		15.6	50.5	34	
PHF	.702	.664	.786	.753	.705	.931	.833	.813	.788	.823	.702	.841	.875	.864	.892	.875

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

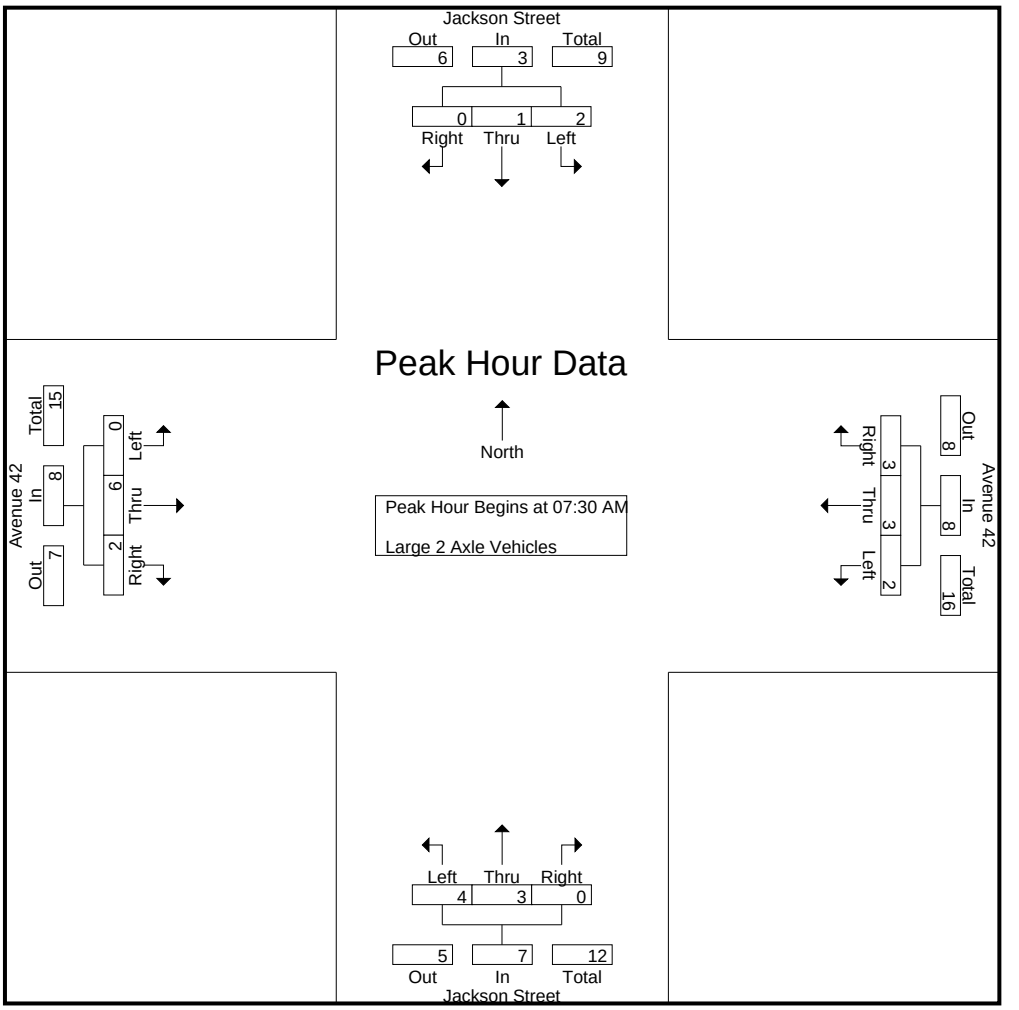
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	2	1	0	1	2	3	0	0	3	0	1	1	2	9
07:45 AM	0	0	0	0	1	2	0	3	1	3	0	4	0	4	1	5	12
Total	2	1	0	3	2	3	1	6	4	3	0	7	0	5	2	7	23
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	1	0	0	1	0	0	3	3	1	2	0	3	0	1	0	1	8
Total	1	1	0	2	0	1	5	6	1	2	0	3	0	2	1	3	14
Grand Total	3	2	0	5	2	4	6	12	5	5	0	10	0	7	3	10	37
Apprch %	60	40	0		16.7	33.3	50		50	50	0		0	70	30		
Total %	8.1	5.4	0	13.5	5.4	10.8	16.2	32.4	13.5	13.5	0	27	0	18.9	8.1	27	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	0	0	**2**	**1**	0	1	2	**3**	0	0	3	0	1	**1**	2	9
07:45 AM	0	0	0	0	1	**2**	0	**3**	1	**3**	0	**4**	0	**4**	1	**5**	**12**
08:00 AM	0	**1**	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	0	0	2
Total Volume	2	1	0	3	2	3	3	8	4	3	0	7	0	6	2	8	26
% App. Total	66.7	33.3	0		25	37.5	37.5		57.1	42.9	0		0	75	25		
PHF	.250	.250	.000	.375	.500	.375	.375	.667	.333	.250	.000	.438	.000	.375	.500	.400	.542

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	0	0	**2**	**1**	0	1	2	**3**	0	0	3	0	1	**1**	2
+15 mins.	0	0	0	0	1	**2**	0	**3**	1	**3**	0	**4**	0	**4**	1	**5**
+30 mins.	0	**1**	0	1	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	0	0
Total Volume	2	1	0	3	2	3	3	8	4	3	0	7	0	6	2	8
% App. Total	66.7	33.3	0		25	37.5	37.5		57.1	42.9	0		0	75	25	
PHF	.250	.250	.000	.375	.500	.375	.375	.667	.333	.250	.000	.438	.000	.375	.500	.400

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

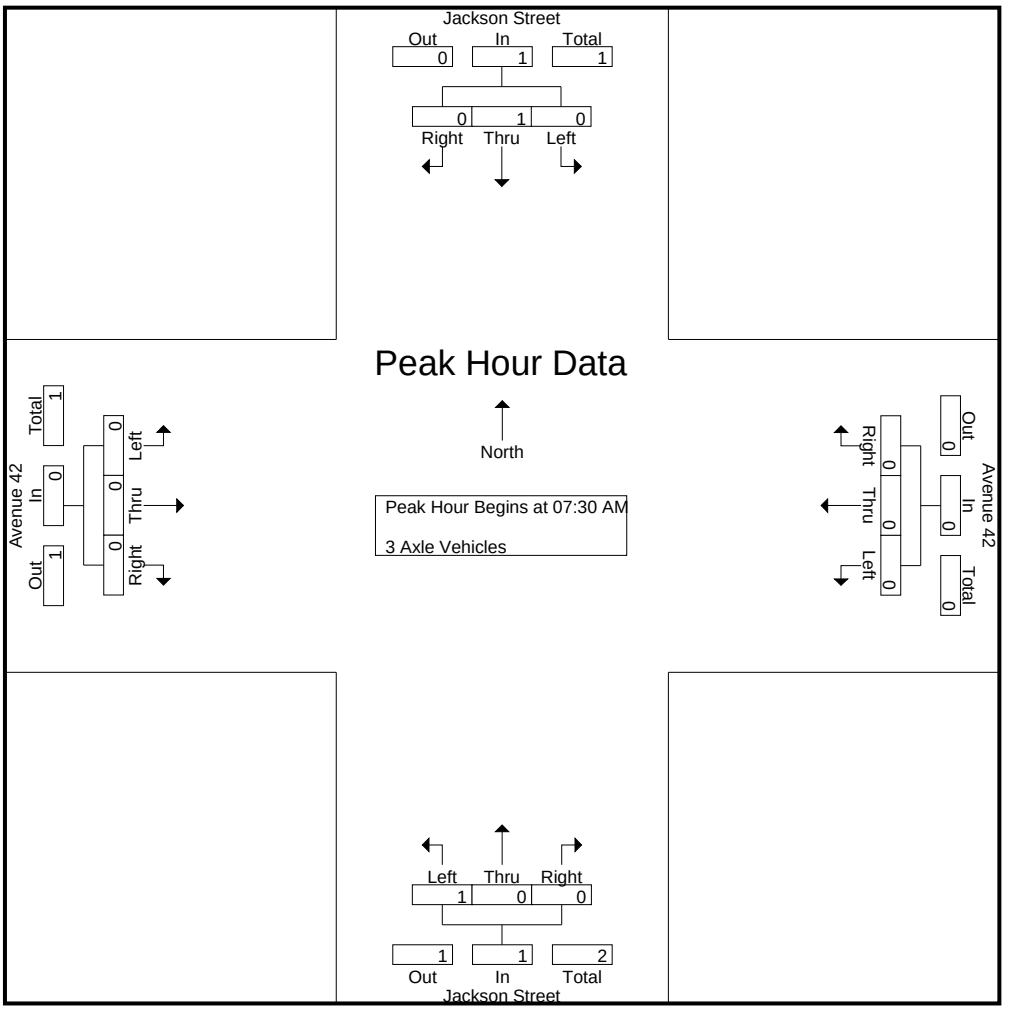
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	2	0	0	2	0	1	1	2	5
Apprch %	0	100	0		0	0	0		100	0	0		0	50	50		
Total %	0	20	0	20	0	0	0	0	40	0	0	40	0	20	20	40	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

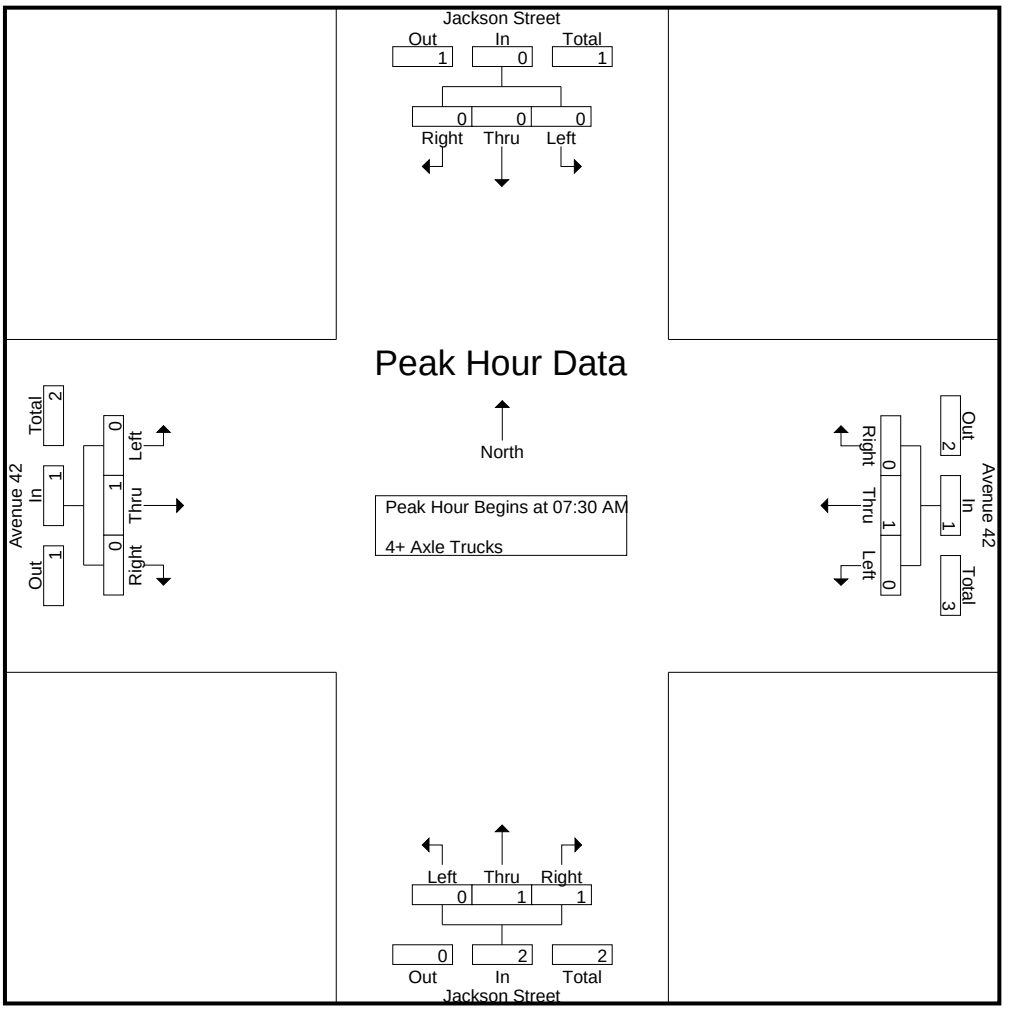
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
08:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	1	2	1	1	1	3	0	1	0	1	6
Grand Total	0	0	0	0	1	1	1	3	1	2	1	4	0	1	1	2	9
Apprch %	0	0	0		33.3	33.3	33.3		25	50	25		0	50	50		
Total %	0	0	0	0	11.1	11.1	11.1	33.3	11.1	22.2	11.1	44.4	0	11.1	11.1	22.2	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**	**3**
Total Volume	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250	.333

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City of Indio
N/S: Jackson Street
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File Name : 08_IND_Jack_A42 AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	**1**	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1
% App. Total	0	0	0		0	100	0		0	50	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.000	.250	.000	.250

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

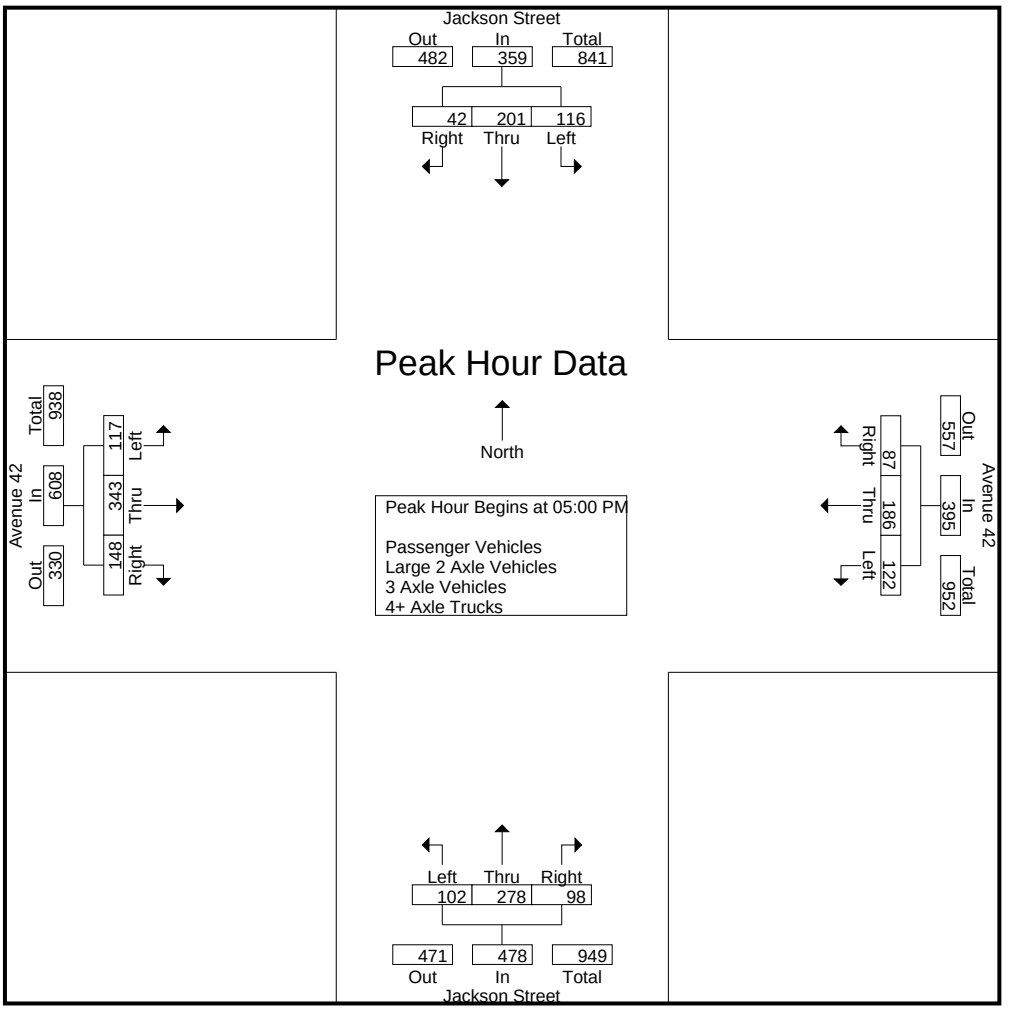
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	63	14	132	32	46	25	103	18	84	24	126	21	85	50	156	517
04:15 PM	45	46	17	108	14	45	21	80	20	72	25	117	29	70	35	134	439
04:30 PM	27	52	10	89	24	35	23	82	25	68	23	116	39	62	20	121	408
04:45 PM	32	62	15	109	30	45	22	97	25	69	28	122	28	64	25	117	445
Total	159	223	56	438	100	171	91	362	88	293	100	481	117	281	130	528	1809
05:00 PM	19	48	14	81	27	43	24	94	23	65	27	115	26	91	35	152	442
05:15 PM	31	57	8	96	27	58	25	110	23	76	25	124	34	81	38	153	483
05:30 PM	29	43	10	82	33	46	20	99	23	62	25	110	29	94	30	153	444
05:45 PM	37	53	10	100	35	39	18	92	33	75	21	129	28	77	45	150	471
Total	116	201	42	359	122	186	87	395	102	278	98	478	117	343	148	608	1840
Grand Total	275	424	98	797	222	357	178	757	190	571	198	959	234	624	278	1136	3649
Apprch %	34.5	53.2	12.3		29.3	47.2	23.5		19.8	59.5	20.6		20.6	54.9	24.5		
Total %	7.5	11.6	2.7	21.8	6.1	9.8	4.9	20.7	5.2	15.6	5.4	26.3	6.4	17.1	7.6	31.1	
Passenger Vehicles	270	421	98	789	221	356	177	754	186	570	197	953	234	622	275	1131	3627
% Passenger Vehicles	98.2	99.3	100	99	99.5	99.7	99.4	99.6	97.9	99.8	99.5	99.4	100	99.7	98.9	99.6	99.4
Large 2 Axle Vehicles	5	2	0	7	1	1	1	3	2	1	0	3	0	1	3	4	17
% Large 2 Axle Vehicles	1.8	0.5	0	0.9	0.5	0.3	0.6	0.4	1.1	0.2	0	0.3	0	0.2	1.1	0.4	0.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0.5	0	0.5	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.5	0	0	0.1	0	0.2	0	0.1	0.1

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	48	**14**	81	27	43	24	94	23	65	**27**	115	26	91	35	152	442
05:15 PM	31	**57**	8	96	27	**58**	**25**	**110**	23	**76**	25	124	**34**	81	38	**153**	**483**
05:30 PM	29	43	10	82	33	46	20	99	23	62	25	110	29	**94**	30	153	444
05:45 PM	**37**	53	10	**100**	**35**	39	18	92	**33**	75	21	**129**	28	77	**45**	150	471
Total Volume	116	201	42	359	122	186	87	395	102	278	98	478	117	343	148	608	1840
% App. Total	32.3	56	11.7		30.9	47.1	22		21.3	58.2	20.5		19.2	56.4	24.3		
PHF	.784	.882	.750	.898	.871	.802	.870	.898	.773	.914	.907	.926	.860	.912	.822	.993	.952

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City of Indio
N/S: Jackson Street
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File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				05:00 PM			
+0 mins.	**55**	**63**	14	**132**	30	45	22	97	18	**84**	24	**126**	26	91	35	152
+15 mins.	45	46	**17**	108	27	43	24	94	20	72	25	117	**34**	81	38	**153**
+30 mins.	27	52	10	89	27	**58**	**25**	**110**	**25**	68	23	116	29	**94**	30	153
+45 mins.	32	62	15	109	**33**	46	20	99	25	69	**28**	122	28	77	**45**	150
Total Volume	159	223	56	438	117	192	91	400	88	293	100	481	117	343	148	608
% App. Total	36.3	50.9	12.8		29.2	48	22.8		18.3	60.9	20.8		19.2	56.4	24.3	
PHF	.723	.885	.824	.830	.886	.828	.910	.909	.880	.872	.893	.954	.860	.912	.822	.993

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File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles

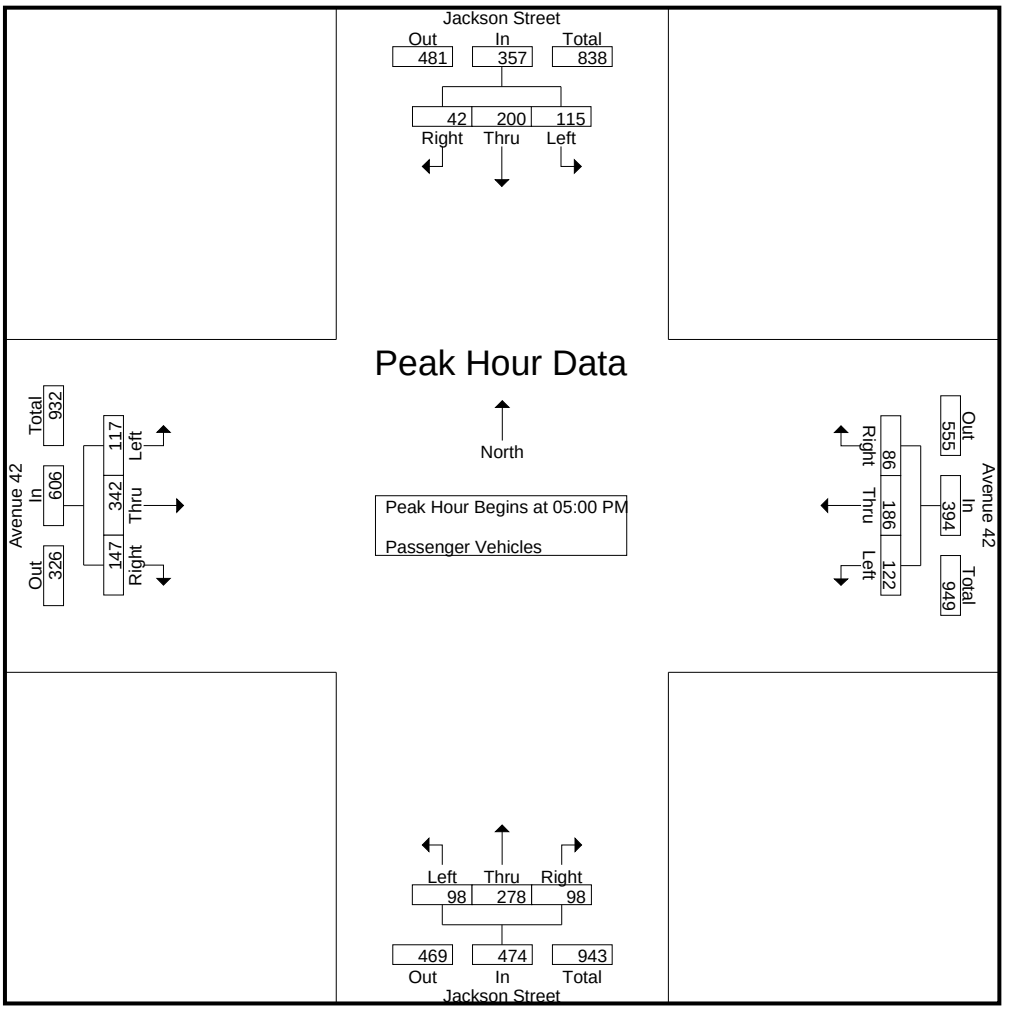
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	54	62	14	130	32	46	25	103	18	84	24	126	21	85	49	155	514
04:15 PM	44	45	17	106	14	45	21	80	20	72	24	116	29	69	35	133	435
04:30 PM	26	52	10	88	24	34	23	81	25	68	23	116	39	62	19	120	405
04:45 PM	31	62	15	108	29	45	22	96	25	68	28	121	28	64	25	117	442
Total	155	221	56	432	99	170	91	360	88	292	99	479	117	280	128	525	1796
05:00 PM	18	48	14	80	27	43	23	93	21	65	27	113	26	90	35	151	437
05:15 PM	31	56	8	95	27	58	25	110	23	76	25	124	34	81	38	153	482
05:30 PM	29	43	10	82	33	46	20	99	23	62	25	110	29	94	29	152	443
05:45 PM	37	53	10	100	35	39	18	92	31	75	21	127	28	77	45	150	469
Total	115	200	42	357	122	186	86	394	98	278	98	474	117	342	147	606	1831
Grand Total	270	421	98	789	221	356	177	754	186	570	197	953	234	622	275	1131	3627
Apprch %	34.2	53.4	12.4		29.3	47.2	23.5		19.5	59.8	20.7		20.7	55	24.3		
Total %	7.4	11.6	2.7	21.8	6.1	9.8	4.9	20.8	5.1	15.7	5.4	26.3	6.5	17.1	7.6	31.2	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	48	**14**	80	27	43	23	93	21	65	**27**	113	26	90	35	151	437
05:15 PM	31	**56**	8	95	27	**58**	**25**	**110**	23	**76**	25	124	**34**	81	38	**153**	**482**
05:30 PM	29	43	10	82	33	46	20	99	23	62	25	110	29	**94**	29	152	443
05:45 PM	**37**	53	10	**100**	**35**	39	18	92	**31**	75	21	**127**	28	77	**45**	150	469
Total Volume	115	200	42	357	122	186	86	394	98	278	98	474	117	342	147	606	1831
% App. Total	32.2	56	11.8		31	47.2	21.8		20.7	58.6	20.7		19.3	56.4	24.3		
PHF	.777	.893	.750	.893	.871	.802	.860	.895	.790	.914	.907	.933	.860	.910	.817	.990	.950

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	18	48	**14**	80	27	43	23	93	21	65	**27**	113	26	90	35	151
+15 mins.	31	**56**	8	95	27	**58**	**25**	**110**	23	**76**	25	124	**34**	81	38	**153**
+30 mins.	29	43	10	82	33	46	20	99	23	62	25	110	29	**94**	29	152
+45 mins.	**37**	53	10	**100**	**35**	39	18	92	**31**	75	21	**127**	28	77	**45**	150
Total Volume	115	200	42	357	122	186	86	394	98	278	98	474	117	342	147	606
% App. Total	32.2	56	11.8		31	47.2	21.8		20.7	58.6	20.7		19.3	56.4	24.3	
PHF	.777	.893	.750	.893	.871	.802	.860	.895	.790	.914	.907	.933	.860	.910	.817	.990

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

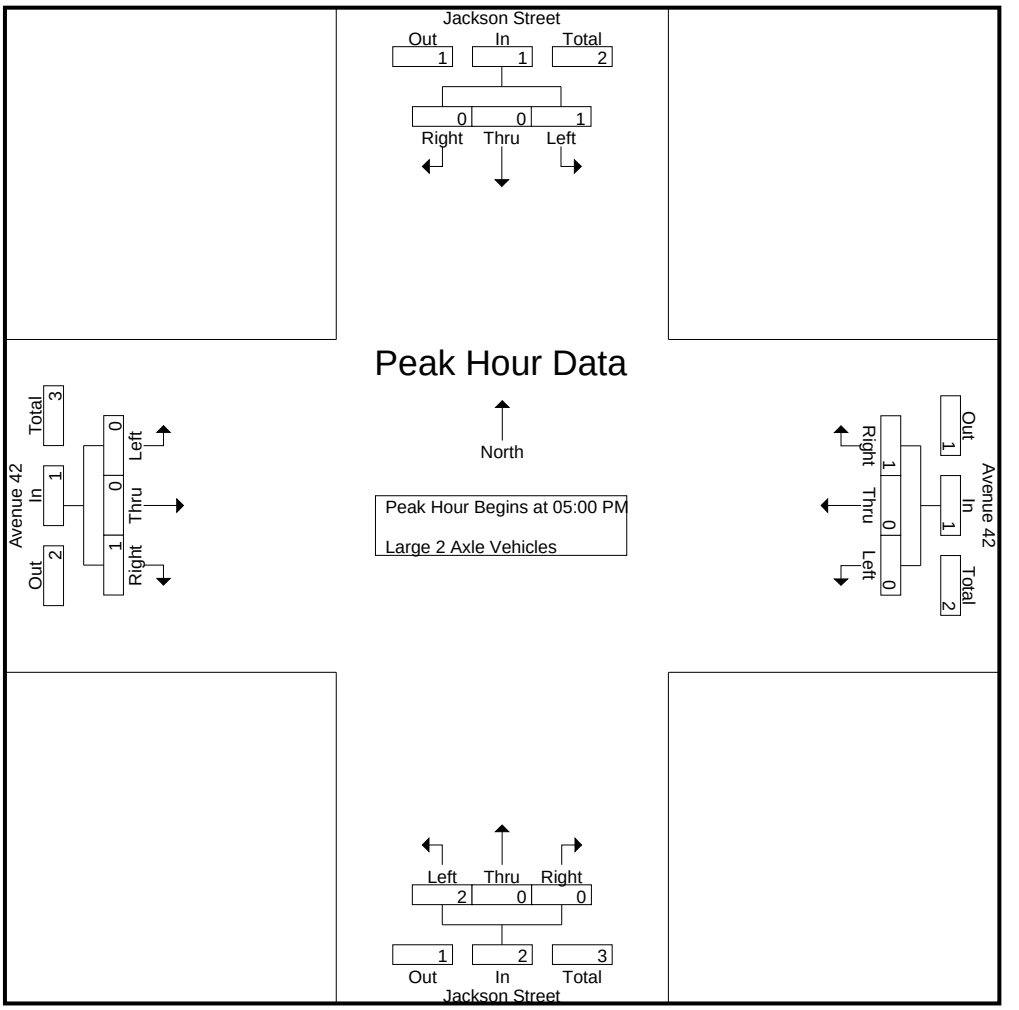
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
04:45 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	4	2	0	6	1	1	0	2	0	1	0	1	0	1	2	3	12
05:00 PM	1	0	0	1	0	0	1	1	1	0	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	1	0	0	1	0	0	1	1	2	0	0	2	0	0	1	1	5
Grand Total	5	2	0	7	1	1	1	3	2	1	0	3	0	1	3	4	17
Apprch %	71.4	28.6	0		33.3	33.3	33.3		66.7	33.3	0		0	25	75		
Total %	29.4	11.8	0	41.2	5.9	5.9	5.9	17.6	11.8	5.9	0	17.6	0	5.9	17.6	23.5	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	1	0	0	1	0	0	1	1	2	0	0	2	0	0	1	1	5
% App. Total	100	0	0		0	0	100		100	0	0		0	0	100		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.500	.000	.000	.500	.000	.000	.250	.250	.417

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

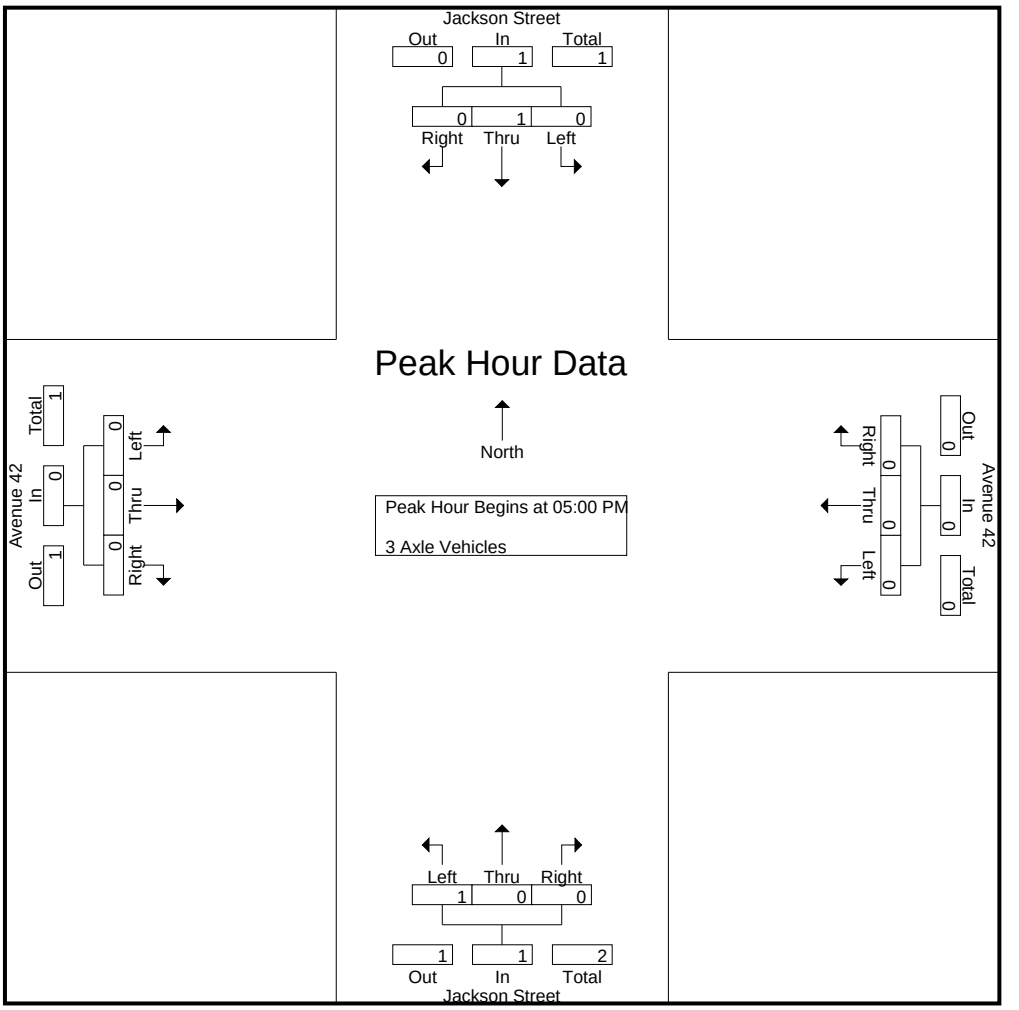
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Grand Total	0	1	0	1	0	0	0	0	1	0	1	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		50	0	50		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	33.3	0	33.3	66.7	0	0	0	0	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

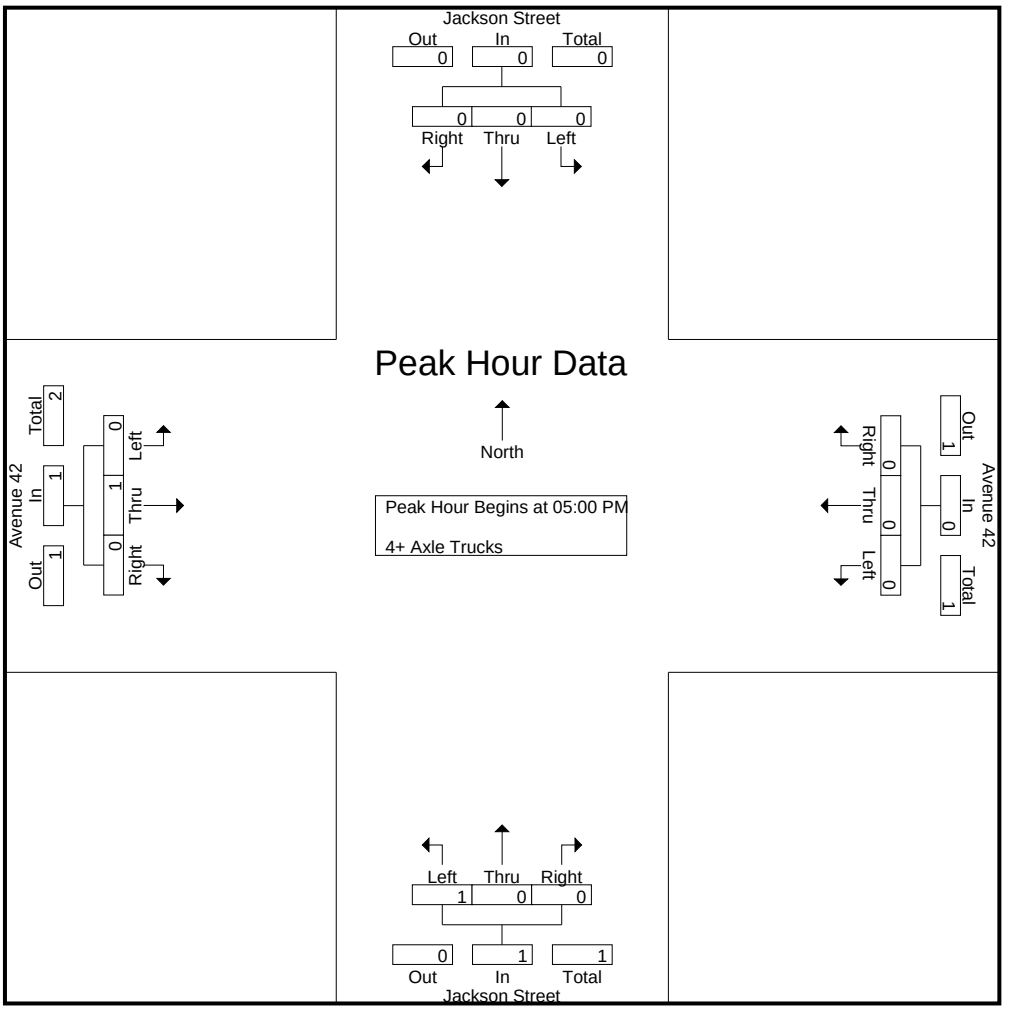
	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	0	50	0	50	

	Jackson Street Southbound				Avenue 42 Westbound				Jackson Street Northbound				Avenue 42 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.250	.500

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City of Indio
N/S: Jackson Street
E/W: Avenue 42
Weather: Clear

File Name : 08_IND_Jack_A42 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

File Name : 09_IND_Mon_Show AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

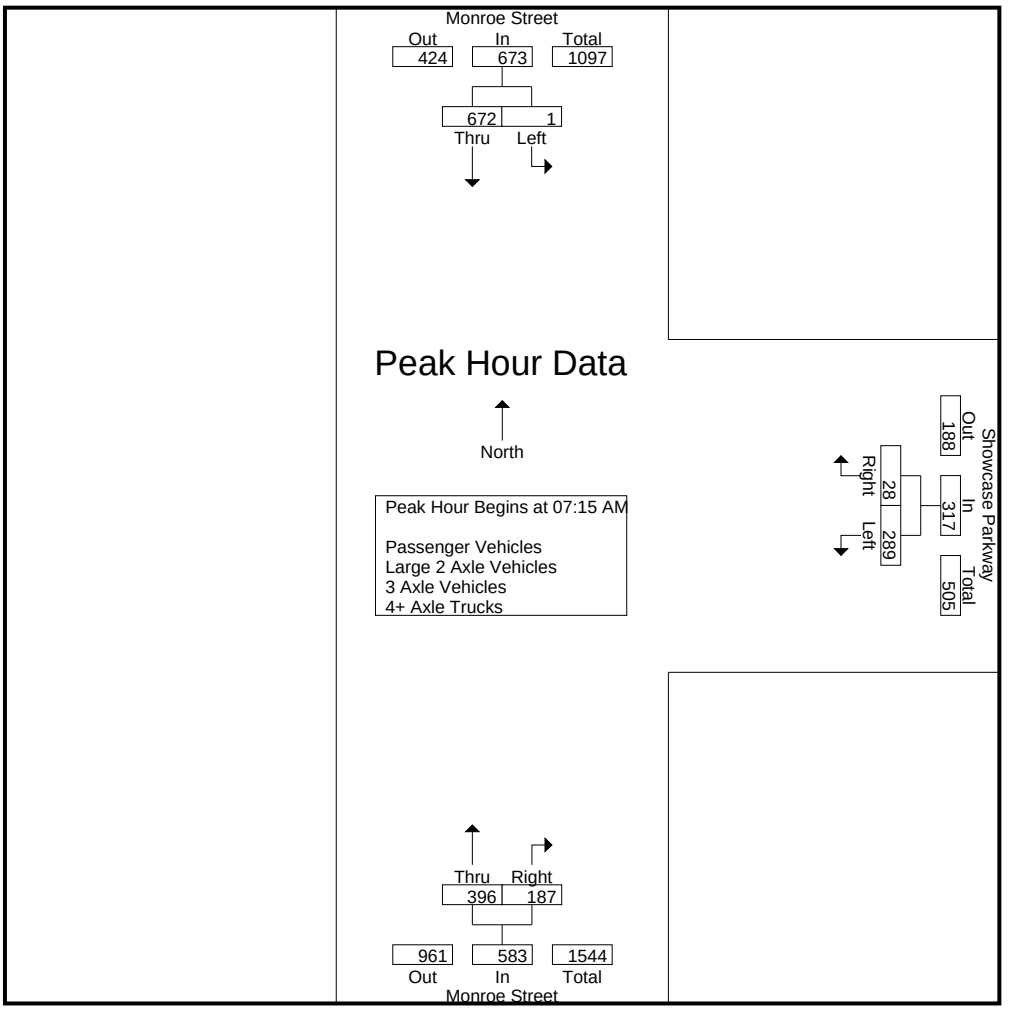
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	100	102	51	6	57	79	29	108	267
07:15 AM	0	160	160	71	6	77	85	38	123	360
07:30 AM	0	183	183	65	2	67	96	38	134	384
07:45 AM	0	186	186	69	9	78	93	57	150	414
Total	2	629	631	256	23	279	353	162	515	1425
08:00 AM	1	143	144	84	11	95	122	54	176	415
08:15 AM	1	112	113	60	9	69	92	53	145	327
08:30 AM	0	105	105	62	9	71	97	58	155	331
08:45 AM	0	105	105	70	9	79	92	52	144	328
Total	2	465	467	276	38	314	403	217	620	1401
Grand Total	4	1094	1098	532	61	593	756	379	1135	2826
Apprch %	0.4	99.6		89.7	10.3		66.6	33.4		
Total %	0.1	38.7	38.9	18.8	2.2	21	26.8	13.4	40.2	
Passenger Vehicles	4	1049	1053	503	60	563	714	364	1078	2694
% Passenger Vehicles	100	95.9	95.9	94.5	98.4	94.9	94.4	96	95	95.3
Large 2 Axle Vehicles	0	8	8	12	0	12	7	4	11	31
% Large 2 Axle Vehicles	0	0.7	0.7	2.3	0	2	0.9	1.1	1	1.1
3 Axle Vehicles	0	9	9	3	0	3	24	1	25	37
% 3 Axle Vehicles	0	0.8	0.8	0.6	0	0.5	3.2	0.3	2.2	1.3
4+ Axle Trucks	0	28	28	14	1	15	11	10	21	64
% 4+ Axle Trucks	0	2.6	2.6	2.6	1.6	2.5	1.5	2.6	1.9	2.3

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	160	160	71	6	77	85	38	123	360
07:30 AM	0	183	183	65	2	67	96	38	134	384
07:45 AM	0	**186**	**186**	69	9	78	93	**57**	150	414
08:00 AM	**1**	143	144	**84**	**11**	**95**	**122**	54	**176**	**415**
Total Volume	1	672	673	289	28	317	396	187	583	1573
% App. Total	0.1	99.9		91.2	8.8		67.9	32.1		
PHF	.250	.903	.905	.860	.636	.834	.811	.820	.828	.948

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

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

	07:15 AM			07:15 AM			07:45 AM		
+0 mins.	0	160	160	71	6	77	93	57	150
+15 mins.	0	183	183	65	2	67	**122**	54	**176**
+30 mins.	0	**186**	**186**	69	9	78	92	53	145
+45 mins.	**1**	143	144	**84**	**11**	**95**	97	**58**	155
Total Volume	1	672	673	289	28	317	404	222	626
% App. Total	0.1	99.9		91.2	8.8		64.5	35.5	
PHF	.250	.903	.905	.860	.636	.834	.828	.957	.889

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

File Name : 09_IND_Mon_Show AM
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Groups Printed- Passenger Vehicles

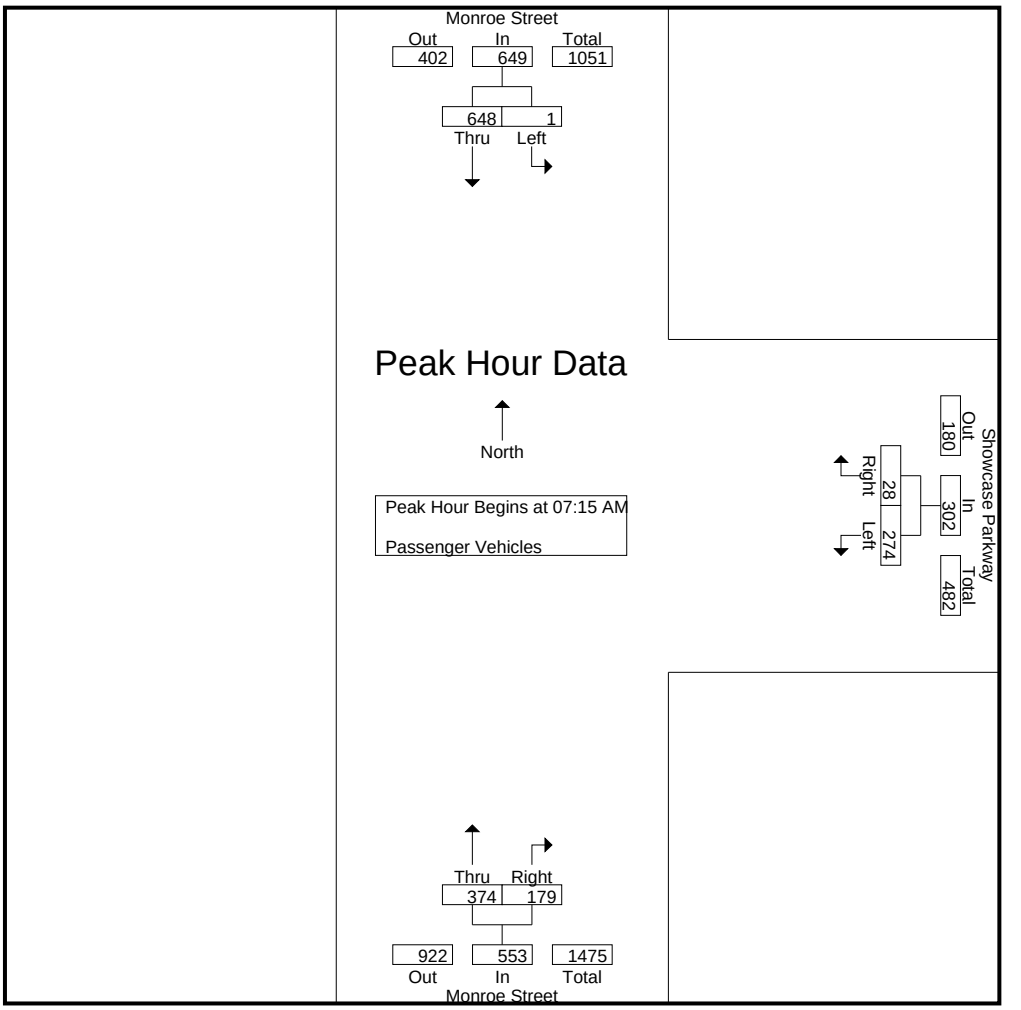
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	95	97	44	6	50	72	28	100	247
07:15 AM	0	154	154	67	6	73	76	36	112	339
07:30 AM	0	178	178	64	2	66	93	37	130	374
07:45 AM	0	180	180	64	9	73	88	55	143	396
Total	2	607	609	239	23	262	329	156	485	1356
08:00 AM	1	136	137	79	11	90	117	51	168	395
08:15 AM	1	107	108	56	9	65	89	52	141	314
08:30 AM	0	102	102	60	8	68	89	56	145	315
08:45 AM	0	97	97	69	9	78	90	49	139	314
Total	2	442	444	264	37	301	385	208	593	1338
Grand Total	4	1049	1053	503	60	563	714	364	1078	2694
Apprch %	0.4	99.6		89.3	10.7		66.2	33.8		
Total %	0.1	38.9	39.1	18.7	2.2	20.9	26.5	13.5	40	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	154	154	67	6	73	76	36	112	339
07:30 AM	0	178	178	64	2	66	93	37	130	374
07:45 AM	0	**180**	**180**	64	9	73	88	**55**	143	**396**
08:00 AM	**1**	136	137	**79**	**11**	**90**	**117**	51	**168**	395
Total Volume	1	648	649	274	28	302	374	179	553	1504
% App. Total	0.2	99.8		90.7	9.3		67.6	32.4		
PHF	.250	.900	.901	.867	.636	.839	.799	.814	.823	.949

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	154	154	67	6	73	76	36	112
+15 mins.	0	178	178	64	2	66	93	37	130
+30 mins.	0	**180**	**180**	64	9	73	88	**55**	143
+45 mins.	**1**	136	137	**79**	**11**	**90**	**117**	51	**168**
Total Volume	1	648	649	274	28	302	374	179	553
% App. Total	0.2	99.8		90.7	9.3		67.6	32.4	
PHF	.250	.900	.901	.867	.636	.839	.799	.814	.823

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E/W: Showcase Parkway
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File Name : 09_IND_Mon_Show AM
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Groups Printed- Large 2 Axle Vehicles

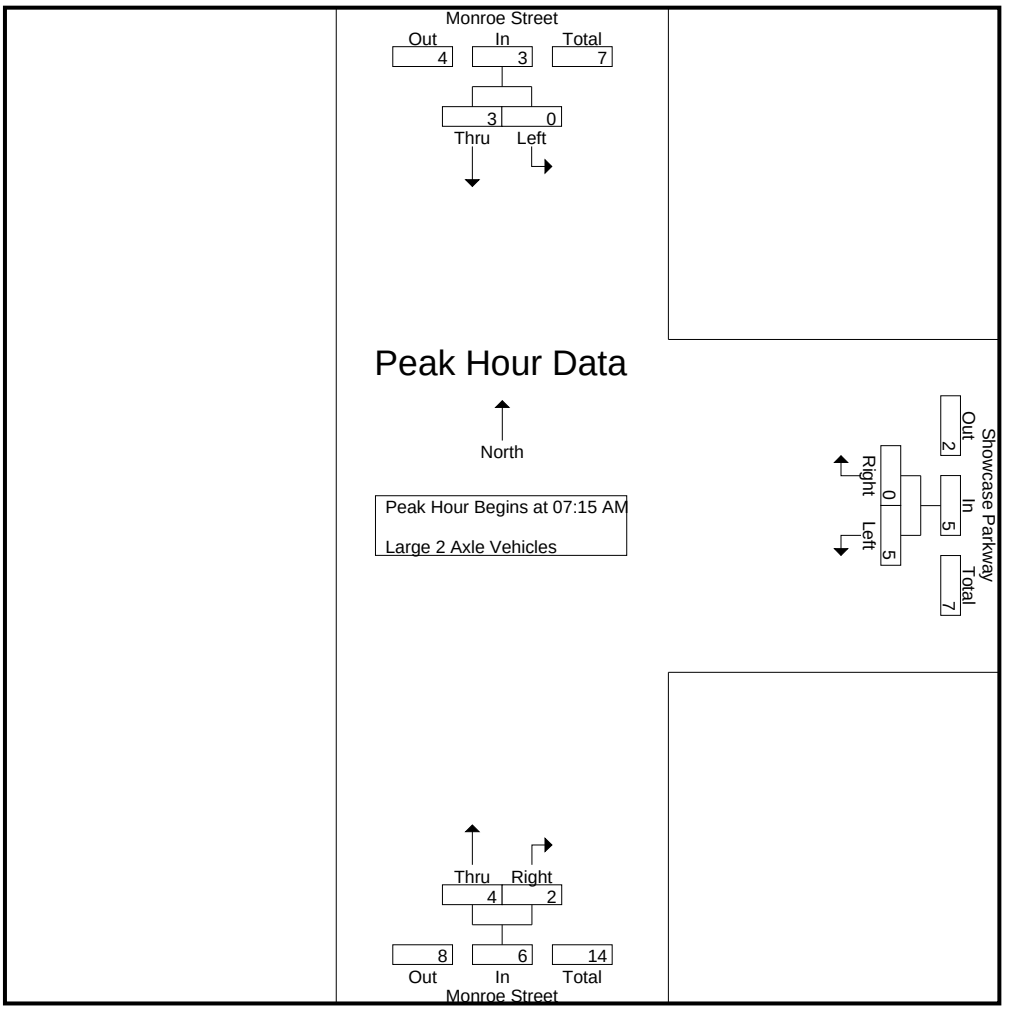
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	0	4	2	1	3	9
07:15 AM	0	1	1	3	0	3	2	0	2	6
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	0	1	1	1	0	1	0	1	1	3
Total	0	4	4	8	0	8	5	3	8	20
08:00 AM	0	1	1	1	0	1	1	0	1	3
08:15 AM	0	1	1	2	0	2	0	1	1	4
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	2	2	1	0	1	0	0	0	3
Total	0	4	4	4	0	4	2	1	3	11
Grand Total	0	8	8	12	0	12	7	4	11	31
Apprch %	0	100		100	0		63.6	36.4		
Total %	0	25.8	25.8	38.7	0	38.7	22.6	12.9	35.5	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	**1**	**1**	**3**	0	**3**	**2**	0	**2**	**6**
07:30 AM	0	0	0	0	0	0	1	**1**	2	2
07:45 AM	0	1	1	1	0	1	0	1	1	3
08:00 AM	0	1	1	1	0	1	1	0	1	3
Total Volume	0	3	3	5	0	5	4	2	6	14
% App. Total	0	100		100	0		66.7	33.3		
PHF	.000	.750	.750	.417	.000	.417	.500	.500	.750	.583

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	**1**	**1**	**3**	0	**3**	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	1	**1**	2
+30 mins.	0	1	1	1	0	1	0	1	1
+45 mins.	0	1	1	1	0	1	1	0	1
Total Volume	0	3	3	5	0	5	4	2	6
% App. Total	0	100		100	0		66.7	33.3	
PHF	.000	.750	.750	.417	.000	.417	.500	.500	.750

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Groups Printed- 3 Axle Vehicles

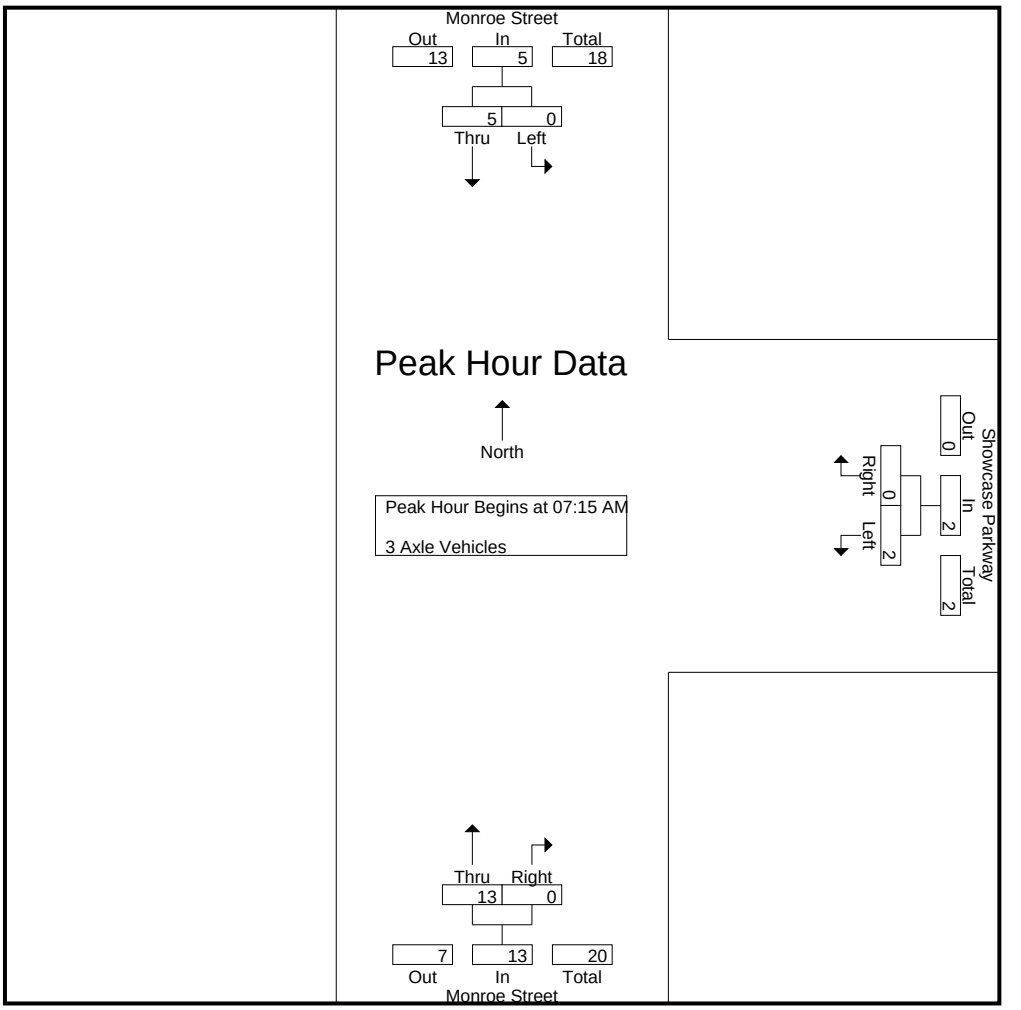
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	0	1	3	0	3	4
07:15 AM	0	1	1	0	0	0	5	0	5	6
07:30 AM	0	3	3	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	0	4	4	1	0	1	13	0	13	18
08:00 AM	0	1	1	2	0	2	3	0	3	6
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	7	0	7	7
08:45 AM	0	3	3	0	0	0	0	1	1	4
Total	0	5	5	2	0	2	11	1	12	19
Grand Total	0	9	9	3	0	3	24	1	25	37
Apprch %	0	100		100	0		96	4		
Total %	0	24.3	24.3	8.1	0	8.1	64.9	2.7	67.6	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	**5**	0	**5**	**6**
07:30 AM	0	**3**	**3**	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	3	0	3	3
08:00 AM	0	1	1	**2**	0	**2**	3	0	3	6
Total Volume	0	5	5	2	0	2	13	0	13	20
% App. Total	0	100		100	0		100	0		
PHF	.000	.417	.417	.250	.000	.250	.650	.000	.650	.833

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	**5**	0	**5**
+15 mins.	0	**3**	**3**	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	1	1	**2**	0	**2**	3	0	3
Total Volume	0	5	5	2	0	2	13	0	13
% App. Total	0	100		100	0		100	0	
PHF	.000	.417	.417	.250	.000	.250	.650	.000	.650

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Groups Printed- 4+ Axle Trucks

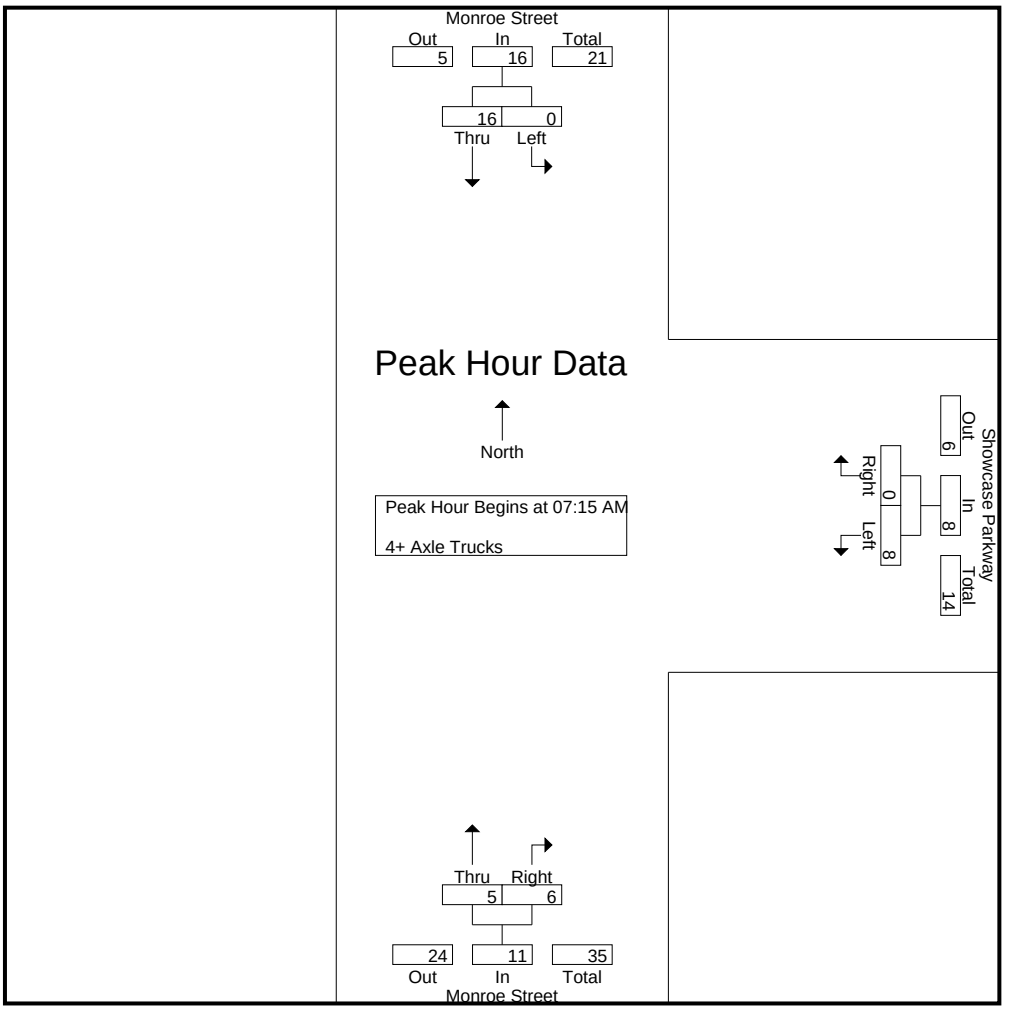
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	2	0	2	2	0	2	7
07:15 AM	0	4	4	1	0	1	2	2	4	9
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	5	5	4	0	4	2	1	3	12
Total	0	14	14	8	0	8	6	3	9	31
08:00 AM	0	5	5	2	0	2	1	3	4	11
08:15 AM	0	3	3	2	0	2	2	0	2	7
08:30 AM	0	3	3	2	1	3	0	2	2	8
08:45 AM	0	3	3	0	0	0	2	2	4	7
Total	0	14	14	6	1	7	5	7	12	33
Grand Total	0	28	28	14	1	15	11	10	21	64
Apprch %	0	100		93.3	6.7		52.4	47.6		
Total %	0	43.8	43.8	21.9	1.6	23.4	17.2	15.6	32.8	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	4	4	1	0	1	**2**	2	**4**	9
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	**5**	**5**	**4**	0	**4**	2	1	3	**12**
08:00 AM	0	5	5	2	0	2	1	**3**	4	11
Total Volume	0	16	16	8	0	8	5	6	11	35
% App. Total	0	100		100	0		45.5	54.5		
PHF	.000	.800	.800	.500	.000	.500	.625	.500	.688	.729

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	4	4	1	0	1	**2**	2	**4**
+15 mins.	0	2	2	1	0	1	0	0	0
+30 mins.	0	**5**	**5**	**4**	0	**4**	2	1	3
+45 mins.	0	5	5	2	0	2	1	**3**	4
Total Volume	0	16	16	8	0	8	5	6	11
% App. Total	0	100		100	0		45.5	54.5	
PHF	.000	.800	.800	.500	.000	.500	.625	.500	.688

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

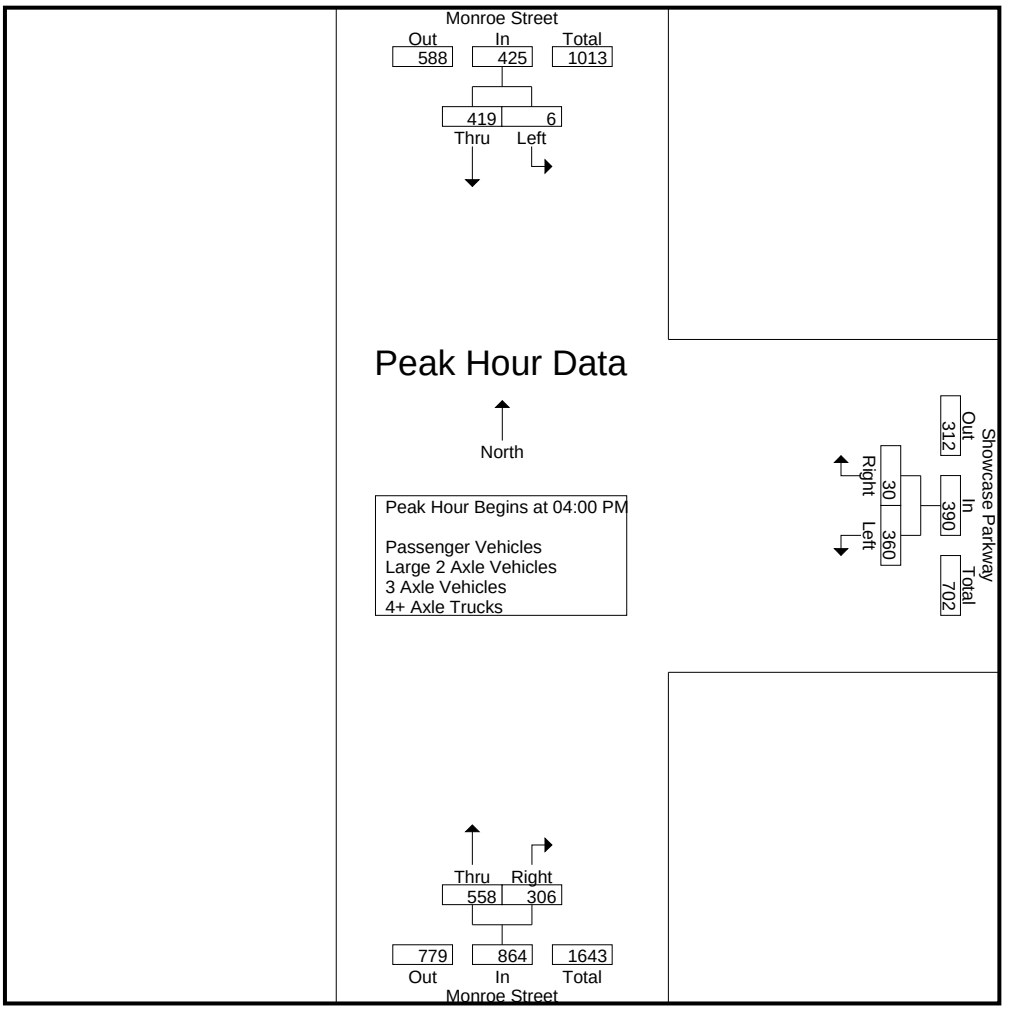
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	148	150	79	8	87	135	80	215	452
04:15 PM	0	87	87	95	9	104	145	74	219	410
04:30 PM	1	91	92	100	8	108	147	78	225	425
04:45 PM	3	93	96	86	5	91	131	74	205	392
Total	6	419	425	360	30	390	558	306	864	1679
05:00 PM	0	107	107	89	2	91	130	69	199	397
05:15 PM	2	94	96	88	5	93	140	64	204	393
05:30 PM	0	111	111	79	6	85	136	77	213	409
05:45 PM	2	85	87	80	5	85	158	71	229	401
Total	4	397	401	336	18	354	564	281	845	1600
Grand Total	10	816	826	696	48	744	1122	587	1709	3279
Apprch %	1.2	98.8		93.5	6.5		65.7	34.3		
Total %	0.3	24.9	25.2	21.2	1.5	22.7	34.2	17.9	52.1	
Passenger Vehicles	10	808	818	679	47	726	1113	574	1687	3231
% Passenger Vehicles	100	99	99	97.6	97.9	97.6	99.2	97.8	98.7	98.5
Large 2 Axle Vehicles	0	4	4	3	0	3	1	2	3	10
% Large 2 Axle Vehicles	0	0.5	0.5	0.4	0	0.4	0.1	0.3	0.2	0.3
3 Axle Vehicles	0	2	2	0	0	0	3	1	4	6
% 3 Axle Vehicles	0	0.2	0.2	0	0	0	0.3	0.2	0.2	0.2
4+ Axle Trucks	0	2	2	14	1	15	5	10	15	32
% 4+ Axle Trucks	0	0.2	0.2	2	2.1	2	0.4	1.7	0.9	1

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	**148**	**150**	79	8	87	135	**80**	215	**452**
04:15 PM	0	87	87	95	**9**	104	145	74	219	410
04:30 PM	1	91	92	**100**	8	**108**	**147**	78	**225**	425
04:45 PM	**3**	93	96	86	5	91	131	74	205	392
Total Volume	6	419	425	360	30	390	558	306	864	1679
% App. Total	1.4	98.6		92.3	7.7		64.6	35.4		
PHF	.500	.708	.708	.900	.833	.903	.949	.956	.960	.929

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

	04:00 PM			04:15 PM			04:00 PM		
+0 mins.	2	**148**	**150**	95	**9**	104	135	**80**	215
+15 mins.	0	87	87	**100**	8	**108**	145	74	219
+30 mins.	1	91	92	86	5	91	**147**	78	**225**
+45 mins.	**3**	93	96	89	2	91	131	74	205
Total Volume	6	419	425	370	24	394	558	306	864
% App. Total	1.4	98.6		93.9	6.1		64.6	35.4	
PHF	.500	.708	.708	.925	.667	.912	.949	.956	.960

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Groups Printed- Passenger Vehicles

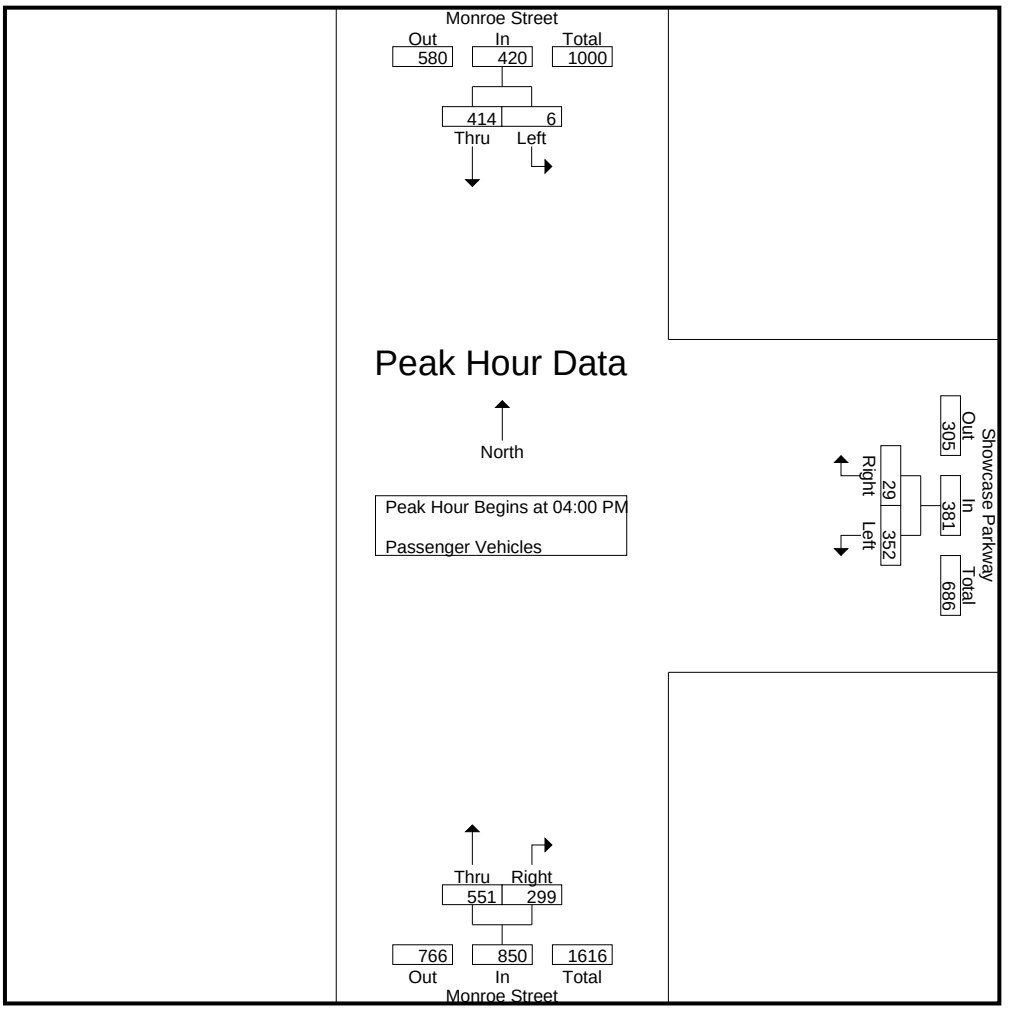
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	146	148	76	8	84	134	78	212	444
04:15 PM	0	85	85	92	9	101	143	72	215	401
04:30 PM	1	91	92	99	8	107	144	78	222	421
04:45 PM	3	92	95	85	4	89	130	71	201	385
Total	6	414	420	352	29	381	551	299	850	1651
05:00 PM	0	106	106	86	2	88	130	68	198	392
05:15 PM	2	94	96	85	5	90	140	62	202	388
05:30 PM	0	109	109	77	6	83	135	77	212	404
05:45 PM	2	85	87	79	5	84	157	68	225	396
Total	4	394	398	327	18	345	562	275	837	1580
Grand Total	10	808	818	679	47	726	1113	574	1687	3231
Apprch %	1.2	98.8		93.5	6.5		66	34		
Total %	0.3	25	25.3	21	1.5	22.5	34.4	17.8	52.2	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	**146**	**148**	76	8	84	134	**78**	212	**444**
04:15 PM	0	85	85	92	**9**	101	143	72	215	401
04:30 PM	1	91	92	**99**	8	**107**	**144**	78	**222**	421
04:45 PM	**3**	92	95	85	4	89	130	71	201	385
Total Volume	6	414	420	352	29	381	551	299	850	1651
% App. Total	1.4	98.6		92.4	7.6		64.8	35.2		
PHF	.500	.709	.709	.889	.806	.890	.957	.958	.957	.930

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

File Name : 09_IND_Mon_Show PM
Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	**146**	**148**	76	8	84	134	**78**	212
+15 mins.	0	85	85	92	**9**	101	143	72	215
+30 mins.	1	91	92	**99**	8	**107**	**144**	78	**222**
+45 mins.	**3**	92	95	85	4	89	130	71	201
Total Volume	6	414	420	352	29	381	551	299	850
% App. Total	1.4	98.6		92.4	7.6		64.8	35.2	
PHF	.500	.709	.709	.889	.806	.890	.957	.958	.957

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

File Name : 09_IND_Mon_Show PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

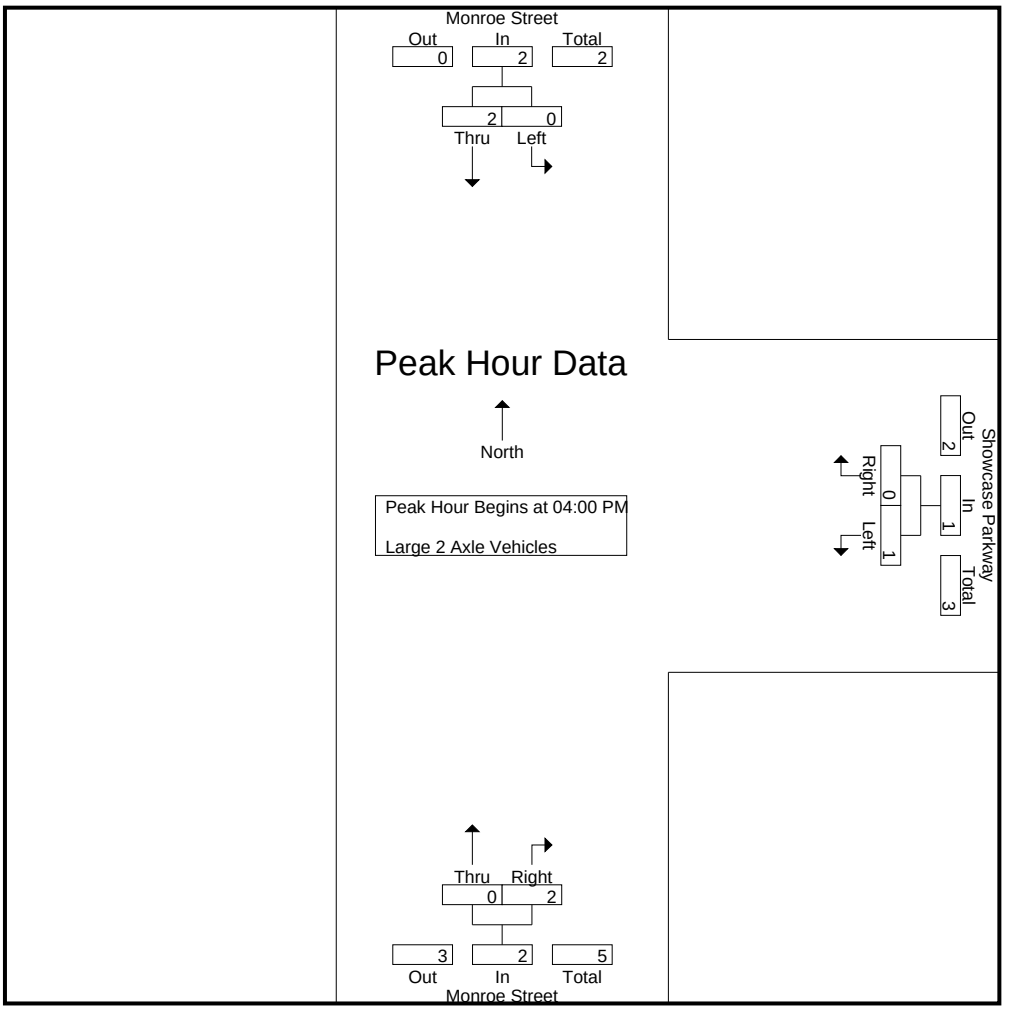
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	1	0	1	0	2	2	4
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	0	1	0	2	2	5
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	1	1	1	0	1	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	2	0	2	1	0	1	5
Grand Total	0	4	4	3	0	3	1	2	3	10
Apprch %	0	100		100	0		33.3	66.7		
Total %	0	40	40	30	0	30	10	20	30	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	**1**	0	**1**	0	**2**	**2**	**4**
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	0	1	0	2	2	5
% App. Total	0	100		100	0		0	100		
PHF	.000	.500	.500	.250	.000	.250	.000	.250	.250	.313

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
Weather: Clear

File Name : 09_IND_Mon_Show PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- 3 Axle Vehicles

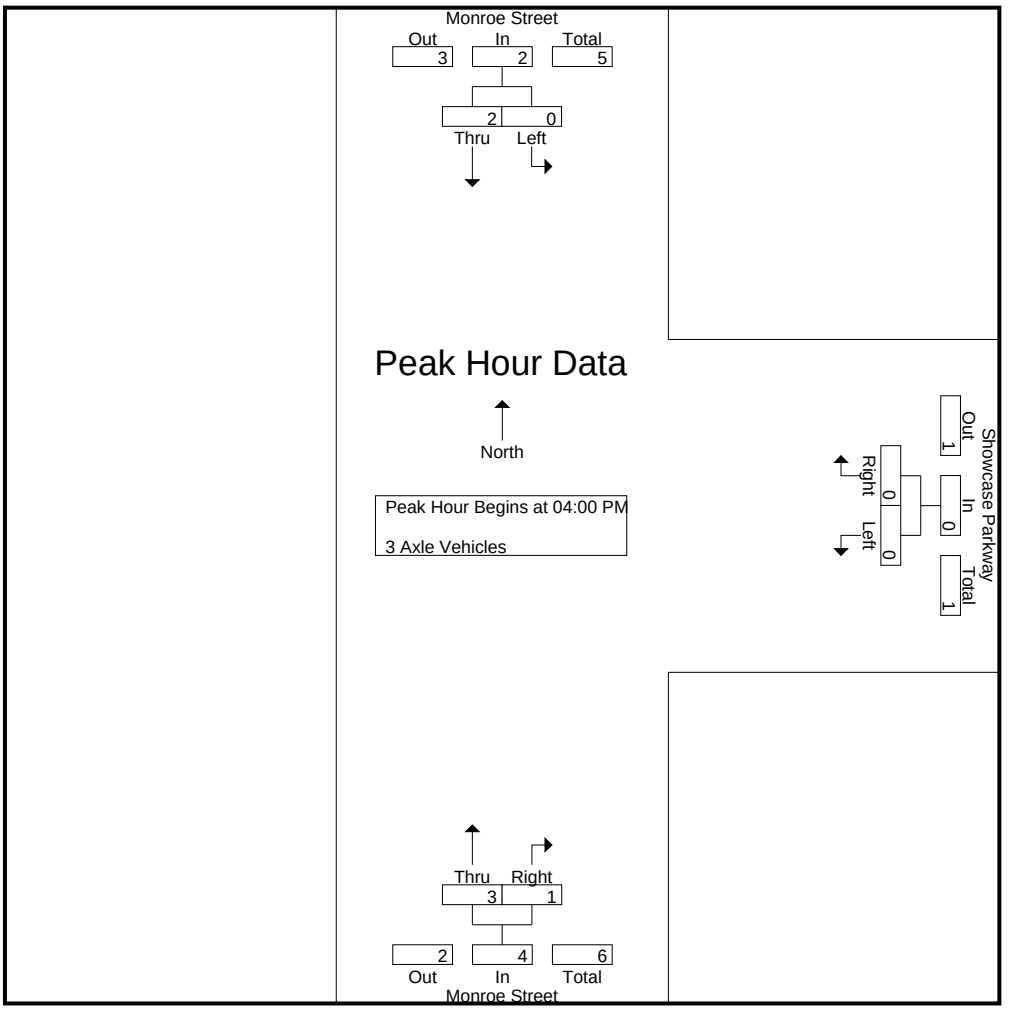
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	2	2	0	0	0	3	1	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	2	0	0	0	3	1	4	6
Apprch %	0	100		0	0		75	25		
Total %	0	33.3	33.3	0	0	0	50	16.7	66.7	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	**1**	0	**1**	**2**
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	2	2	0	0	0	3	1	4	6
% App. Total	0	100		0	0		75	25		
PHF	.000	.500	.500	.000	.000	.000	.750	.250	1.00	.750

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	**1**	1
Total Volume	0	2	2	0	0	0	3	1	4
% App. Total	0	100		0	0		75	25	
PHF	.000	.500	.500	.000	.000	.000	.750	.250	1.000

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City of Indio
N/S: Monroe Street
E/W: Showcase Parkway
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File Name : 09_IND_Mon_Show PM
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Groups Printed- 4+ Axle Trucks

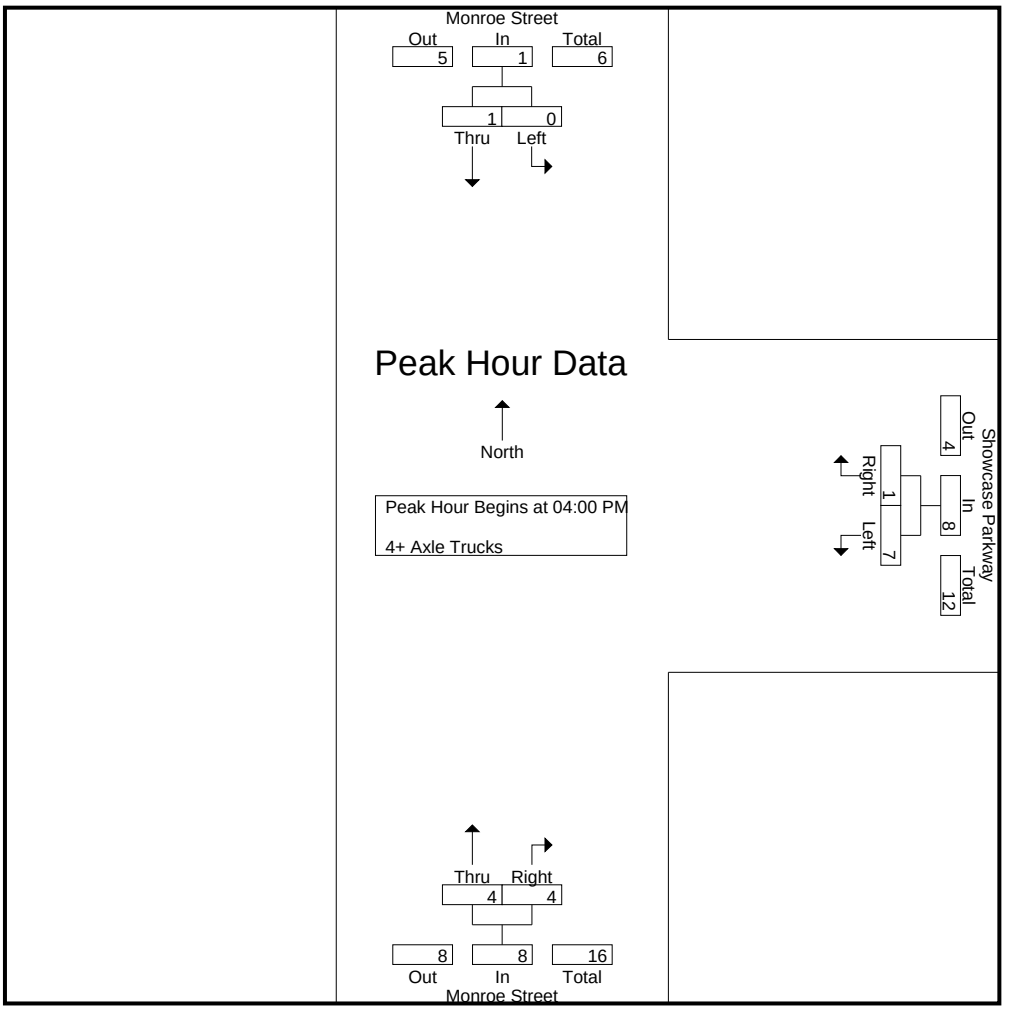
	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	0	0	3	0	3	1	2	3	6
04:30 PM	0	0	0	1	0	1	2	0	2	3
04:45 PM	0	1	1	1	1	2	1	2	3	6
Total	0	1	1	7	1	8	4	4	8	17
05:00 PM	0	0	0	3	0	3	0	1	1	4
05:15 PM	0	0	0	2	0	2	0	2	2	4
05:30 PM	0	1	1	1	0	1	0	0	0	2
05:45 PM	0	0	0	1	0	1	1	3	4	5
Total	0	1	1	7	0	7	1	6	7	15
Grand Total	0	2	2	14	1	15	5	10	15	32
Apprch %	0	100		93.3	6.7		33.3	66.7		
Total %	0	6.2	6.2	43.8	3.1	46.9	15.6	31.2	46.9	

	Monroe Street Southbound			Showcase Parkway Westbound			Monroe Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	0	0	**3**	0	**3**	1	**2**	**3**	**6**
04:30 PM	0	0	0	1	0	1	**2**	0	2	3
04:45 PM	0	**1**	**1**	1	**1**	2	1	2	3	6
Total Volume	0	1	1	7	1	8	4	4	8	17
% App. Total	0	100		87.5	12.5		50	50		
PHF	.000	.250	.250	.583	.250	.667	.500	.500	.667	.708

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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	2	0	2	0	0	0
+15 mins.	0	0	0	**3**	0	**3**	1	**2**	**3**
+30 mins.	0	0	0	1	0	1	**2**	0	2
+45 mins.	0	**1**	**1**	1	**1**	2	1	2	3
Total Volume	0	1	1	7	1	8	4	4	8
% App. Total	0	100		87.5	12.5		50	50	
PHF	.000	.250	.250	.583	.250	.667	.500	.500	.667

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

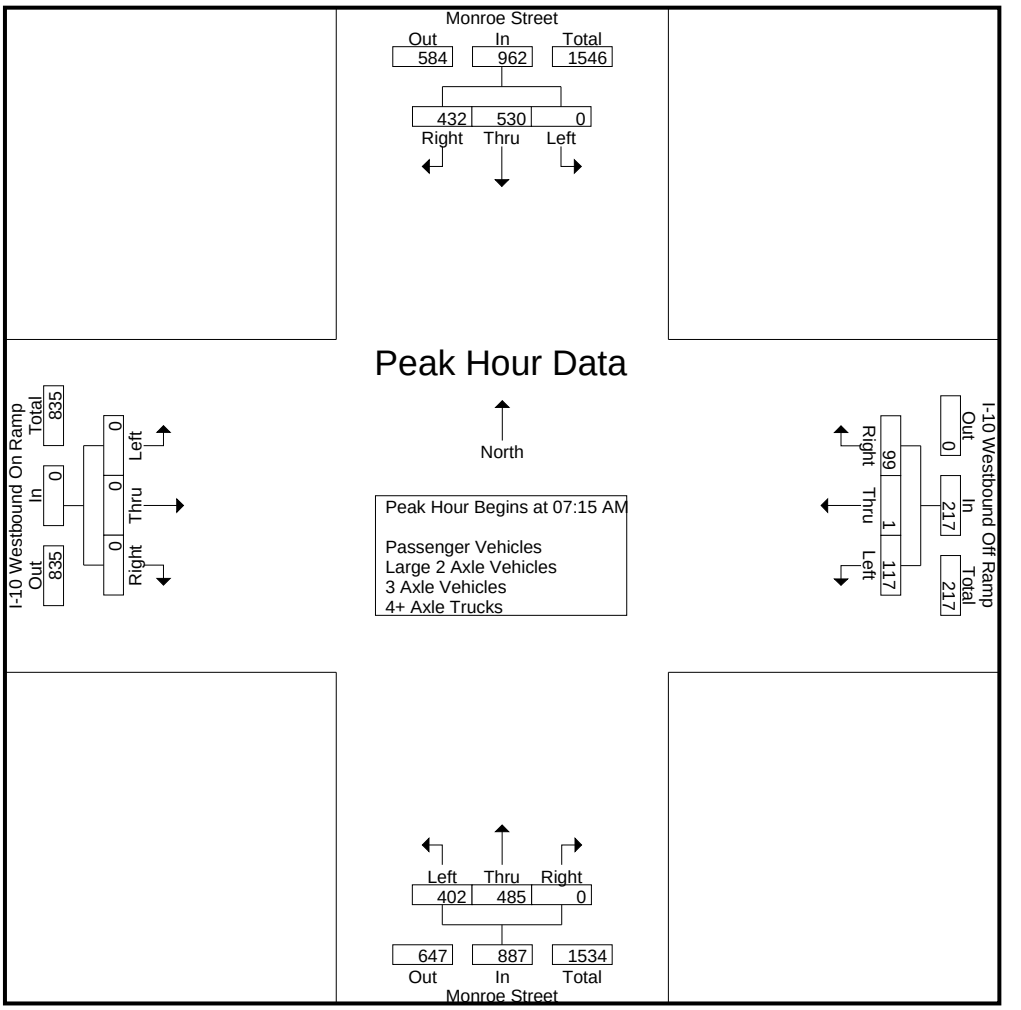
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	89	61	150	23	1	18	42	106	90	0	196	0	0	0	0	388
07:15 AM	0	118	105	223	22	1	21	44	108	100	0	208	0	0	0	0	475
07:30 AM	0	131	116	247	30	0	29	59	122	107	0	229	0	0	0	0	535
07:45 AM	0	163	107	270	35	0	26	61	95	126	0	221	0	0	0	0	552
Total	0	501	389	890	110	2	94	206	431	423	0	854	0	0	0	0	1950
08:00 AM	0	118	104	222	30	0	23	53	77	152	0	229	0	0	0	0	504
08:15 AM	0	101	79	180	19	0	17	36	75	128	0	203	0	0	0	0	419
08:30 AM	0	103	59	162	22	0	31	53	89	127	0	216	0	0	0	0	431
08:45 AM	0	111	70	181	26	2	26	54	80	119	0	199	0	0	0	0	434
Total	0	433	312	745	97	2	97	196	321	526	0	847	0	0	0	0	1788
Grand Total	0	934	701	1635	207	4	191	402	752	949	0	1701	0	0	0	0	3738
Apprch %	0	57.1	42.9		51.5	1	47.5		44.2	55.8	0		0	0	0		
Total %	0	25	18.8	43.7	5.5	0.1	5.1	10.8	20.1	25.4	0	45.5	0	0	0	0	
Passenger Vehicles	0	891	672	1563	198	4	176	378	717	906	0	1623	0	0	0	0	3564
% Passenger Vehicles	0	95.4	95.9	95.6	95.7	100	92.1	94	95.3	95.5	0	95.4	0	0	0	0	95.3
Large 2 Axle Vehicles	0	11	8	19	3	0	0	3	13	10	0	23	0	0	0	0	45
% Large 2 Axle Vehicles	0	1.2	1.1	1.2	1.4	0	0	0.7	1.7	1.1	0	1.4	0	0	0	0	1.2
3 Axle Vehicles	0	5	6	11	2	0	7	9	4	20	0	24	0	0	0	0	44
% 3 Axle Vehicles	0	0.5	0.9	0.7	1	0	3.7	2.2	0.5	2.1	0	1.4	0	0	0	0	1.2
4+ Axle Trucks	0	27	15	42	4	0	8	12	18	13	0	31	0	0	0	0	85
% 4+ Axle Trucks	0	2.9	2.1	2.6	1.9	0	4.2	3	2.4	1.4	0	1.8	0	0	0	0	2.3

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	118	105	223	22	**1**	21	44	108	100	0	208	0	0	0	0	475
07:30 AM	0	131	**116**	247	30	0	**29**	59	**122**	107	0	**229**	0	0	0	0	535
07:45 AM	0	**163**	107	**270**	**35**	0	26	**61**	95	126	0	221	0	0	0	0	**552**
08:00 AM	0	118	104	222	30	0	23	53	77	**152**	0	229	0	0	0	0	504
Total Volume	0	530	432	962	117	1	99	217	402	485	0	887	0	0	0	0	2066
% App. Total	0	55.1	44.9		53.9	0.5	45.6		45.3	54.7	0		0	0	0		
PHF	.000	.813	.931	.891	.836	.250	.853	.889	.824	.798	.000	.968	.000	.000	.000	.000	.936

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

File Name : 10_IND_Mon_10W AM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	0	118	105	223	22	**1**	21	44	108	100	0	208	0	0	0	0
+15 mins.	0	131	**116**	247	30	0	**29**	59	**122**	107	0	**229**	0	0	0	0
+30 mins.	0	**163**	107	**270**	**35**	0	26	**61**	95	126	0	221	0	0	0	0
+45 mins.	0	118	104	222	30	0	23	53	77	**152**	0	229	0	0	0	0
Total Volume	0	530	432	962	117	1	99	217	402	485	0	887	0	0	0	0
% App. Total	0	55.1	44.9		53.9	0.5	45.6		45.3	54.7	0		0	0	0	
PHF	.000	.813	.931	.891	.836	.250	.853	.889	.824	.798	.000	.968	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles

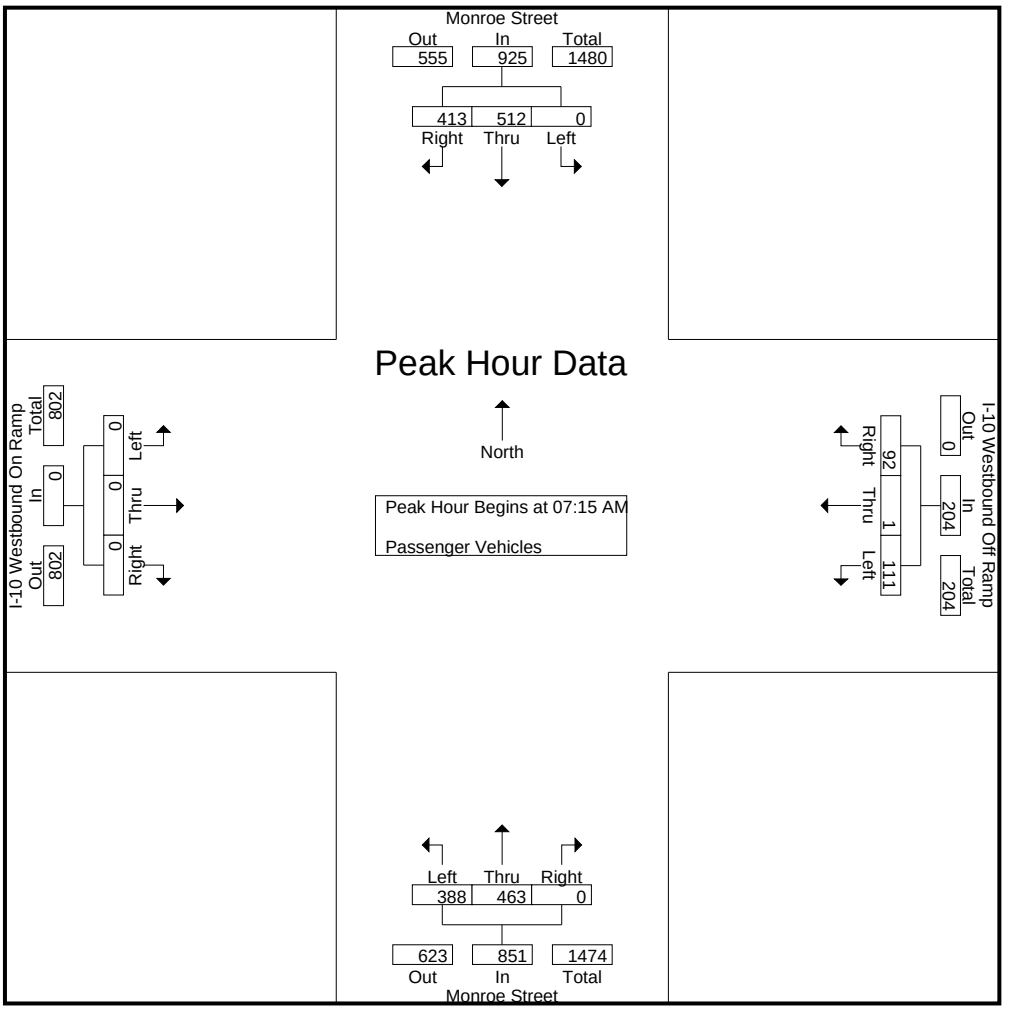
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	81	58	139	23	1	16	40	102	83	0	185	0	0	0	0	364
07:15 AM	0	115	99	214	20	1	18	39	105	93	0	198	0	0	0	0	451
07:30 AM	0	127	114	241	29	0	28	57	119	104	0	223	0	0	0	0	521
07:45 AM	0	156	103	259	33	0	25	58	90	120	0	210	0	0	0	0	527
Total	0	479	374	853	105	2	87	194	416	400	0	816	0	0	0	0	1863
08:00 AM	0	114	97	211	29	0	21	50	74	146	0	220	0	0	0	0	481
08:15 AM	0	94	76	170	19	0	16	35	70	125	0	195	0	0	0	0	400
08:30 AM	0	101	56	157	20	0	29	49	81	119	0	200	0	0	0	0	406
08:45 AM	0	103	69	172	25	2	23	50	76	116	0	192	0	0	0	0	414
Total	0	412	298	710	93	2	89	184	301	506	0	807	0	0	0	0	1701
Grand Total	0	891	672	1563	198	4	176	378	717	906	0	1623	0	0	0	0	3564
Apprch %	0	57	43		52.4	1.1	46.6		44.2	55.8	0		0	0	0		
Total %	0	25	18.9	43.9	5.6	0.1	4.9	10.6	20.1	25.4	0	45.5	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	115	99	214	20	**1**	18	39	105	93	0	198	0	0	0	0	451
07:30 AM	0	127	**114**	241	29	0	**28**	57	**119**	104	0	**223**	0	0	0	0	521
07:45 AM	0	**156**	103	**259**	**33**	0	25	**58**	90	120	0	210	0	0	0	0	**527**
08:00 AM	0	114	97	211	29	0	21	50	74	**146**	0	220	0	0	0	0	481
Total Volume	0	512	413	925	111	1	92	204	388	463	0	851	0	0	0	0	1980
% App. Total	0	55.4	44.6		54.4	0.5	45.1		45.6	54.4	0		0	0	0		
PHF	.000	.821	.906	.893	.841	.250	.821	.879	.815	.793	.000	.954	.000	.000	.000	.000	.939

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	115	99	214	20	**1**	18	39	105	93	0	198	0	0	0	0
+15 mins.	0	127	**114**	241	29	0	**28**	57	**119**	104	0	**223**	0	0	0	0
+30 mins.	0	**156**	103	**259**	**33**	0	25	**58**	90	120	0	210	0	0	0	0
+45 mins.	0	114	97	211	29	0	21	50	74	**146**	0	220	0	0	0	0
Total Volume	0	512	413	925	111	1	92	204	388	463	0	851	0	0	0	0
% App. Total	0	55.4	44.6		54.4	0.5	45.1		45.6	54.4	0		0	0	0	
PHF	.000	.821	.906	.893	.841	.250	.821	.879	.815	.793	.000	.954	.000	.000	.000	.000

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

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

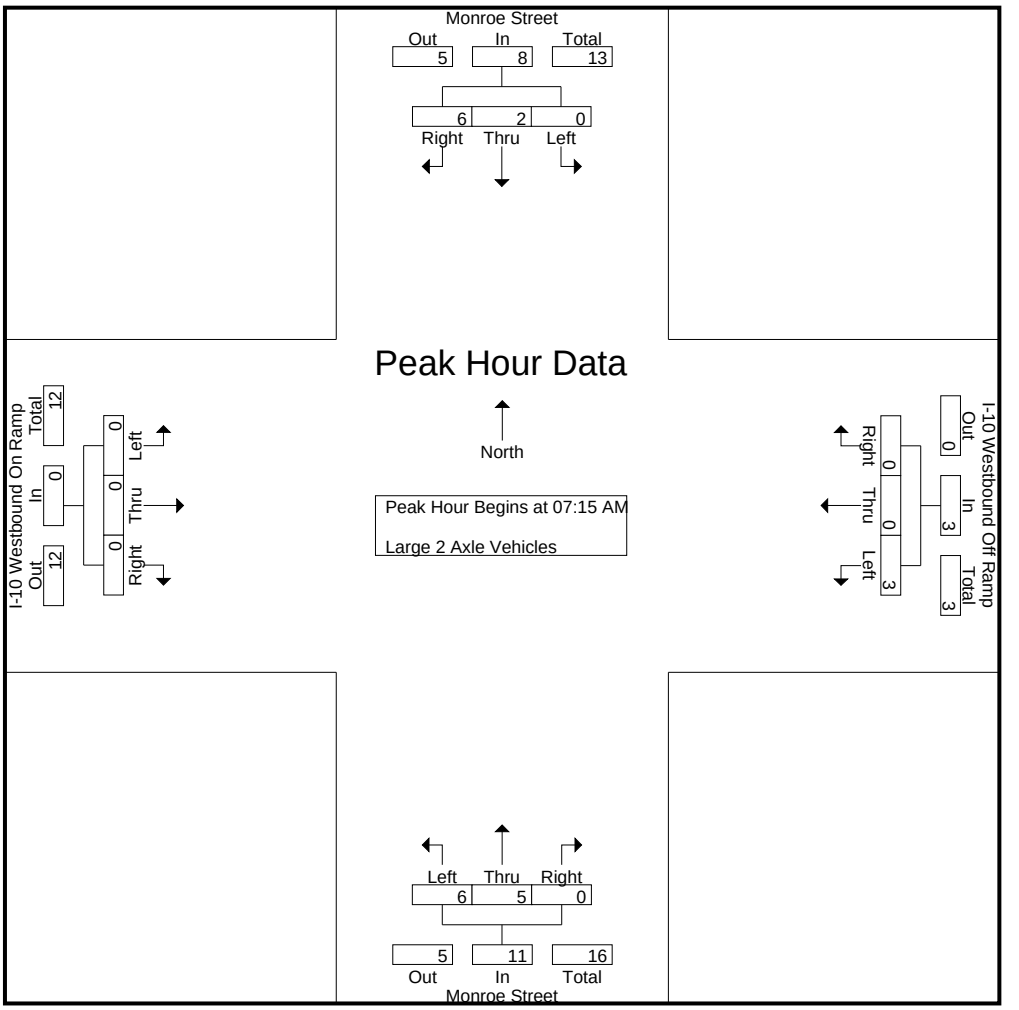
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	0	0	2	3	0	5	0	0	0	0	10
07:15 AM	0	0	4	4	0	0	0	0	1	2	0	3	0	0	0	0	7
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	4
07:45 AM	0	2	0	2	2	0	0	2	1	0	0	1	0	0	0	0	5
Total	0	6	5	11	2	0	0	2	6	7	0	13	0	0	0	0	26
08:00 AM	0	0	2	2	1	0	0	1	2	1	0	3	0	0	0	0	6
08:15 AM	0	2	1	3	0	0	0	0	2	1	0	3	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:45 AM	0	3	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
Total	0	5	3	8	1	0	0	1	7	3	0	10	0	0	0	0	19
Grand Total	0	11	8	19	3	0	0	3	13	10	0	23	0	0	0	0	45
Apprch %	0	57.9	42.1		100	0	0		56.5	43.5	0		0	0	0		
Total %	0	24.4	17.8	42.2	6.7	0	0	6.7	28.9	22.2	0	51.1	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**4**	**4**	0	0	0	0	1	**2**	0	3	0	0	0	0	**7**
07:30 AM	0	0	0	0	0	0	0	0	**2**	2	0	**4**	0	0	0	0	4
07:45 AM	0	**2**	0	2	**2**	0	0	**2**	1	0	0	1	0	0	0	0	5
08:00 AM	0	0	2	2	1	0	0	1	2	1	0	3	0	0	0	0	6
Total Volume	0	2	6	8	3	0	0	3	6	5	0	11	0	0	0	0	22
% App. Total	0	25	75		100	0	0		54.5	45.5	0		0	0	0		
PHF	.000	.250	.375	.500	.375	.000	.000	.375	.750	.625	.000	.688	.000	.000	.000	.000	.786

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**4**	**4**	0	0	0	0	1	**2**	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**2**	2	0	**4**	0	0	0	0
+30 mins.	0	**2**	0	2	**2**	0	0	**2**	1	0	0	1	0	0	0	0
+45 mins.	0	0	2	2	1	0	0	1	2	1	0	3	0	0	0	0
Total Volume	0	2	6	8	3	0	0	3	6	5	0	11	0	0	0	0
% App. Total	0	25	75		100	0	0		54.5	45.5	0		0	0	0	
PHF	.000	.250	.375	.500	.375	.000	.000	.375	.750	.625	.000	.688	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

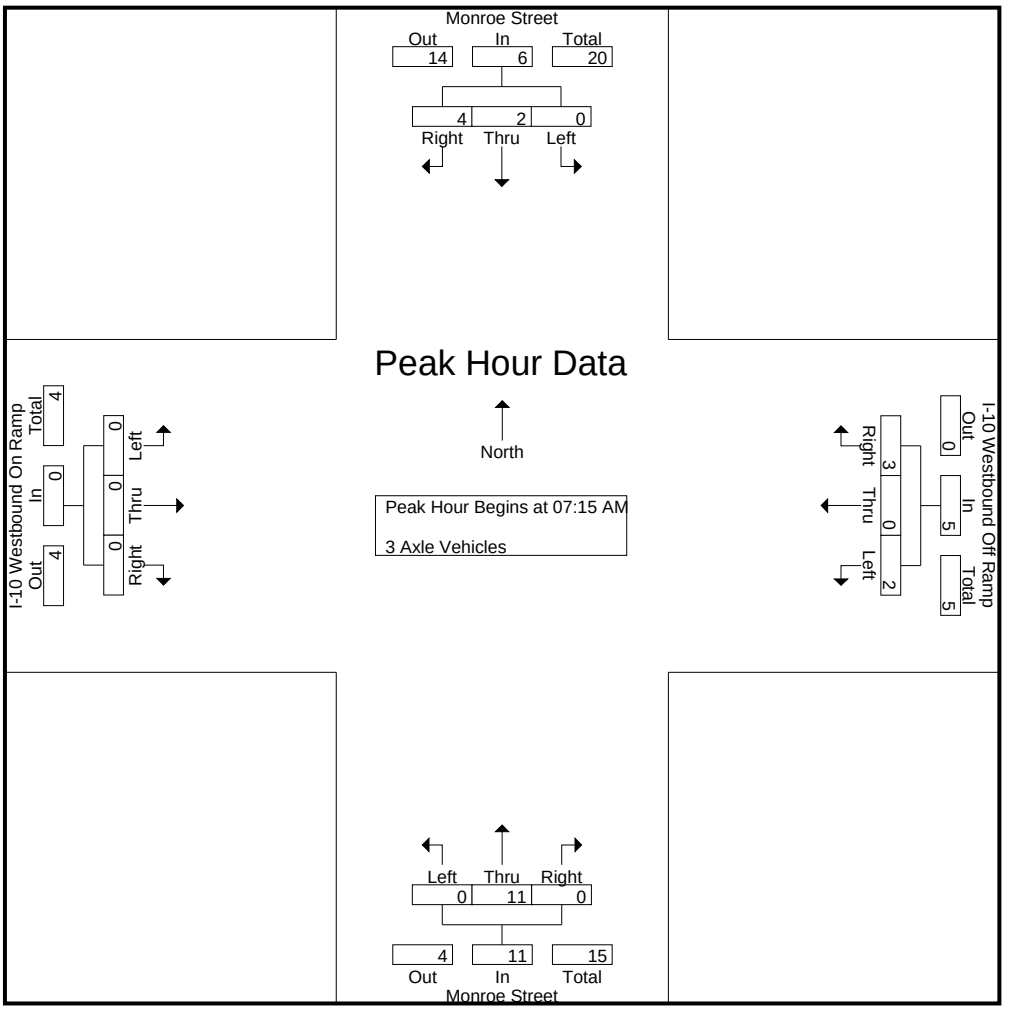
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	1	2	0	3	0	0	0	0	5
07:15 AM	0	0	1	1	1	0	1	2	0	4	0	4	0	0	0	0	7
07:30 AM	0	1	1	2	1	0	1	2	0	1	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	1	1	0	3	0	3	0	0	0	0	4
Total	0	1	3	4	2	0	4	6	1	10	0	11	0	0	0	0	21
08:00 AM	0	1	2	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	2	2	3	5	0	8	0	0	0	0	10
08:45 AM	0	2	1	3	0	0	1	1	0	1	0	1	0	0	0	0	5
Total	0	4	3	7	0	0	3	3	3	10	0	13	0	0	0	0	23
Grand Total	0	5	6	11	2	0	7	9	4	20	0	24	0	0	0	0	44
Apprch %	0	45.5	54.5		22.2	0	77.8		16.7	83.3	0		0	0	0		
Total %	0	11.4	13.6	25	4.5	0	15.9	20.5	9.1	45.5	0	54.5	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	**1**	0	**1**	**2**	0	**4**	0	**4**	0	0	0	0	**7**
07:30 AM	0	**1**	1	2	1	0	1	2	0	1	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	1	1	0	3	0	3	0	0	0	0	4
08:00 AM	0	1	**2**	**3**	0	0	0	0	0	3	0	3	0	0	0	0	6
Total Volume	0	2	4	6	2	0	3	5	0	11	0	11	0	0	0	0	22
% App. Total	0	33.3	66.7		40	0	60		0	100	0		0	0	0		
PHF	.000	.500	.500	.500	.500	.000	.750	.625	.000	.688	.000	.688	.000	.000	.000	.000	.786

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Corona, CA 92878
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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	**1**	0	**1**	**2**	0	**4**	0	**4**	0	0	0	0
+15 mins.	0	**1**	1	2	1	0	1	2	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	3	0	3	0	0	0	0
+45 mins.	0	1	**2**	**3**	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	2	4	6	2	0	3	5	0	11	0	11	0	0	0	0
% App. Total	0	33.3	66.7		40	0	60		0	100	0		0	0	0	
PHF	.000	.500	.500	.500	.500	.000	.750	.625	.000	.688	.000	.688	.000	.000	.000	.000

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(951)268-6268

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

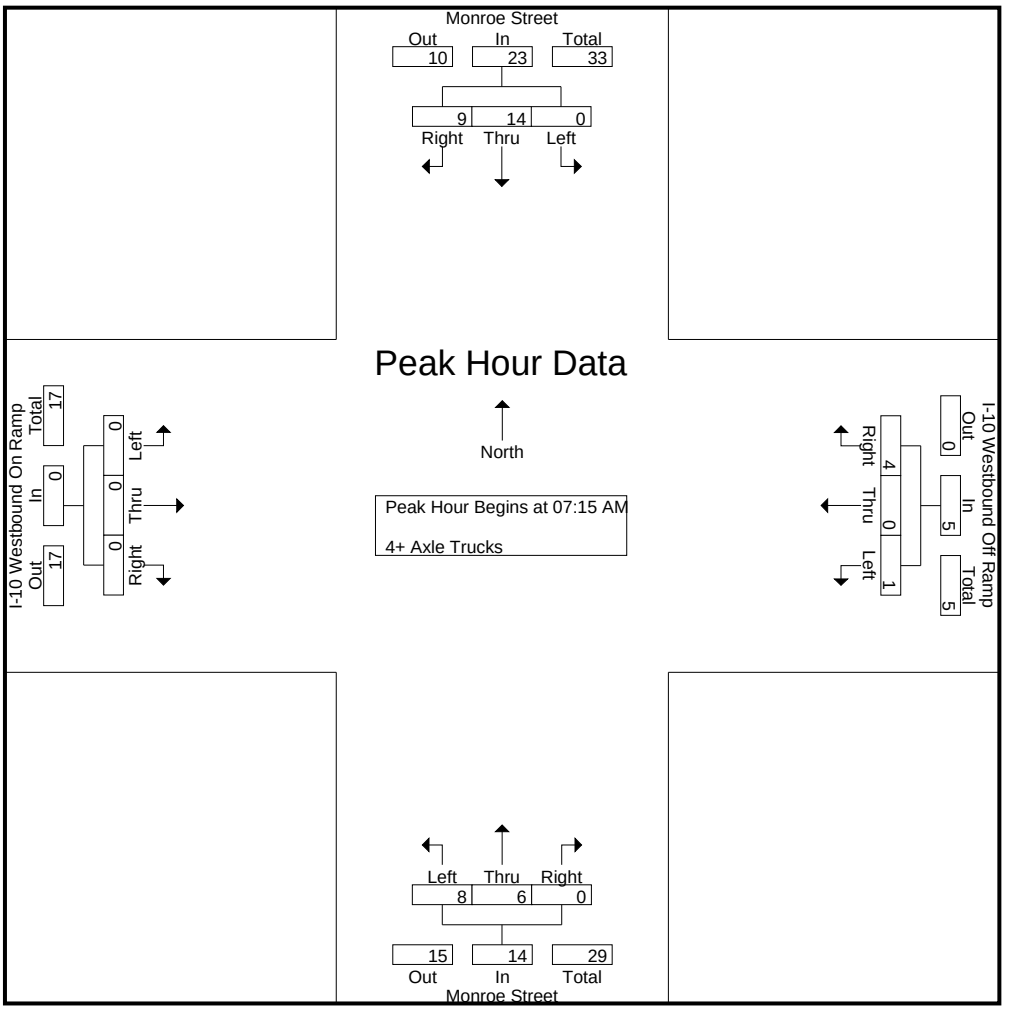
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	0	1	1	1	2	0	3	0	0	0	0	9
07:15 AM	0	3	1	4	1	0	2	3	2	1	0	3	0	0	0	0	10
07:30 AM	0	3	1	4	0	0	0	0	1	0	0	1	0	0	0	0	5
07:45 AM	0	5	4	9	0	0	0	0	4	3	0	7	0	0	0	0	16
Total	0	15	7	22	1	0	3	4	8	6	0	14	0	0	0	0	40
08:00 AM	0	3	3	6	0	0	2	2	1	2	0	3	0	0	0	0	11
08:15 AM	0	4	2	6	0	0	1	1	3	1	0	4	0	0	0	0	11
08:30 AM	0	2	3	5	2	0	0	2	4	2	0	6	0	0	0	0	13
08:45 AM	0	3	0	3	1	0	2	3	2	2	0	4	0	0	0	0	10
Total	0	12	8	20	3	0	5	8	10	7	0	17	0	0	0	0	45
Grand Total	0	27	15	42	4	0	8	12	18	13	0	31	0	0	0	0	85
Apprch %	0	64.3	35.7		33.3	0	66.7		58.1	41.9	0		0	0	0		
Total %	0	31.8	17.6	49.4	4.7	0	9.4	14.1	21.2	15.3	0	36.5	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	1	4	**1**	0	**2**	**3**	2	1	0	3	0	0	0	0	10
07:30 AM	0	3	1	4	0	0	0	0	1	0	0	1	0	0	0	0	5
07:45 AM	0	**5**	**4**	**9**	0	0	0	0	**4**	**3**	0	**7**	0	0	0	0	**16**
08:00 AM	0	3	3	6	0	0	2	2	1	2	0	3	0	0	0	0	11
Total Volume	0	14	9	23	1	0	4	5	8	6	0	14	0	0	0	0	42
% App. Total	0	60.9	39.1		20	0	80		57.1	42.9	0		0	0	0		
PHF	.000	.700	.563	.639	.250	.000	.500	.417	.500	.500	.000	.500	.000	.000	.000	.000	.656

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

File Name : 10_IND_Mon_10W AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	1	4	**1**	0	**2**	**3**	2	1	0	3	0	0	0	0
+15 mins.	0	3	1	4	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	**5**	**4**	**9**	0	0	0	0	**4**	**3**	0	**7**	0	0	0	0
+45 mins.	0	3	3	6	0	0	2	2	1	2	0	3	0	0	0	0
Total Volume	0	14	9	23	1	0	4	5	8	6	0	14	0	0	0	0
% App. Total	0	60.9	39.1		20	0	80		57.1	42.9	0		0	0	0	
PHF	.000	.700	.563	.639	.250	.000	.500	.417	.500	.500	.000	.500	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

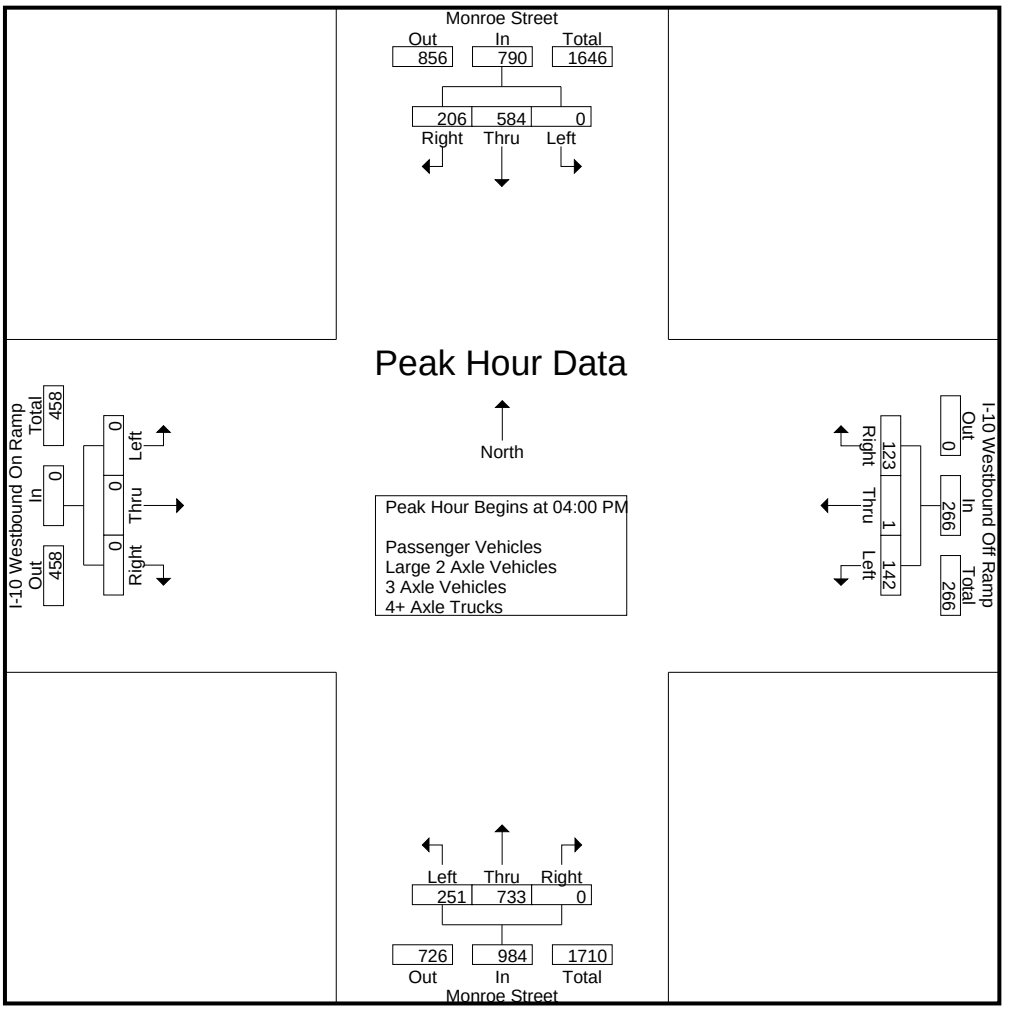
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	172	54	226	38	0	29	67	66	180	0	246	0	0	0	0	539
04:15 PM	0	135	46	181	26	0	31	57	65	190	0	255	0	0	0	0	493
04:30 PM	0	142	54	196	40	0	30	70	69	188	0	257	0	0	0	0	523
04:45 PM	0	135	52	187	38	1	33	72	51	175	0	226	0	0	0	0	485
Total	0	584	206	790	142	1	123	266	251	733	0	984	0	0	0	0	2040
05:00 PM	0	124	68	192	39	0	24	63	57	173	0	230	0	0	0	0	485
05:15 PM	0	131	46	177	46	1	20	67	71	184	0	255	0	0	0	0	499
05:30 PM	0	141	56	197	42	0	19	61	59	197	0	256	0	0	0	0	514
05:45 PM	0	122	43	165	49	1	33	83	76	193	0	269	0	0	0	0	517
Total	0	518	213	731	176	2	96	274	263	747	0	1010	0	0	0	0	2015
Grand Total	0	1102	419	1521	318	3	219	540	514	1480	0	1994	0	0	0	0	4055
Apprch %	0	72.5	27.5		58.9	0.6	40.6		25.8	74.2	0		0	0	0		
Total %	0	27.2	10.3	37.5	7.8	0.1	5.4	13.3	12.7	36.5	0	49.2	0	0	0	0	
Passenger Vehicles	0	1088	409	1497	314	2	206	522	495	1473	0	1968	0	0	0	0	3987
% Passenger Vehicles	0	98.7	97.6	98.4	98.7	66.7	94.1	96.7	96.3	99.5	0	98.7	0	0	0	0	98.3
Large 2 Axle Vehicles	0	5	1	6	1	1	0	2	4	2	0	6	0	0	0	0	14
% Large 2 Axle Vehicles	0	0.5	0.2	0.4	0.3	33.3	0	0.4	0.8	0.1	0	0.3	0	0	0	0	0.3
3 Axle Vehicles	0	2	0	2	0	0	3	3	4	0	0	4	0	0	0	0	9
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	1.4	0.6	0.8	0	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	7	9	16	3	0	10	13	11	5	0	16	0	0	0	0	45
% 4+ Axle Trucks	0	0.6	2.1	1.1	0.9	0	4.6	2.4	2.1	0.3	0	0.8	0	0	0	0	1.1

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**172**	**54**	**226**	38	0	29	67	66	180	0	246	0	0	0	0	**539**
04:15 PM	0	135	46	181	26	0	31	57	65	**190**	0	255	0	0	0	0	493
04:30 PM	0	142	54	196	**40**	0	30	70	**69**	188	0	**257**	0	0	0	0	523
04:45 PM	0	135	52	187	38	**1**	**33**	**72**	51	175	0	226	0	0	0	0	485
Total Volume	0	584	206	790	142	1	123	266	251	733	0	984	0	0	0	0	2040
% App. Total	0	73.9	26.1		53.4	0.4	46.2		25.5	74.5	0		0	0	0		
PHF	.000	.849	.954	.874	.888	.250	.932	.924	.909	.964	.000	.957	.000	.000	.000	.000	.946

Counts Unlimited, Inc.
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City of Indio
N/S: Monroe Street
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	**172**	**54**	**226**	39	0	24	63	57	173	0	230	0	0	0	0
+15 mins.	0	135	46	181	46	**1**	20	67	71	184	0	255	0	0	0	0
+30 mins.	0	142	54	196	42	0	19	61	59	**197**	0	256	0	0	0	0
+45 mins.	0	135	52	187	**49**	1	**33**	**83**	**76**	193	0	**269**	0	0	0	0
Total Volume	0	584	206	790	176	2	96	274	263	747	0	1010	0	0	0	0
% App. Total	0	73.9	26.1		64.2	0.7	35		26	74	0		0	0	0	
PHF	.000	.849	.954	.874	.898	.500	.727	.825	.865	.948	.000	.939	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

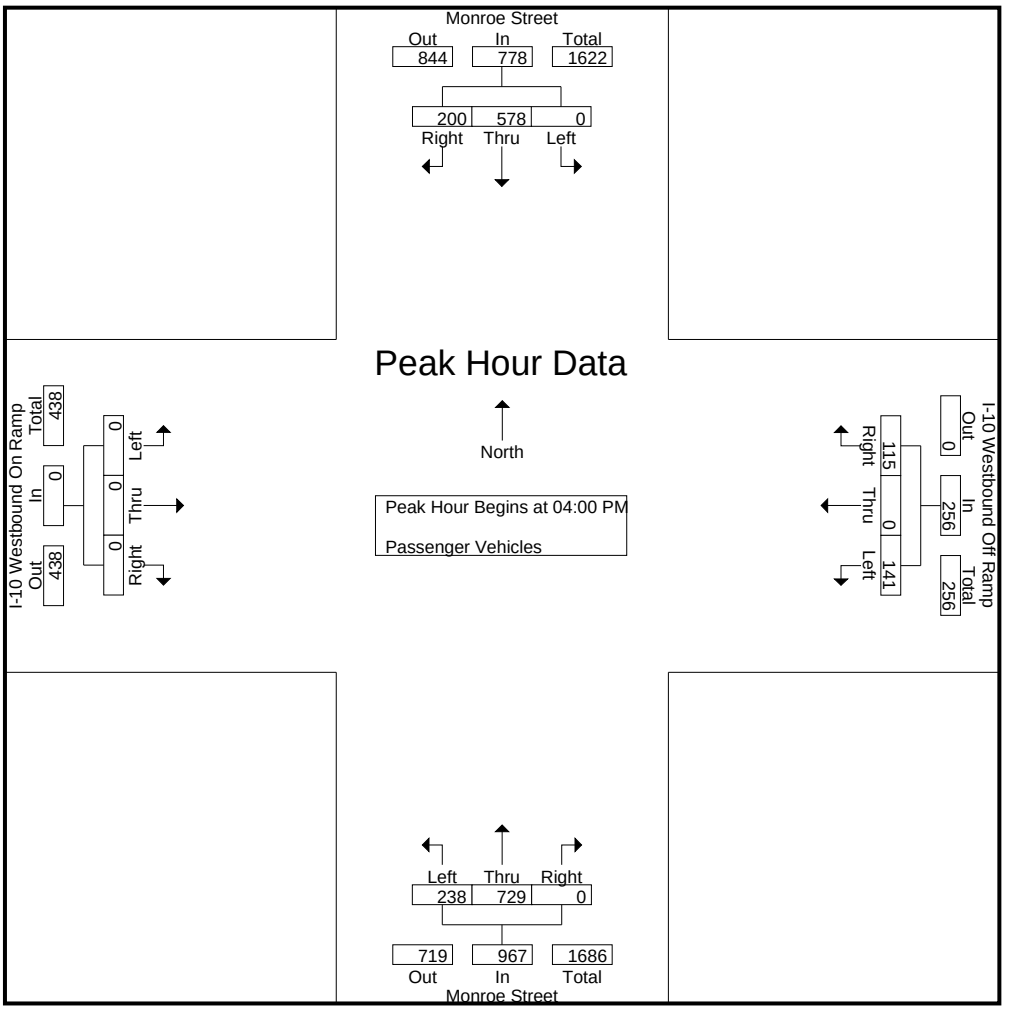
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	169	53	222	38	0	28	66	65	179	0	244	0	0	0	0	532
04:15 PM	0	133	43	176	26	0	30	56	60	188	0	248	0	0	0	0	480
04:30 PM	0	142	53	195	39	0	27	66	63	188	0	251	0	0	0	0	512
04:45 PM	0	134	51	185	38	0	30	68	50	174	0	224	0	0	0	0	477
Total	0	578	200	778	141	0	115	256	238	729	0	967	0	0	0	0	2001
05:00 PM	0	121	67	188	38	0	23	61	56	173	0	229	0	0	0	0	478
05:15 PM	0	128	46	174	44	1	19	64	70	183	0	253	0	0	0	0	491
05:30 PM	0	139	54	193	42	0	19	61	56	196	0	252	0	0	0	0	506
05:45 PM	0	122	42	164	49	1	30	80	75	192	0	267	0	0	0	0	511
Total	0	510	209	719	173	2	91	266	257	744	0	1001	0	0	0	0	1986
Grand Total	0	1088	409	1497	314	2	206	522	495	1473	0	1968	0	0	0	0	3987
Apprch %	0	72.7	27.3		60.2	0.4	39.5		25.2	74.8	0		0	0	0		
Total %	0	27.3	10.3	37.5	7.9	0.1	5.2	13.1	12.4	36.9	0	49.4	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**169**	**53**	**222**	38	0	28	66	**65**	179	0	244	0	0	0	0	**532**
04:15 PM	0	133	43	176	26	0	**30**	56	60	**188**	0	248	0	0	0	0	480
04:30 PM	0	142	53	195	**39**	0	27	66	63	188	0	**251**	0	0	0	0	512
04:45 PM	0	134	51	185	38	0	30	**68**	50	174	0	224	0	0	0	0	477
Total Volume	0	578	200	778	141	0	115	256	238	729	0	967	0	0	0	0	2001
% App. Total	0	74.3	25.7		55.1	0	44.9		24.6	75.4	0		0	0	0		
PHF	.000	.855	.943	.876	.904	.000	.958	.941	.915	.969	.000	.963	.000	.000	.000	.000	.940

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

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**169**	**53**	**222**	38	0	28	66	**65**	179	0	244	0	0	0	0
+15 mins.	0	133	43	176	26	0	**30**	56	60	**188**	0	248	0	0	0	0
+30 mins.	0	142	53	195	**39**	0	27	66	63	188	0	**251**	0	0	0	0
+45 mins.	0	134	51	185	38	0	30	**68**	50	174	0	224	0	0	0	0
Total Volume	0	578	200	778	141	0	115	256	238	729	0	967	0	0	0	0
% App. Total	0	74.3	25.7		55.1	0	44.9		24.6	75.4	0		0	0	0	
PHF	.000	.855	.943	.876	.904	.000	.958	.941	.915	.969	.000	.963	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

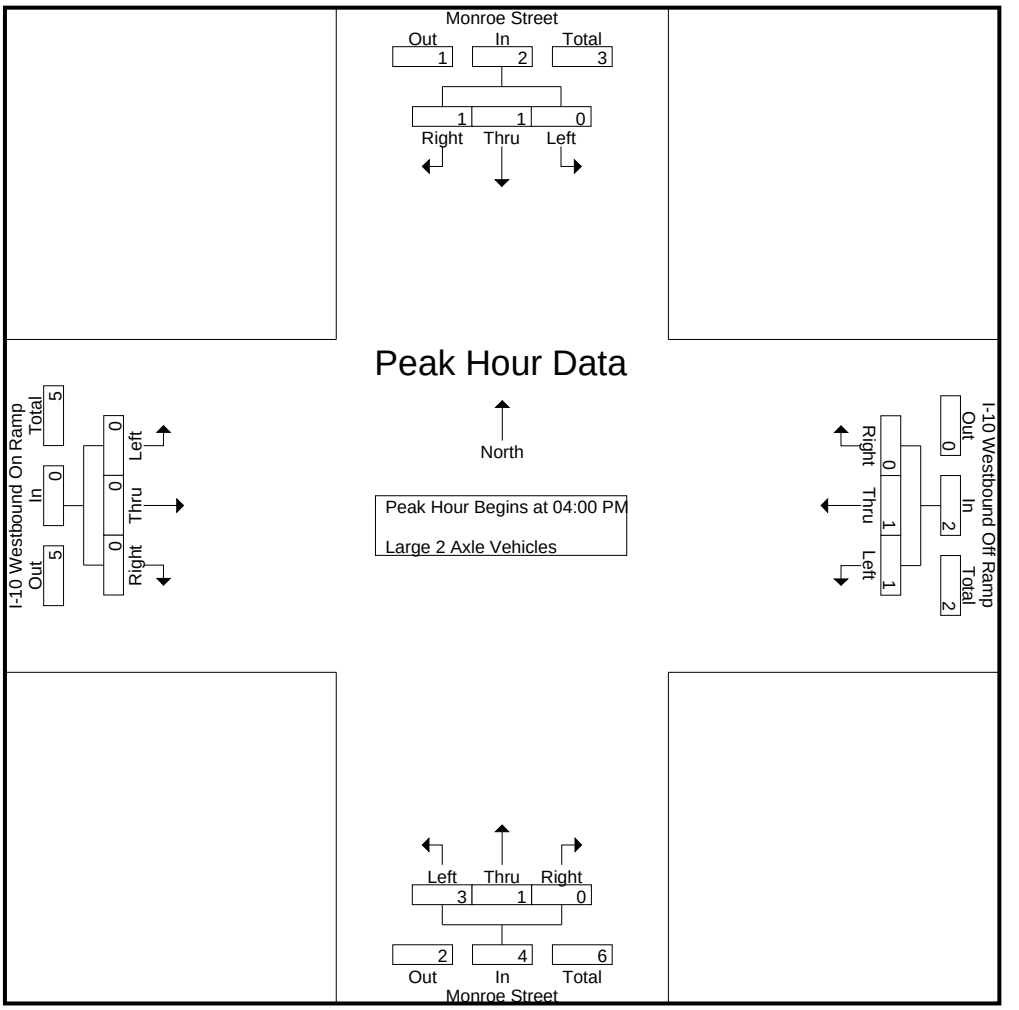
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	1	1	0	2	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	1	1	2	1	1	0	2	3	1	0	4	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	1	1	0	2	0	0	0	0	6
Grand Total	0	5	1	6	1	1	0	2	4	2	0	6	0	0	0	0	14
Apprch %	0	83.3	16.7		50	50	0		66.7	33.3	0		0	0	0		
Total %	0	35.7	7.1	42.9	7.1	7.1	0	14.3	28.6	14.3	0	42.9	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	**3**
04:15 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	**1**	0	0	**1**	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	**1**	0	1	1	0	0	1	0	0	0	0	2
Total Volume	0	1	1	2	1	1	0	2	3	1	0	4	0	0	0	0	8
% App. Total	0	50	50		50	50	0		75	25	0		0	0	0		
PHF	.000	.250	.250	.500	.250	.250	.000	.500	.750	.250	.000	.500	.000	.000	.000	.000	.667

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	**1**	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	1	1	0	0	1	0	0	0	0
Total Volume	0	1	1	2	1	1	0	2	3	1	0	4	0	0	0	0
% App. Total	0	50	50		50	50	0		75	25	0		0	0	0	
PHF	.000	.250	.250	.500	.250	.250	.000	.500	.750	.250	.000	.500	.000	.000	.000	.000

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

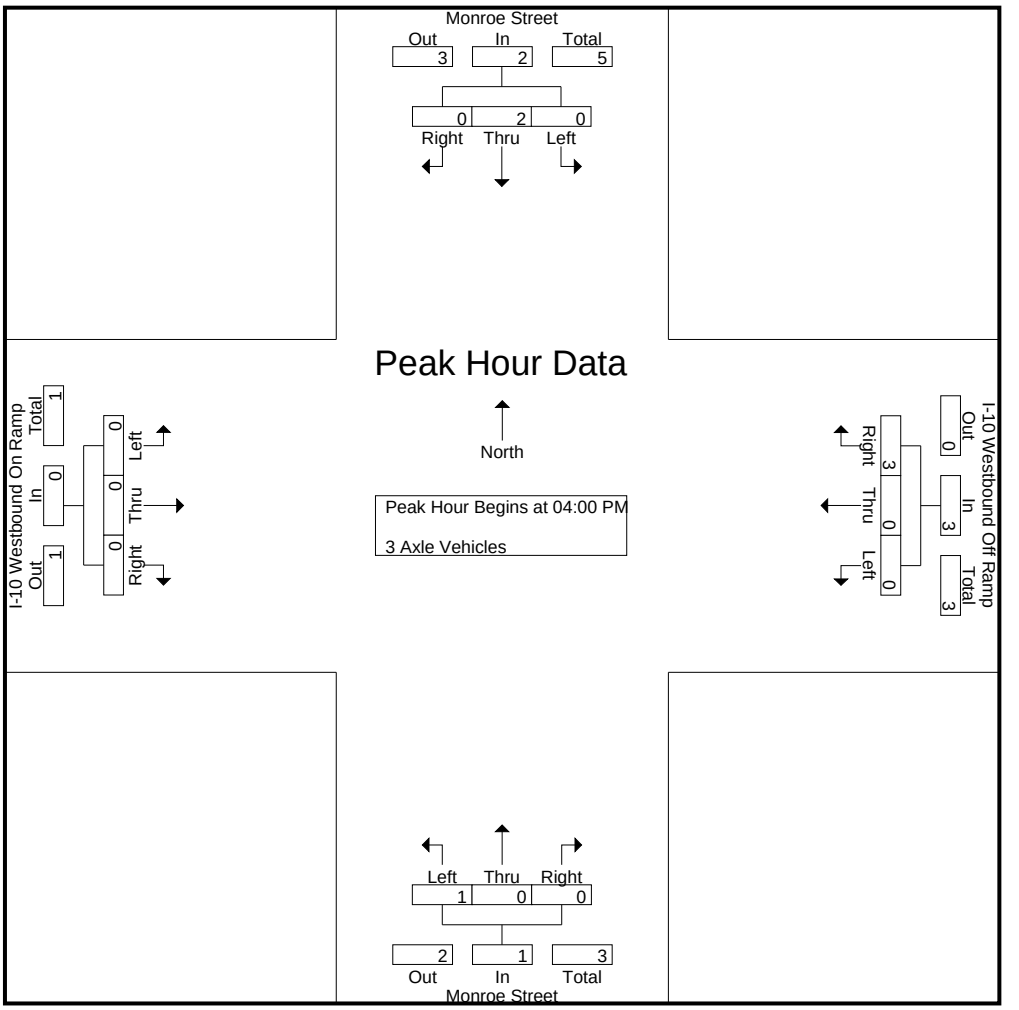
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	3	3	1	0	0	1	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Grand Total	0	2	0	2	0	0	3	3	4	0	0	4	0	0	0	0	9
Apprch %	0	100	0		0	0	100		100	0	0		0	0	0		
Total %	0	22.2	0	22.2	0	0	33.3	33.3	44.4	0	0	44.4	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	3	3	1	0	0	1	0	0	0	0	6
% App. Total	0	100	0		0	0	100		100	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.750	.750	.250	.000	.000	.250	.000	.000	.000	.000	.750

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

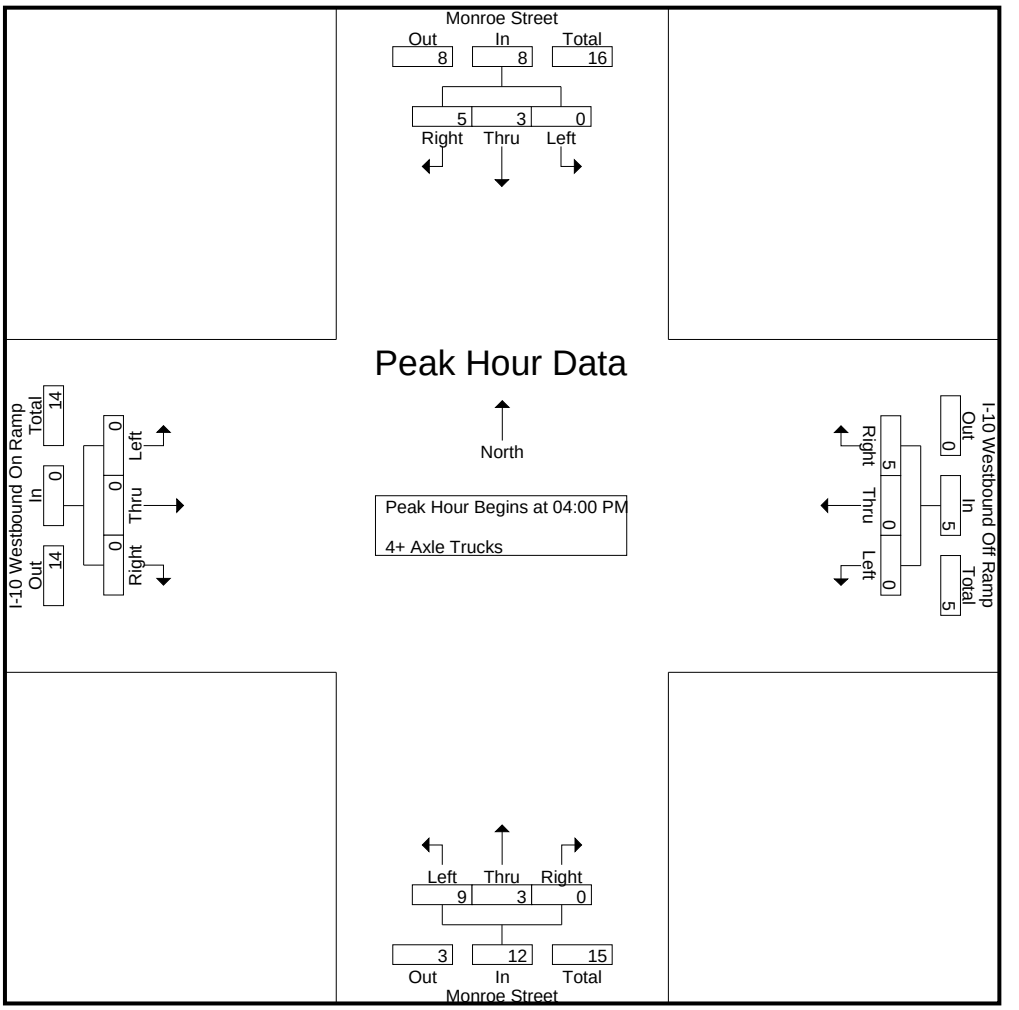
	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	3	3	0	0	1	1	5	2	0	7	0	0	0	0	11
04:30 PM	0	0	1	1	0	0	2	2	4	0	0	4	0	0	0	0	7
04:45 PM	0	1	1	2	0	0	2	2	0	1	0	1	0	0	0	0	5
Total	0	3	5	8	0	0	5	5	9	3	0	12	0	0	0	0	25
05:00 PM	0	2	1	3	1	0	1	2	1	0	0	1	0	0	0	0	6
05:15 PM	0	2	0	2	2	0	1	3	1	1	0	2	0	0	0	0	7
05:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	1	1	0	0	3	3	0	1	0	1	0	0	0	0	5
Total	0	4	4	8	3	0	5	8	2	2	0	4	0	0	0	0	20
Grand Total	0	7	9	16	3	0	10	13	11	5	0	16	0	0	0	0	45
Apprch %	0	43.8	56.2		23.1	0	76.9		68.8	31.2	0		0	0	0		
Total %	0	15.6	20	35.6	6.7	0	22.2	28.9	24.4	11.1	0	35.6	0	0	0	0	

	Monroe Street Southbound				I-10 Westbound Off Ramp Westbound				Monroe Street Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	**3**	**3**	0	0	1	1	**5**	**2**	0	**7**	0	0	0	0	**11**
04:30 PM	0	0	1	1	0	0	**2**	**2**	4	0	0	4	0	0	0	0	7
04:45 PM	0	1	1	2	0	0	2	2	0	1	0	1	0	0	0	0	5
Total Volume	0	3	5	8	0	0	5	5	9	3	0	12	0	0	0	0	25
% App. Total	0	37.5	62.5		0	0	100		75	25	0		0	0	0		
PHF	.000	.375	.417	.667	.000	.000	.625	.625	.450	.375	.000	.429	.000	.000	.000	.000	.568

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

File Name : 10_IND_Mon_10W PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**3**	**3**	0	0	1	1	**5**	**2**	0	**7**	0	0	0	0
+30 mins.	0	0	1	1	0	0	**2**	**2**	4	0	0	4	0	0	0	0
+45 mins.	0	1	1	2	0	0	2	2	0	1	0	1	0	0	0	0
Total Volume	0	3	5	8	0	0	5	5	9	3	0	12	0	0	0	0
% App. Total	0	37.5	62.5		0	0	100		75	25	0		0	0	0	
PHF	.000	.375	.417	.667	.000	.000	.625	.625	.450	.375	.000	.429	.000	.000	.000	.000

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

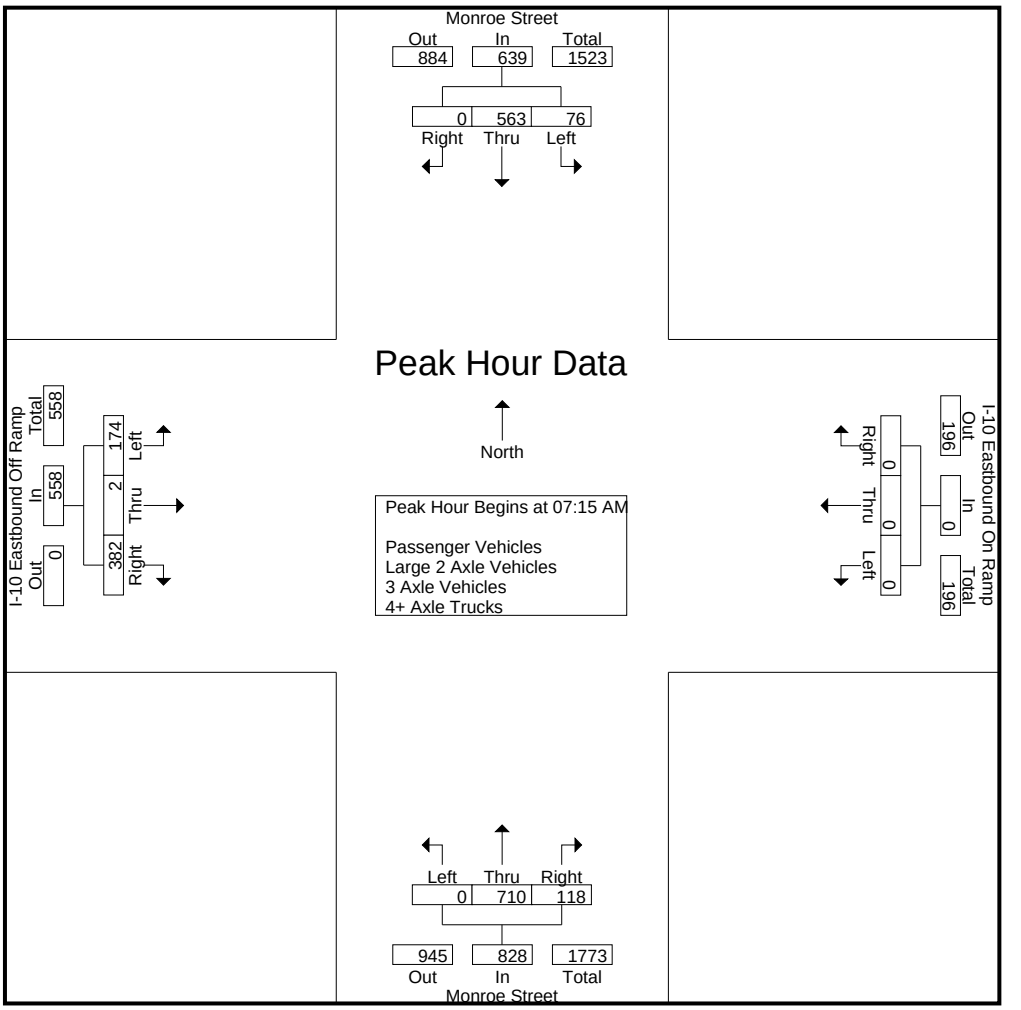
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	107	0	115	0	0	0	0	0	165	23	188	38	1	65	104	407
07:15 AM	12	122	0	134	0	0	0	0	0	172	16	188	34	2	108	144	466
07:30 AM	22	138	0	160	0	0	0	0	0	191	36	227	38	0	100	138	525
07:45 AM	21	170	0	191	0	0	0	0	0	165	35	200	47	0	99	146	537
Total	63	537	0	600	0	0	0	0	0	693	110	803	157	3	372	532	1935
08:00 AM	21	133	0	154	0	0	0	0	0	182	31	213	55	0	75	130	497
08:15 AM	15	105	0	120	0	0	0	0	0	176	16	192	24	0	76	100	412
08:30 AM	13	111	0	124	0	0	0	0	0	181	39	220	30	0	75	105	449
08:45 AM	16	125	0	141	0	0	0	0	0	172	33	205	27	1	66	94	440
Total	65	474	0	539	0	0	0	0	0	711	119	830	136	1	292	429	1798
Grand Total	128	1011	0	1139	0	0	0	0	0	1404	229	1633	293	4	664	961	3733
Apprch %	11.2	88.8	0		0	0	0		0	86	14		30.5	0.4	69.1		
Total %	3.4	27.1	0	30.5	0	0	0	0	0	37.6	6.1	43.7	7.8	0.1	17.8	25.7	
Passenger Vehicles	116	971	0	1087	0	0	0	0	0	1344	215	1559	275	4	608	887	3533
% Passenger Vehicles	90.6	96	0	95.4	0	0	0	0	0	95.7	93.9	95.5	93.9	100	91.6	92.3	94.6
Large 2 Axle Vehicles	2	12	0	14	0	0	0	0	0	18	4	22	5	0	21	26	62
% Large 2 Axle Vehicles	1.6	1.2	0	1.2	0	0	0	0	0	1.3	1.7	1.3	1.7	0	3.2	2.7	1.7
3 Axle Vehicles	2	5	0	7	0	0	0	0	0	20	5	25	3	0	8	11	43
% 3 Axle Vehicles	1.6	0.5	0	0.6	0	0	0	0	0	1.4	2.2	1.5	1	0	1.2	1.1	1.2
4+ Axle Trucks	8	23	0	31	0	0	0	0	0	22	5	27	10	0	27	37	95
% 4+ Axle Trucks	6.2	2.3	0	2.7	0	0	0	0	0	1.6	2.2	1.7	3.4	0	4.1	3.9	2.5

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	122	0	134	0	0	0	0	0	172	16	188	34	**2**	**108**	144	466
07:30 AM	**22**	138	0	160	0	0	0	0	0	**191**	**36**	**227**	38	0	100	138	525
07:45 AM	21	**170**	0	**191**	0	0	0	0	0	165	35	200	47	0	99	**146**	**537**
08:00 AM	21	133	0	154	0	0	0	0	0	182	31	213	**55**	0	75	130	497
Total Volume	76	563	0	639	0	0	0	0	0	710	118	828	174	2	382	558	2025
% App. Total	11.9	88.1	0		0	0	0		0	85.7	14.3		31.2	0.4	68.5		
PHF	.864	.828	.000	.836	.000	.000	.000	.000	.000	.929	.819	.912	.791	.250	.884	.955	.943

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

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:15 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	12	122	0	134	0	0	0	0	0	**191**	**36**	**227**	34	**2**	**108**	144
+15 mins.	**22**	138	0	160	0	0	0	0	0	165	35	200	38	0	100	138
+30 mins.	21	**170**	0	**191**	0	0	0	0	0	182	31	213	47	0	99	**146**
+45 mins.	21	133	0	154	0	0	0	0	0	176	16	192	**55**	0	75	130
Total Volume	76	563	0	639	0	0	0	0	0	714	118	832	174	2	382	558
% App. Total	11.9	88.1	0		0	0	0		0	85.8	14.2		31.2	0.4	68.5	
PHF	.864	.828	.000	.836	.000	.000	.000	.000	.000	.935	.819	.916	.791	.250	.884	.955

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

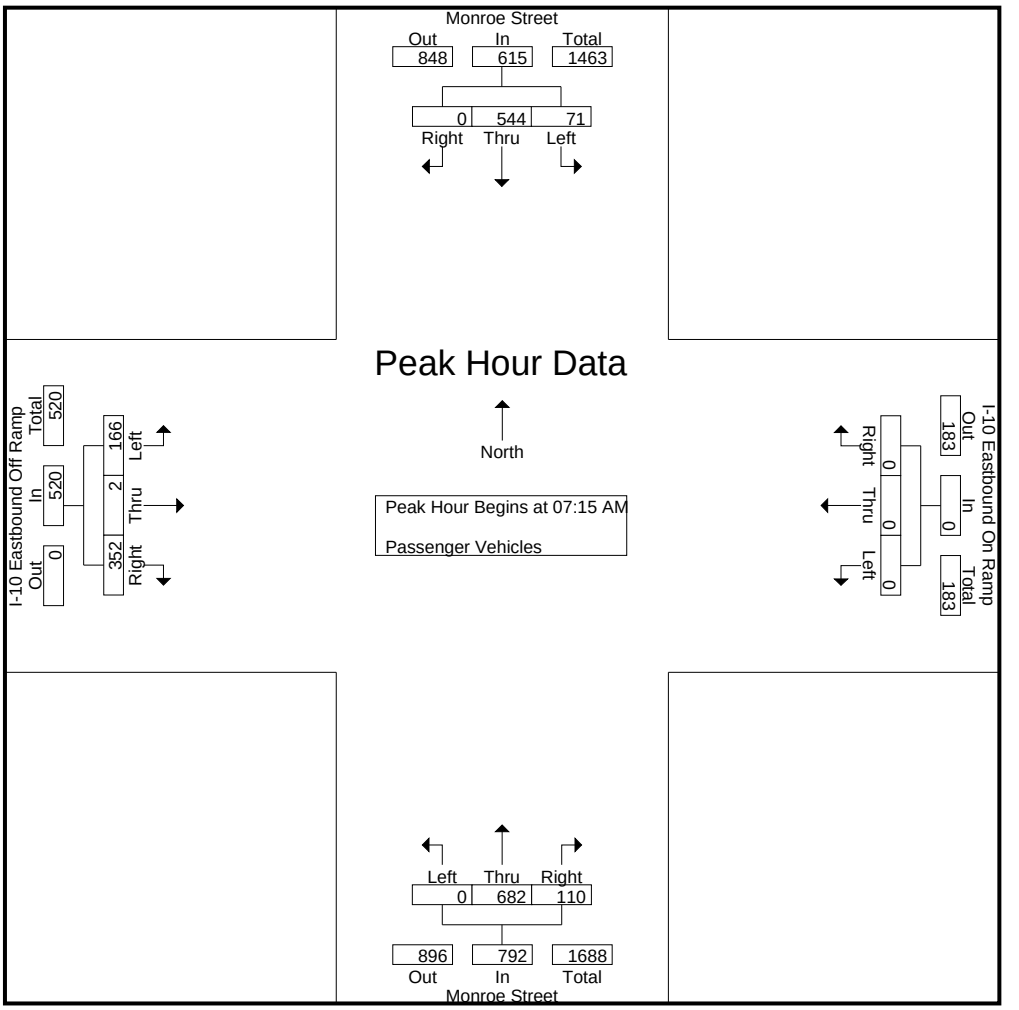
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	100	0	107	0	0	0	0	0	157	23	180	35	1	58	94	381
07:15 AM	11	118	0	129	0	0	0	0	0	164	14	178	32	2	100	134	441
07:30 AM	21	134	0	155	0	0	0	0	0	185	34	219	36	0	92	128	502
07:45 AM	20	163	0	183	0	0	0	0	0	158	33	191	46	0	92	138	512
Total	59	515	0	574	0	0	0	0	0	664	104	768	149	3	342	494	1836
08:00 AM	19	129	0	148	0	0	0	0	0	175	29	204	52	0	68	120	472
08:15 AM	13	100	0	113	0	0	0	0	0	168	15	183	23	0	67	90	386
08:30 AM	13	107	0	120	0	0	0	0	0	169	36	205	27	0	70	97	422
08:45 AM	12	120	0	132	0	0	0	0	0	168	31	199	24	1	61	86	417
Total	57	456	0	513	0	0	0	0	0	680	111	791	126	1	266	393	1697
Grand Total	116	971	0	1087	0	0	0	0	0	1344	215	1559	275	4	608	887	3533
Apprch %	10.7	89.3	0		0	0	0		0	86.2	13.8		31	0.5	68.5		
Total %	3.3	27.5	0	30.8	0	0	0	0	0	38	6.1	44.1	7.8	0.1	17.2	25.1	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	118	0	129	0	0	0	0	0	164	14	178	32	**2**	**100**	134	441
07:30 AM	**21**	134	0	155	0	0	0	0	0	**185**	**34**	**219**	36	0	92	128	502
07:45 AM	20	**163**	0	**183**	0	0	0	0	0	158	33	191	46	0	92	**138**	**512**
08:00 AM	19	129	0	148	0	0	0	0	0	175	29	204	**52**	0	68	120	472
Total Volume	71	544	0	615	0	0	0	0	0	682	110	792	166	2	352	520	1927
% App. Total	11.5	88.5	0		0	0	0		0	86.1	13.9		31.9	0.4	67.7		
PHF	.845	.834	.000	.840	.000	.000	.000	.000	.000	.922	.809	.904	.798	.250	.880	.942	.941

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	118	0	129	0	0	0	0	0	164	14	178	32	**2**	**100**	134
+15 mins.	**21**	134	0	155	0	0	0	0	0	**185**	**34**	**219**	36	0	92	128
+30 mins.	20	**163**	0	**183**	0	0	0	0	0	158	33	191	46	0	92	**138**
+45 mins.	19	129	0	148	0	0	0	0	0	175	29	204	**52**	0	68	120
Total Volume	71	544	0	615	0	0	0	0	0	682	110	792	166	2	352	520
% App. Total	11.5	88.5	0		0	0	0		0	86.1	13.9		31.9	0.4	67.7	
PHF	.845	.834	.000	.840	.000	.000	.000	.000	.000	.922	.809	.904	.798	.250	.880	.942

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

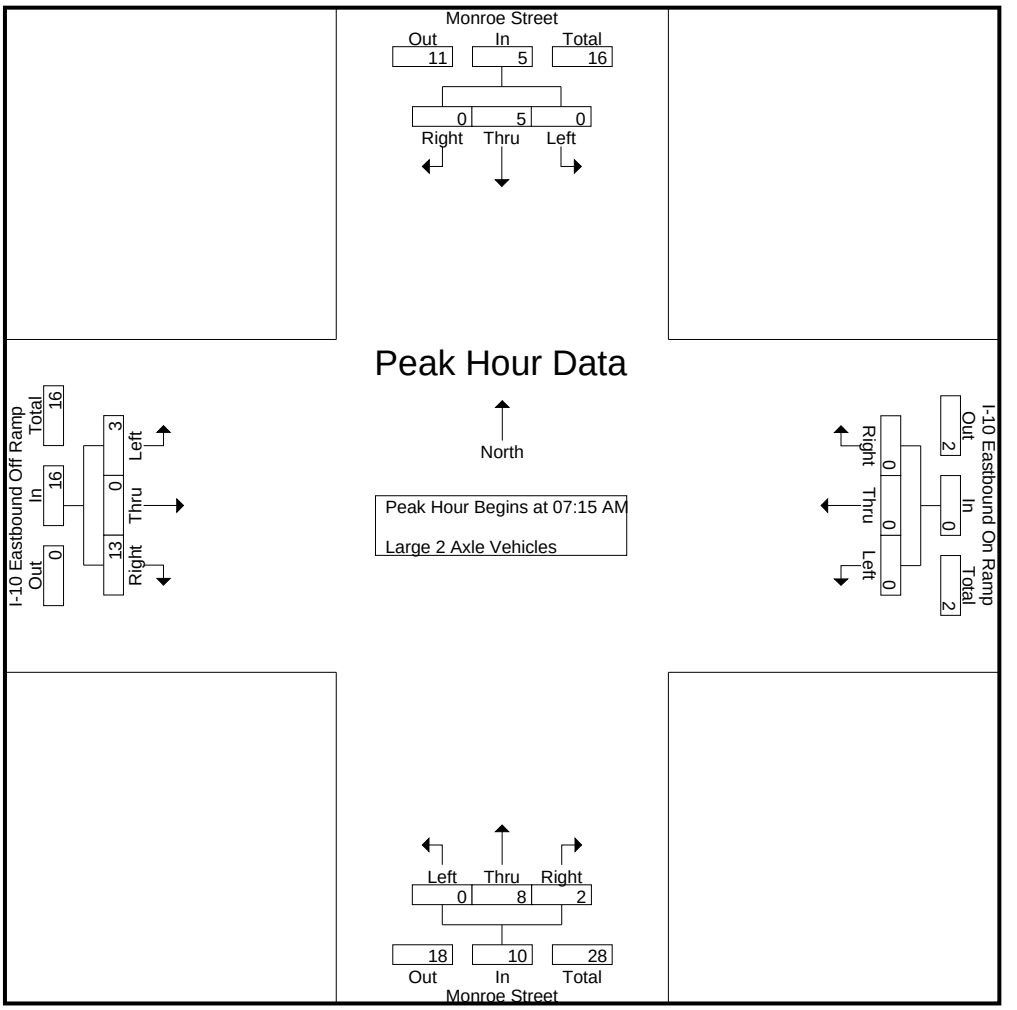
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	4	0	4	1	0	2	3	11
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	3	4	6
07:30 AM	0	0	0	0	0	0	0	0	0	3	1	4	1	0	2	3	7
07:45 AM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	6	6	12
Total	0	8	0	8	0	0	0	0	0	10	2	12	3	0	13	16	36
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
08:15 AM	0	2	0	2	0	0	0	0	0	2	1	3	1	0	5	6	11
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	2	1	0	3	0	0	0	0	0	2	1	3	0	0	1	1	7
Total	2	4	0	6	0	0	0	0	0	8	2	10	2	0	8	10	26
Grand Total	2	12	0	14	0	0	0	0	0	18	4	22	5	0	21	26	62
Apprch %	14.3	85.7	0		0	0	0		0	81.8	18.2		19.2	0	80.8		
Total %	3.2	19.4	0	22.6	0	0	0	0	0	29	6.5	35.5	8.1	0	33.9	41.9	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	**1**	0	3	4	6
07:30 AM	0	0	0	0	0	0	0	0	0	**3**	**1**	**4**	1	0	2	3	7
07:45 AM	0	**4**	0	**4**	0	0	0	0	0	1	1	2	0	0	**6**	**6**	**12**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3	6
Total Volume	0	5	0	5	0	0	0	0	0	8	2	10	3	0	13	16	31
% App. Total	0	100	0		0	0	0		0	80	20		18.8	0	81.2		
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.667	.500	.625	.750	.000	.542	.667	.646

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(951)268-6268

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	**1**	0	3	4
+15 mins.	0	0	0	0	0	0	0	0	0	**3**	**1**	**4**	1	0	2	3
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	1	1	2	0	0	**6**	**6**
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	1	0	2	3
Total Volume	0	5	0	5	0	0	0	0	0	8	2	10	3	0	13	16
% App. Total	0	100	0		0	0	0		0	80	20		18.8	0	81.2	
PHF	.000	.313	.000	.313	.000	.000	.000	.000	.000	.667	.500	.625	.750	.000	.542	.667

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

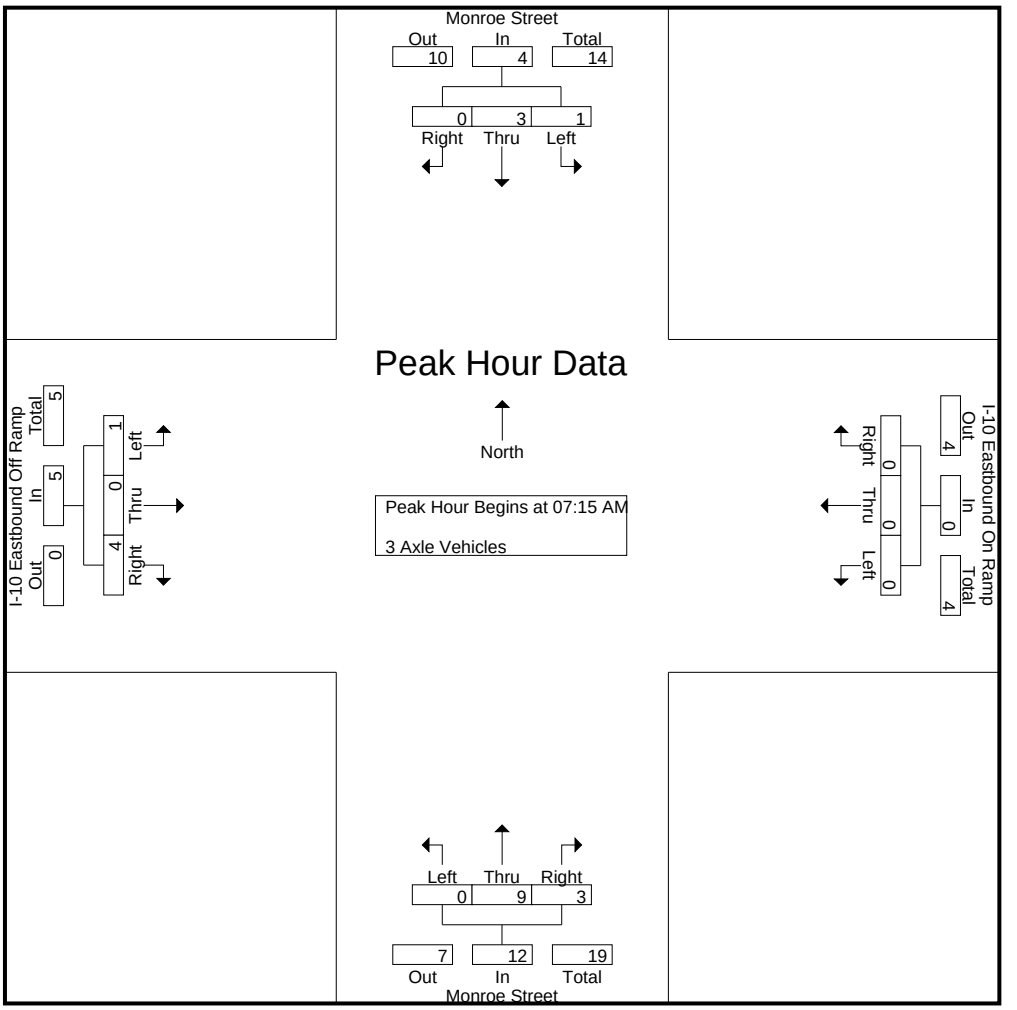
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	3	1	4	1	0	1	2	7
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	2	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	9	2	11	1	0	3	4	18
08:00 AM	1	0	0	1	0	0	0	0	0	3	1	4	0	0	1	1	6
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	2	2	5
08:30 AM	0	0	0	0	0	0	0	0	0	6	2	8	1	0	1	2	10
08:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
Total	2	2	0	4	0	0	0	0	0	11	3	14	2	0	5	7	25
Grand Total	2	5	0	7	0	0	0	0	0	20	5	25	3	0	8	11	43
Apprch %	28.6	71.4	0		0	0	0		0	80	20		27.3	0	72.7		
Total %	4.7	11.6	0	16.3	0	0	0	0	0	46.5	11.6	58.1	7	0	18.6	25.6	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	**3**	**1**	**4**	**1**	0	1	**2**	**7**
07:30 AM	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	**2**	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:00 AM	**1**	0	0	1	0	0	0	0	0	3	1	4	0	0	1	1	6
Total Volume	1	3	0	4	0	0	0	0	0	9	3	12	1	0	4	5	21
% App. Total	25	75	0		0	0	0		0	75	25		20	0	80		
PHF	.250	.375	.000	.500	.000	.000	.000	.000	.000	.750	.750	.750	.250	.000	.500	.625	.750

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	**3**	**1**	**4**	**1**	0	1	**2**
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	2	0	2	0	0	**2**	2
+30 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	0	0	0	3	1	4	0	0	1	1
Total Volume	1	3	0	4	0	0	0	0	0	9	3	12	1	0	4	5
% App. Total	25	75	0		0	0	0		0	75	25		20	0	80	
PHF	.250	.375	.000	.500	.000	.000	.000	.000	.000	.750	.750	.750	.250	.000	.500	.625

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

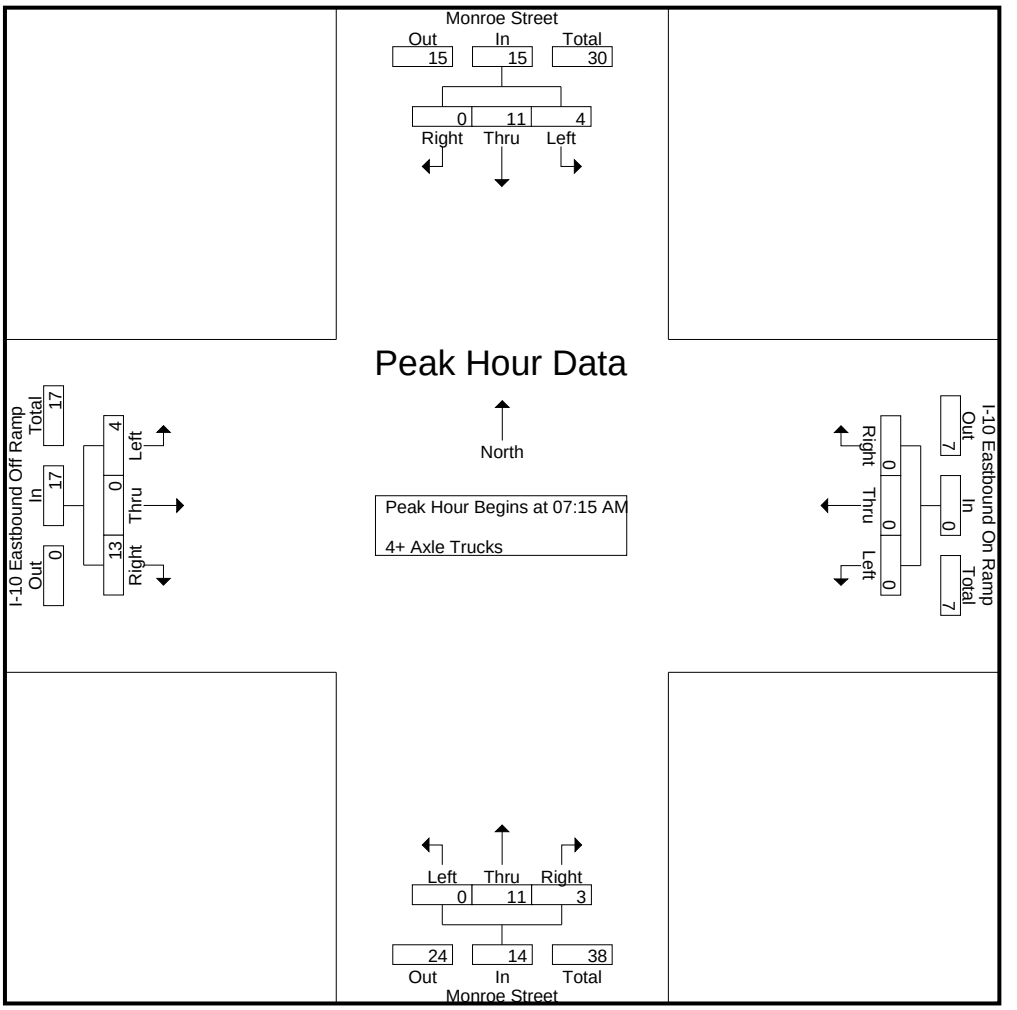
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	3	0	4	0	0	0	0	0	1	0	1	2	0	5	7	12
07:15 AM	1	3	0	4	0	0	0	0	0	3	1	4	0	0	4	4	12
07:30 AM	1	2	0	3	0	0	0	0	0	1	1	2	1	0	4	5	10
07:45 AM	1	3	0	4	0	0	0	0	0	5	0	5	1	0	1	2	11
Total	4	11	0	15	0	0	0	0	0	10	2	12	4	0	14	18	45
08:00 AM	1	3	0	4	0	0	0	0	0	2	1	3	2	0	4	6	13
08:15 AM	2	2	0	4	0	0	0	0	0	4	0	4	0	0	2	2	10
08:30 AM	0	4	0	4	0	0	0	0	0	4	1	5	2	0	4	6	15
08:45 AM	1	3	0	4	0	0	0	0	0	2	1	3	2	0	3	5	12
Total	4	12	0	16	0	0	0	0	0	12	3	15	6	0	13	19	50
Grand Total	8	23	0	31	0	0	0	0	0	22	5	27	10	0	27	37	95
Apprch %	25.8	74.2	0		0	0	0		0	81.5	18.5		27	0	73		
Total %	8.4	24.2	0	32.6	0	0	0	0	0	23.2	5.3	28.4	10.5	0	28.4	38.9	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	**3**	0	**4**	0	0	0	0	0	3	**1**	4	0	0	**4**	4	12
07:30 AM	1	2	0	3	0	0	0	0	0	1	1	2	1	0	4	5	10
07:45 AM	1	3	0	4	0	0	0	0	0	**5**	0	**5**	1	0	1	2	11
08:00 AM	1	3	0	4	0	0	0	0	0	2	1	3	**2**	0	4	**6**	**13**
Total Volume	4	11	0	15	0	0	0	0	0	11	3	14	4	0	13	17	46
% App. Total	26.7	73.3	0		0	0	0		0	78.6	21.4		23.5	0	76.5		
PHF	1.00	.917	.000	.938	.000	.000	.000	.000	.000	.550	.750	.700	.500	.000	.813	.708	.885

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

File Name : 11_IND_Mon_10E AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	**3**	0	**4**	0	0	0	0	0	3	**1**	4	0	0	**4**	4
+15 mins.	1	2	0	3	0	0	0	0	0	1	1	2	1	0	4	5
+30 mins.	1	3	0	4	0	0	0	0	0	**5**	0	**5**	1	0	1	2
+45 mins.	1	3	0	4	0	0	0	0	0	2	1	3	**2**	0	4	**6**
Total Volume	4	11	0	15	0	0	0	0	0	11	3	14	4	0	13	17
% App. Total	26.7	73.3	0		0	0	0		0	78.6	21.4		23.5	0	76.5	
PHF	1.000	.917	.000	.938	.000	.000	.000	.000	.000	.550	.750	.700	.500	.000	.813	.708

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

File Name : 11_IND_Mon_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

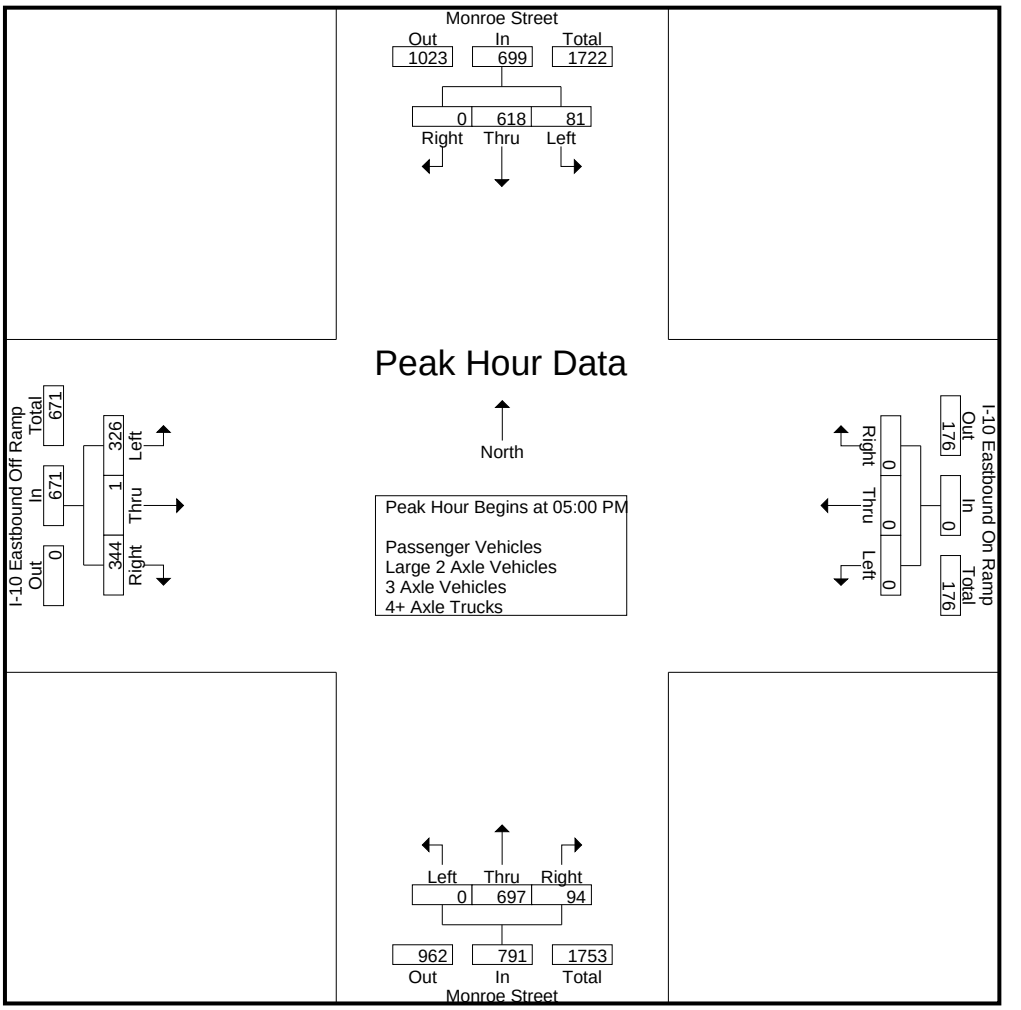
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	182	0	216	0	0	0	0	0	173	27	200	65	1	101	167	583
04:15 PM	22	138	0	160	0	0	0	0	0	171	22	193	83	0	96	179	532
04:30 PM	19	160	0	179	0	0	0	0	0	184	24	208	75	0	67	142	529
04:45 PM	17	156	0	173	0	0	0	0	0	176	27	203	52	1	84	137	513
Total	92	636	0	728	0	0	0	0	0	704	100	804	275	2	348	625	2157
05:00 PM	22	144	0	166	0	0	0	0	0	168	19	187	66	0	85	151	504
05:15 PM	26	149	0	175	0	0	0	0	0	181	29	210	82	1	88	171	556
05:30 PM	16	169	0	185	0	0	0	0	0	155	17	172	101	0	92	193	550
05:45 PM	17	156	0	173	0	0	0	0	0	193	29	222	77	0	79	156	551
Total	81	618	0	699	0	0	0	0	0	697	94	791	326	1	344	671	2161
Grand Total	173	1254	0	1427	0	0	0	0	0	1401	194	1595	601	3	692	1296	4318
Apprch %	12.1	87.9	0		0	0	0		0	87.8	12.2		46.4	0.2	53.4		
Total %	4	29	0	33	0	0	0	0	0	32.4	4.5	36.9	13.9	0.1	16	30	
Passenger Vehicles	165	1243	0	1408	0	0	0	0	0	1380	189	1569	595	3	679	1277	4254
% Passenger Vehicles	95.4	99.1	0	98.7	0	0	0	0	0	98.5	97.4	98.4	99	100	98.1	98.5	98.5
Large 2 Axle Vehicles	0	6	0	6	0	0	0	0	0	5	2	7	2	0	3	5	18
% Large 2 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0	0.4	1	0.4	0.3	0	0.4	0.4	0.4
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	4	1	5	0	0	1	1	8
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.3	0.5	0.3	0	0	0.1	0.1	0.2
4+ Axle Trucks	8	3	0	11	0	0	0	0	0	12	2	14	4	0	9	13	38
% 4+ Axle Trucks	4.6	0.2	0	0.8	0	0	0	0	0	0.9	1	0.9	0.7	0	1.3	1	0.9

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	144	0	166	0	0	0	0	0	168	19	187	66	0	85	151	504
05:15 PM	**26**	149	0	175	0	0	0	0	0	181	**29**	210	82	**1**	88	171	**556**
05:30 PM	16	**169**	0	**185**	0	0	0	0	0	155	17	172	**101**	0	**92**	**193**	550
05:45 PM	17	156	0	173	0	0	0	0	0	**193**	29	**222**	77	0	79	156	551
Total Volume	81	618	0	699	0	0	0	0	0	697	94	791	326	1	344	671	2161
% App. Total	11.6	88.4	0		0	0	0		0	88.1	11.9		48.6	0.1	51.3		
PHF	.779	.914	.000	.945	.000	.000	.000	.000	.000	.903	.810	.891	.807	.250	.935	.869	.972

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City of Indio
N/S: Monroe Street
E/W: I-10 Eastbound Ramps
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File Name : 11_IND_Mon_10E PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	**34**	**182**	0	**216**	0	0	0	0	0	**184**	24	208	66	0	85	151
+15 mins.	22	138	0	160	0	0	0	0	0	176	27	203	82	**1**	88	171
+30 mins.	19	160	0	179	0	0	0	0	0	168	19	187	**101**	0	**92**	**193**
+45 mins.	17	156	0	173	0	0	0	0	0	181	**29**	**210**	77	0	79	156
Total Volume	92	636	0	728	0	0	0	0	0	709	99	808	326	1	344	671
% App. Total	12.6	87.4	0		0	0	0		0	87.7	12.3		48.6	0.1	51.3	
PHF	.676	.874	.000	.843	.000	.000	.000	.000	.000	.963	.853	.962	.807	.250	.935	.869

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City of Indio
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File Name : 11_IND_Mon_10E PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

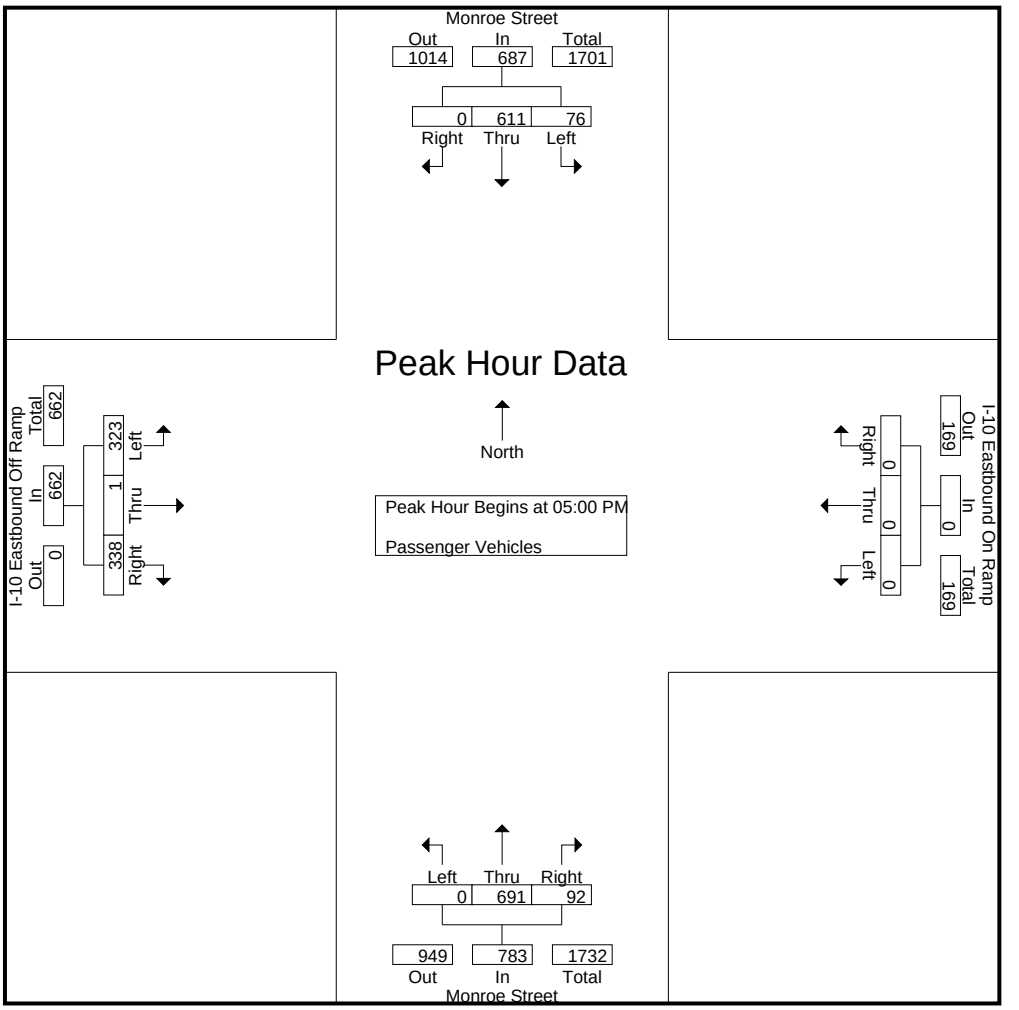
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	181	0	213	0	0	0	0	0	172	26	198	64	1	100	165	576
04:15 PM	22	136	0	158	0	0	0	0	0	165	21	186	81	0	94	175	519
04:30 PM	19	159	0	178	0	0	0	0	0	178	24	202	75	0	65	140	520
04:45 PM	16	156	0	172	0	0	0	0	0	174	26	200	52	1	82	135	507
Total	89	632	0	721	0	0	0	0	0	689	97	786	272	2	341	615	2122
05:00 PM	20	142	0	162	0	0	0	0	0	167	17	184	66	0	84	150	496
05:15 PM	24	146	0	170	0	0	0	0	0	180	29	209	81	1	87	169	548
05:30 PM	15	167	0	182	0	0	0	0	0	152	17	169	100	0	90	190	541
05:45 PM	17	156	0	173	0	0	0	0	0	192	29	221	76	0	77	153	547
Total	76	611	0	687	0	0	0	0	0	691	92	783	323	1	338	662	2132
Grand Total	165	1243	0	1408	0	0	0	0	0	1380	189	1569	595	3	679	1277	4254
Apprch %	11.7	88.3	0		0	0	0		0	88	12		46.6	0.2	53.2		
Total %	3.9	29.2	0	33.1	0	0	0	0	0	32.4	4.4	36.9	14	0.1	16	30	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	20	142	0	162	0	0	0	0	0	167	17	184	66	0	84	150	496
05:15 PM	**24**	146	0	170	0	0	0	0	0	180	**29**	209	81	**1**	87	169	**548**
05:30 PM	15	**167**	0	**182**	0	0	0	0	0	152	17	169	**100**	0	**90**	**190**	541
05:45 PM	17	156	0	173	0	0	0	0	0	**192**	29	**221**	76	0	77	153	547
Total Volume	76	611	0	687	0	0	0	0	0	691	92	783	323	1	338	662	2132
% App. Total	11.1	88.9	0		0	0	0		0	88.3	11.7		48.8	0.2	51.1		
PHF	.792	.915	.000	.944	.000	.000	.000	.000	.000	.900	.793	.886	.808	.250	.939	.871	.973

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

File Name : 11_IND_Mon_10E PM
Site Code : 05723278
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	142	0	162	0	0	0	0	0	167	17	184	66	0	84	150
+15 mins.	**24**	146	0	170	0	0	0	0	0	180	**29**	209	81	**1**	87	169
+30 mins.	15	**167**	0	**182**	0	0	0	0	0	152	17	169	**100**	0	**90**	**190**
+45 mins.	17	156	0	173	0	0	0	0	0	**192**	29	**221**	76	0	77	153
Total Volume	76	611	0	687	0	0	0	0	0	691	92	783	323	1	338	662
% App. Total	11.1	88.9	0		0	0	0		0	88.3	11.7		48.8	0.2	51.1	
PHF	.792	.915	.000	.944	.000	.000	.000	.000	.000	.900	.793	.886	.808	.250	.939	.871

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File Name : 11_IND_Mon_10E PM
Site Code : 05723278
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Page No : 1

Groups Printed- Large 2 Axle Vehicles

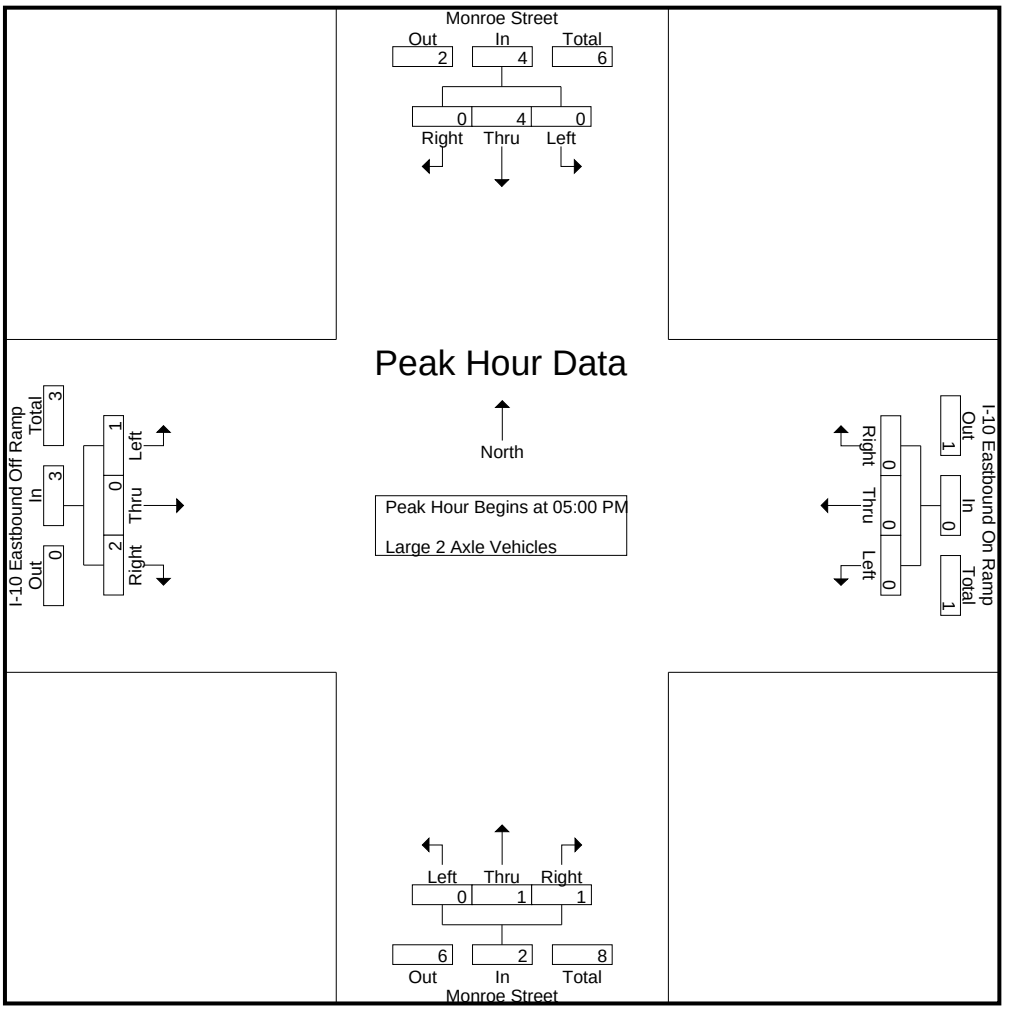
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	4	1	5	1	0	1	2	9
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	1	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	4	0	4	0	0	0	0	0	1	1	2	1	0	2	3	9
Grand Total	0	6	0	6	0	0	0	0	0	5	2	7	2	0	3	5	18
Apprch %	0	100	0		0	0	0		0	71.4	28.6		40	0	60		
Total %	0	33.3	0	33.3	0	0	0	0	0	27.8	11.1	38.9	11.1	0	16.7	27.8	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	**4**
05:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	1	1	2
Total Volume	0	4	0	4	0	0	0	0	0	1	1	2	1	0	2	3	9
% App. Total	0	100	0		0	0	0		0	50	50		33.3	0	66.7		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.250	.000	.500	.375	.563

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City of Indio
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File Name : 11_IND_Mon_10E PM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	1	1
Total Volume	0	4	0	4	0	0	0	0	0	1	1	2	1	0	2	3
% App. Total	0	100	0		0	0	0		0	50	50		33.3	0	66.7	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.250	.000	.500	.375

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City of Indio
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Weather: Clear

File Name : 11_IND_Mon_10E PM
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Groups Printed- 3 Axle Vehicles

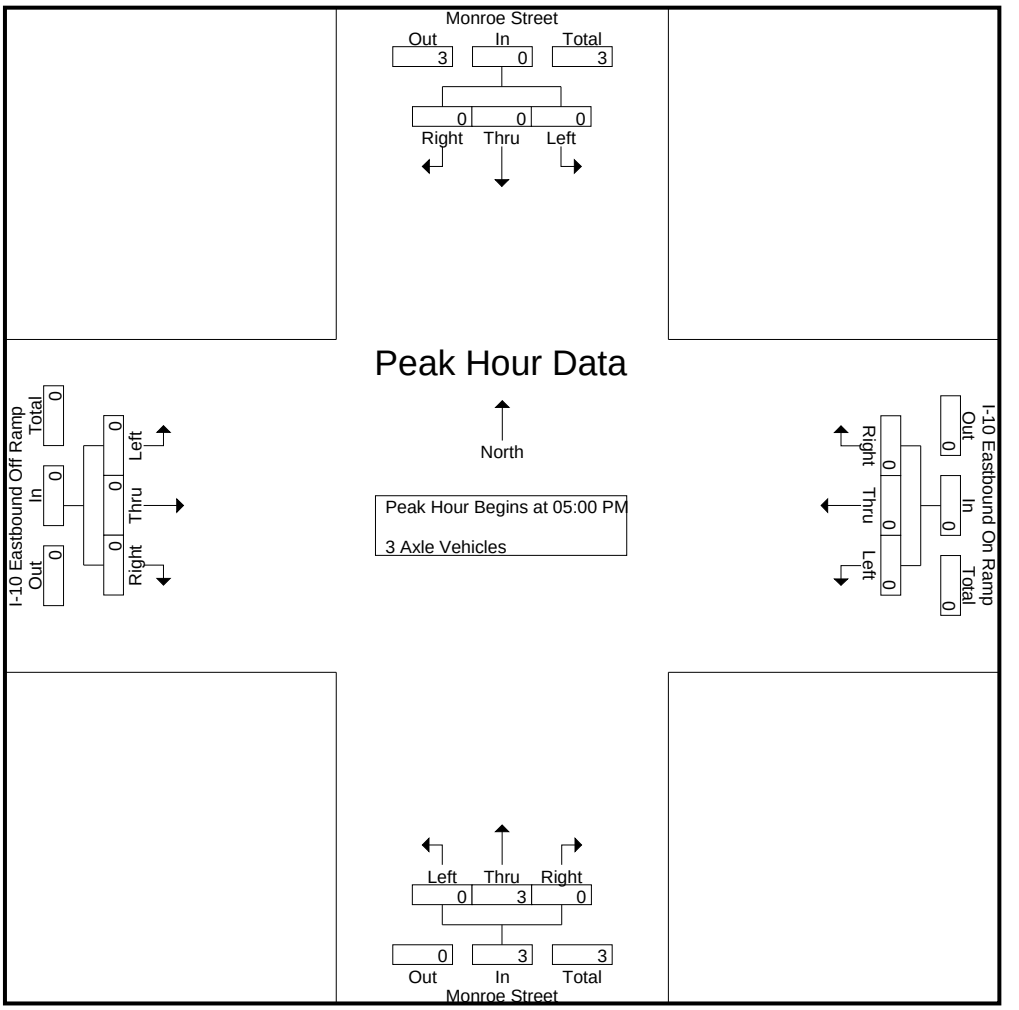
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	1	2	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Grand Total	0	2	0	2	0	0	0	0	0	4	1	5	0	0	1	1	8
Apprch %	0	100	0		0	0	0		0	80	20		0	0	100		
Total %	0	25	0	25	0	0	0	0	0	50	12.5	62.5	0	0	12.5	12.5	

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

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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Weather: Clear

File Name : 11_IND_Mon_10E PM
Site Code : 05723278
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Page No : 1

Groups Printed- 4+ Axle Trucks

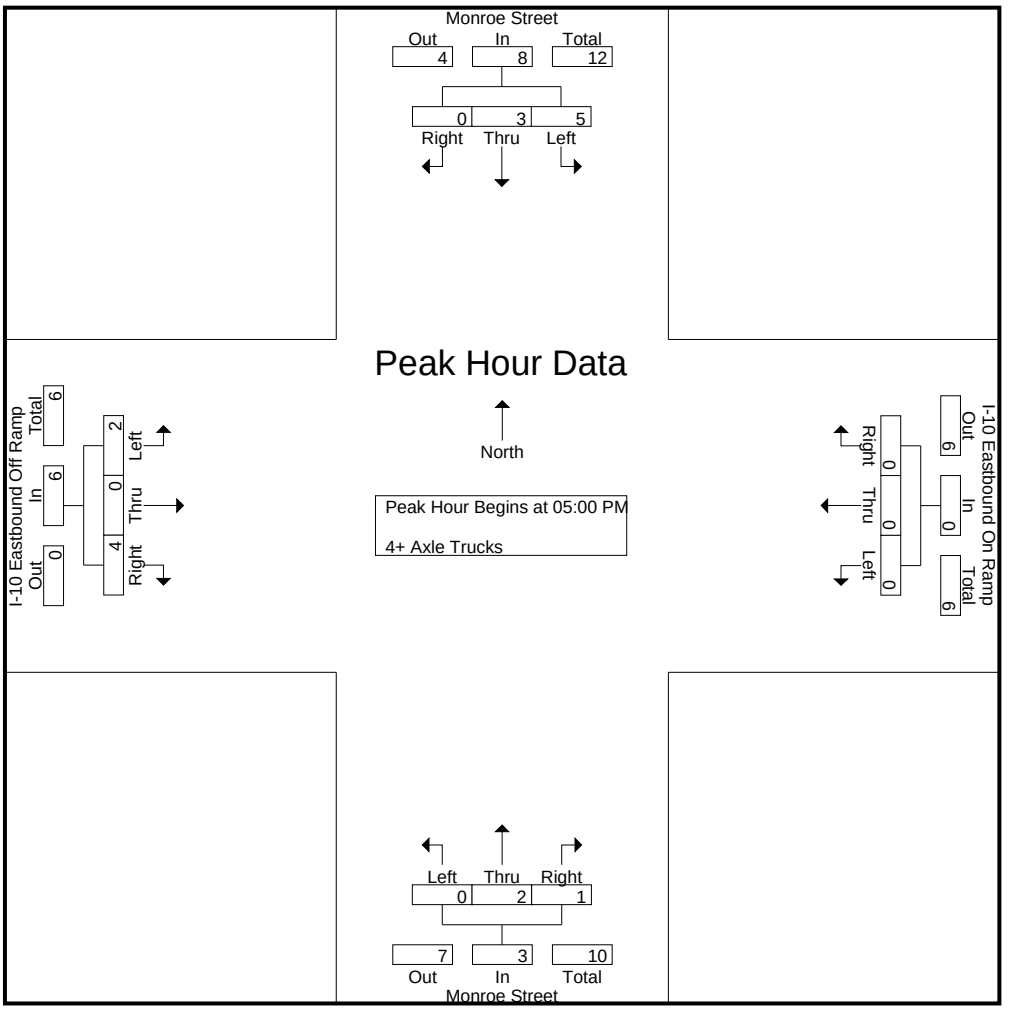
	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	5	1	6	2	0	1	3	9
04:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	2	2	6
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
Total	3	0	0	3	0	0	0	0	0	10	1	11	2	0	5	7	21
05:00 PM	2	1	0	3	0	0	0	0	0	1	1	2	0	0	1	1	6
05:15 PM	2	2	0	4	0	0	0	0	0	1	0	1	1	0	1	2	7
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	5	3	0	8	0	0	0	0	0	2	1	3	2	0	4	6	17
Grand Total	8	3	0	11	0	0	0	0	0	12	2	14	4	0	9	13	38
Apprch %	72.7	27.3	0		0	0	0		0	85.7	14.3		30.8	0	69.2		
Total %	21.1	7.9	0	28.9	0	0	0	0	0	31.6	5.3	36.8	10.5	0	23.7	34.2	

	Monroe Street Southbound				I-10 Eastbound On Ramp Westbound				Monroe Street Northbound				I-10 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	1	0	3	0	0	0	0	0	**1**	**1**	**2**	0	0	**1**	1	6
05:15 PM	2	**2**	0	**4**	0	0	0	0	0	1	0	1	**1**	0	1	**2**	**7**
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total Volume	5	3	0	8	0	0	0	0	0	2	1	3	2	0	4	6	17
% App. Total	62.5	37.5	0		0	0	0		0	66.7	33.3		33.3	0	66.7		
PHF	.625	.375	.000	.500	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	1.00	.750	.607

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

File Name : 11_IND_Mon_10E PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**2**	1	0	3	0	0	0	0	0	**1**	**1**	**2**	0	0	**1**	1
+15 mins.	2	**2**	0	**4**	0	0	0	0	0	1	0	1	**1**	0	1	**2**
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	5	3	0	8	0	0	0	0	0	2	1	3	2	0	4	6
% App. Total	62.5	37.5	0		0	0	0		0	66.7	33.3		33.3	0	66.7	
PHF	.625	.375	.000	.500	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	1.000	.750

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

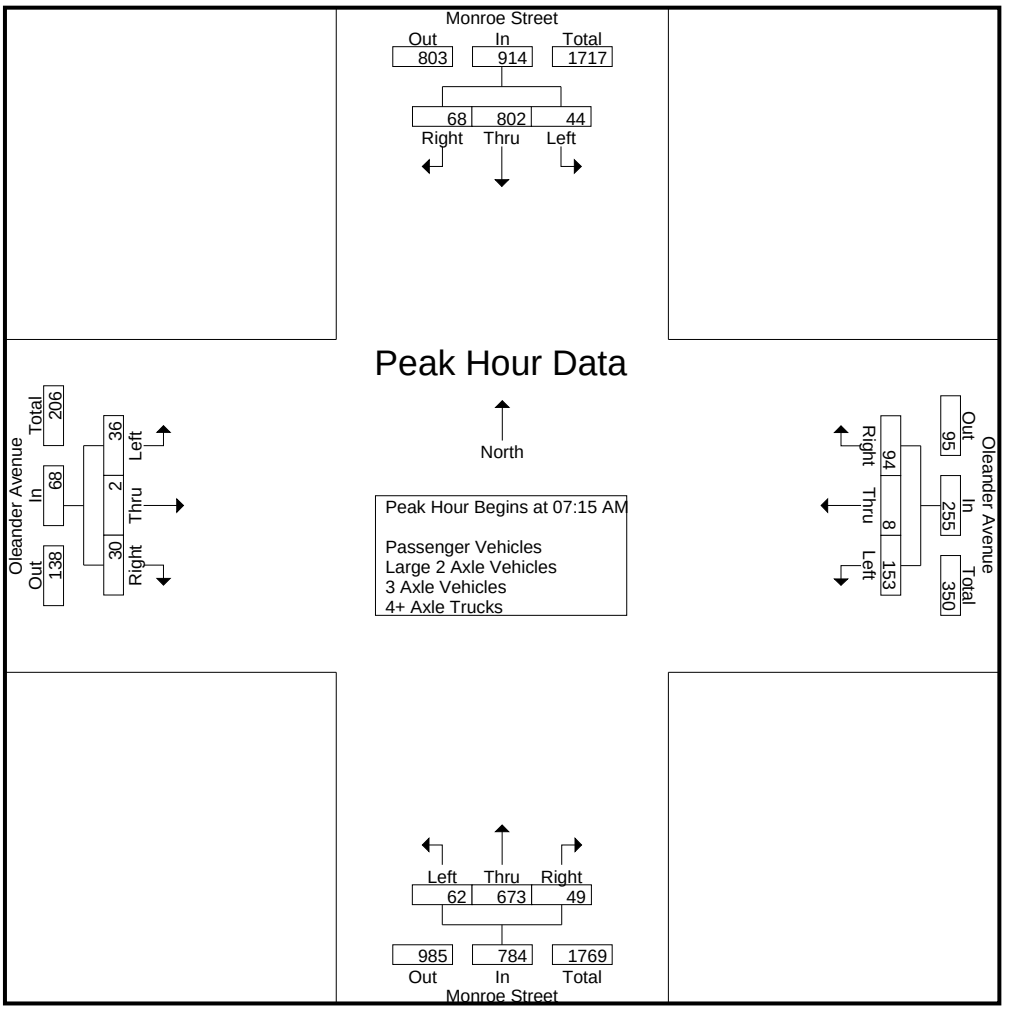
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	148	11	167	25	1	33	59	13	152	12	177	7	1	9	17	420
07:15 AM	6	197	19	222	35	2	23	60	19	157	5	181	6	1	10	17	480
07:30 AM	11	192	17	220	36	2	35	73	17	193	11	221	12	0	4	16	530
07:45 AM	15	217	19	251	47	3	19	69	12	154	20	186	5	1	8	14	520
Total	40	754	66	860	143	8	110	261	61	656	48	765	30	3	31	64	1950
08:00 AM	12	196	13	221	35	1	17	53	14	169	13	196	13	0	8	21	491
08:15 AM	6	161	14	181	31	2	12	45	4	179	15	198	9	0	8	17	441
08:30 AM	8	159	7	174	23	1	14	38	13	192	12	217	15	1	7	23	452
08:45 AM	9	166	12	187	33	1	19	53	7	191	16	214	10	1	4	15	469
Total	35	682	46	763	122	5	62	189	38	731	56	825	47	2	27	76	1853
Grand Total	75	1436	112	1623	265	13	172	450	99	1387	104	1590	77	5	58	140	3803
Apprch %	4.6	88.5	6.9		58.9	2.9	38.2		6.2	87.2	6.5		55	3.6	41.4		
Total %	2	37.8	2.9	42.7	7	0.3	4.5	11.8	2.6	36.5	2.7	41.8	2	0.1	1.5	3.7	
Passenger Vehicles	68	1369	89	1526	265	13	171	449	93	1332	102	1527	54	5	51	110	3612
% Passenger Vehicles	90.7	95.3	79.5	94	100	100	99.4	99.8	93.9	96	98.1	96	70.1	100	87.9	78.6	95
Large 2 Axle Vehicles	2	28	3	33	0	0	1	1	6	20	2	28	5	0	4	9	71
% Large 2 Axle Vehicles	2.7	1.9	2.7	2	0	0	0.6	0.2	6.1	1.4	1.9	1.8	6.5	0	6.9	6.4	1.9
3 Axle Vehicles	5	8	4	17	0	0	0	0	0	10	0	10	17	0	1	18	45
% 3 Axle Vehicles	6.7	0.6	3.6	1	0	0	0	0	0	0.7	0	0.6	22.1	0	1.7	12.9	1.2
4+ Axle Trucks	0	31	16	47	0	0	0	0	0	25	0	25	1	0	2	3	75
% 4+ Axle Trucks	0	2.2	14.3	2.9	0	0	0	0	0	1.8	0	1.6	1.3	0	3.4	2.1	2

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	197	**19**	222	35	2	23	60	**19**	157	5	181	6	**1**	**10**	17	480
07:30 AM	11	192	17	220	36	2	**35**	**73**	17	**193**	11	**221**	12	0	4	16	**530**
07:45 AM	**15**	**217**	19	**251**	**47**	**3**	19	69	12	154	**20**	186	5	1	8	14	520
08:00 AM	12	196	13	221	35	1	17	53	14	169	13	196	**13**	0	8	**21**	491
Total Volume	44	802	68	914	153	8	94	255	62	673	49	784	36	2	30	68	2021
% App. Total	4.8	87.7	7.4		60	3.1	36.9		7.9	85.8	6.2		52.9	2.9	44.1		
PHF	.733	.924	.895	.910	.814	.667	.671	.873	.816	.872	.613	.887	.692	.500	.750	.810	.953

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:15 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	6	197	**19**	222	25	1	33	59	**14**	169	13	196	13	0	**8**	21
+15 mins.	11	192	17	220	35	2	23	60	4	179	15	198	9	0	8	17
+30 mins.	**15**	**217**	19	**251**	36	2	**35**	**73**	13	**192**	12	**217**	**15**	**1**	7	**23**
+45 mins.	12	196	13	221	**47**	**3**	19	69	7	191	**16**	214	10	1	4	15
Total Volume	44	802	68	914	143	8	110	261	38	731	56	825	47	2	27	76
% App. Total	4.8	87.7	7.4		54.8	3.1	42.1		4.6	88.6	6.8		61.8	2.6	35.5	
PHF	.733	.924	.895	.910	.761	.667	.786	.894	.679	.952	.875	.950	.783	.500	.844	.826

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

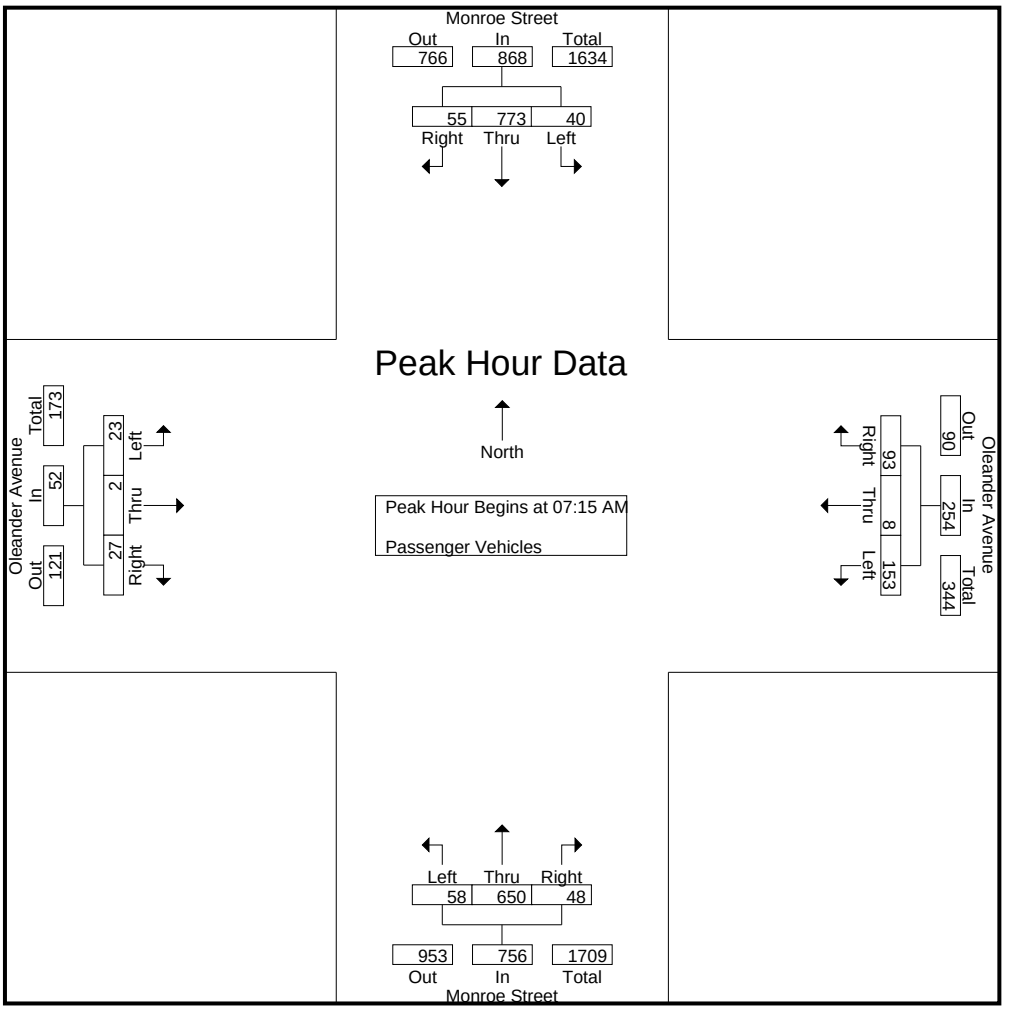
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	135	9	151	25	1	33	59	13	145	12	170	6	1	8	15	395
07:15 AM	5	190	16	211	35	2	23	60	18	149	5	172	3	1	9	13	456
07:30 AM	9	187	14	210	36	2	35	73	16	190	11	217	6	0	3	9	509
07:45 AM	14	209	15	238	47	3	18	68	11	146	20	177	3	1	8	12	495
Total	35	721	54	810	143	8	109	260	58	630	48	736	18	3	28	49	1855
08:00 AM	12	187	10	209	35	1	17	53	13	165	12	190	11	0	7	18	470
08:15 AM	6	150	10	166	31	2	12	45	4	170	15	189	7	0	5	12	412
08:30 AM	8	152	5	165	23	1	14	38	12	180	12	204	11	1	7	19	426
08:45 AM	7	159	10	176	33	1	19	53	6	187	15	208	7	1	4	12	449
Total	33	648	35	716	122	5	62	189	35	702	54	791	36	2	23	61	1757
Grand Total	68	1369	89	1526	265	13	171	449	93	1332	102	1527	54	5	51	110	3612
Apprch %	4.5	89.7	5.8		59	2.9	38.1		6.1	87.2	6.7		49.1	4.5	46.4		
Total %	1.9	37.9	2.5	42.2	7.3	0.4	4.7	12.4	2.6	36.9	2.8	42.3	1.5	0.1	1.4	3	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	190	**16**	211	35	2	23	60	**18**	149	5	172	3	**1**	**9**	13	456
07:30 AM	9	187	14	210	36	2	**35**	**73**	16	**190**	11	**217**	6	0	3	9	**509**
07:45 AM	**14**	**209**	15	**238**	**47**	**3**	18	68	11	146	**20**	177	3	1	8	12	495
08:00 AM	12	187	10	209	35	1	17	53	13	165	12	190	**11**	0	7	**18**	470
Total Volume	40	773	55	868	153	8	93	254	58	650	48	756	23	2	27	52	1930
% App. Total	4.6	89.1	6.3		60.2	3.1	36.6		7.7	86	6.3		44.2	3.8	51.9		
PHF	.714	.925	.859	.912	.814	.667	.664	.870	.806	.855	.600	.871	.523	.500	.750	.722	.948

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	190	**16**	211	35	2	23	60	**18**	149	5	172	3	**1**	**9**	13
+15 mins.	9	187	14	210	36	2	**35**	**73**	16	**190**	11	**217**	6	0	3	9
+30 mins.	**14**	**209**	15	**238**	**47**	**3**	18	68	11	146	**20**	177	3	1	8	12
+45 mins.	12	187	10	209	35	1	17	53	13	165	12	190	**11**	0	7	**18**
Total Volume	40	773	55	868	153	8	93	254	58	650	48	756	23	2	27	52
% App. Total	4.6	89.1	6.3		60.2	3.1	36.6		7.7	86	6.3		44.2	3.8	51.9	
PHF	.714	.925	.859	.912	.814	.667	.664	.870	.806	.855	.600	.871	.523	.500	.750	.722

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

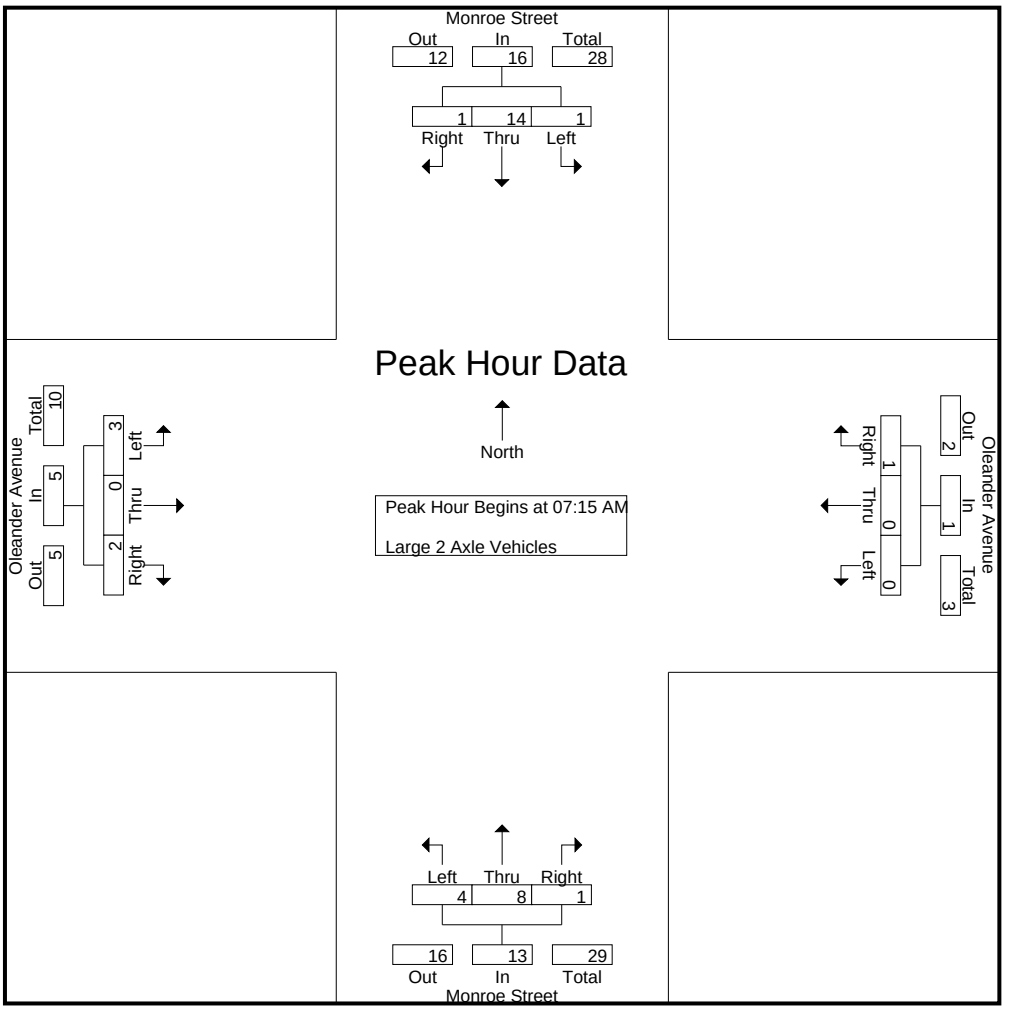
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	1	7	0	0	0	0	0	4	0	4	0	0	0	0	11
07:15 AM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	3	0	1	4	8
07:45 AM	1	7	1	9	0	0	1	1	1	2	0	3	0	0	0	0	13
Total	1	16	2	19	0	0	1	1	3	11	0	14	3	0	1	4	38
08:00 AM	0	4	0	4	0	0	0	0	1	1	1	3	0	0	1	1	8
08:15 AM	0	6	1	7	0	0	0	0	0	2	0	2	1	0	2	3	12
08:30 AM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
08:45 AM	1	2	0	3	0	0	0	0	1	3	1	5	1	0	0	1	9
Total	1	12	1	14	0	0	0	0	3	9	2	14	2	0	3	5	33
Grand Total	2	28	3	33	0	0	1	1	6	20	2	28	5	0	4	9	71
Apprch %	6.1	84.8	9.1		0	0	100		21.4	71.4	7.1		55.6	0	44.4		
Total %	2.8	39.4	4.2	46.5	0	0	1.4	1.4	8.5	28.2	2.8	39.4	7	0	5.6	12.7	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	0	2	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	6
07:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	**3**	0	**1**	**4**	8
07:45 AM	**1**	**7**	**1**	**9**	0	0	**1**	**1**	1	2	0	3	0	0	0	0	**13**
08:00 AM	0	4	0	4	0	0	0	0	1	1	**1**	3	0	0	1	1	8
Total Volume	1	14	1	16	0	0	1	1	4	8	1	13	3	0	2	5	35
% App. Total	6.2	87.5	6.2		0	0	100		30.8	61.5	7.7		60	0	40		
PHF	.250	.500	.250	.444	.000	.000	.250	.250	1.00	.667	.250	.813	.250	.000	.500	.313	.673

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	0	2	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	1	2	0	3	**3**	0	**1**	**4**
+30 mins.	**1**	**7**	**1**	**9**	0	0	**1**	**1**	1	2	0	3	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	1	1	**1**	3	0	0	1	1
Total Volume	1	14	1	16	0	0	1	1	4	8	1	13	3	0	2	5
% App. Total	6.2	87.5	6.2		0	0	100		30.8	61.5	7.7		60	0	40	
PHF	.250	.500	.250	.444	.000	.000	.250	.250	1.000	.667	.250	.813	.250	.000	.500	.313

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

File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

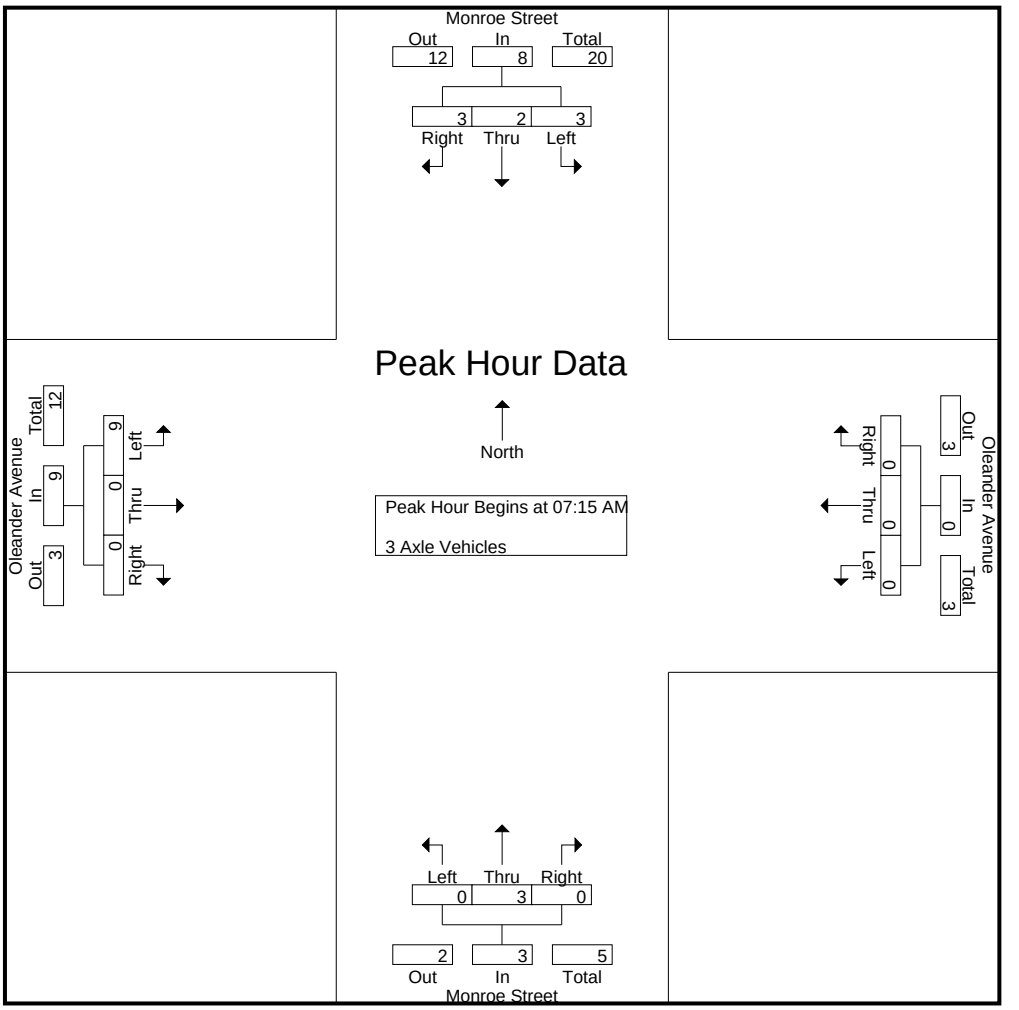
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
07:15 AM	1	1	1	3	0	0	0	0	0	1	0	1	3	0	0	3	7
07:30 AM	2	0	2	4	0	0	0	0	0	0	0	0	2	0	0	2	6
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
Total	4	2	3	9	0	0	0	0	0	4	0	4	8	0	0	8	21
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
08:15 AM	0	3	1	4	0	0	0	0	0	3	0	3	1	0	1	2	9
08:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	4	0	0	4	7
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Total	1	6	1	8	0	0	0	0	0	6	0	6	9	0	1	10	24
Grand Total	5	8	4	17	0	0	0	0	0	10	0	10	17	0	1	18	45
Apprch %	29.4	47.1	23.5		0	0	0		0	100	0		94.4	0	5.6		
Total %	11.1	17.8	8.9	37.8	0	0	0	0	0	22.2	0	22.2	37.8	0	2.2	40	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	**1**	1	3	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**	**7**
07:30 AM	**2**	0	**2**	**4**	0	0	0	0	0	0	0	0	2	0	0	2	6
07:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
Total Volume	3	2	3	8	0	0	0	0	0	3	0	3	9	0	0	9	20
% App. Total	37.5	25	37.5		0	0	0		0	100	0		100	0	0		
PHF	.375	.500	.375	.500	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750	.714

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

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	**1**	1	3	0	0	0	0	0	**1**	0	**1**	**3**	0	0	**3**
+15 mins.	**2**	0	**2**	**4**	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	2	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2
Total Volume	3	2	3	8	0	0	0	0	0	3	0	3	9	0	0	9
% App. Total	37.5	25	37.5		0	0	0		0	100	0		100	0	0	
PHF	.375	.500	.375	.500	.000	.000	.000	.000	.000	.750	.000	.750	.750	.000	.000	.750

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File Name : 12_IND_Mon_Olea AM
Site Code : 05723278
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Groups Printed- 4+ Axle Trucks

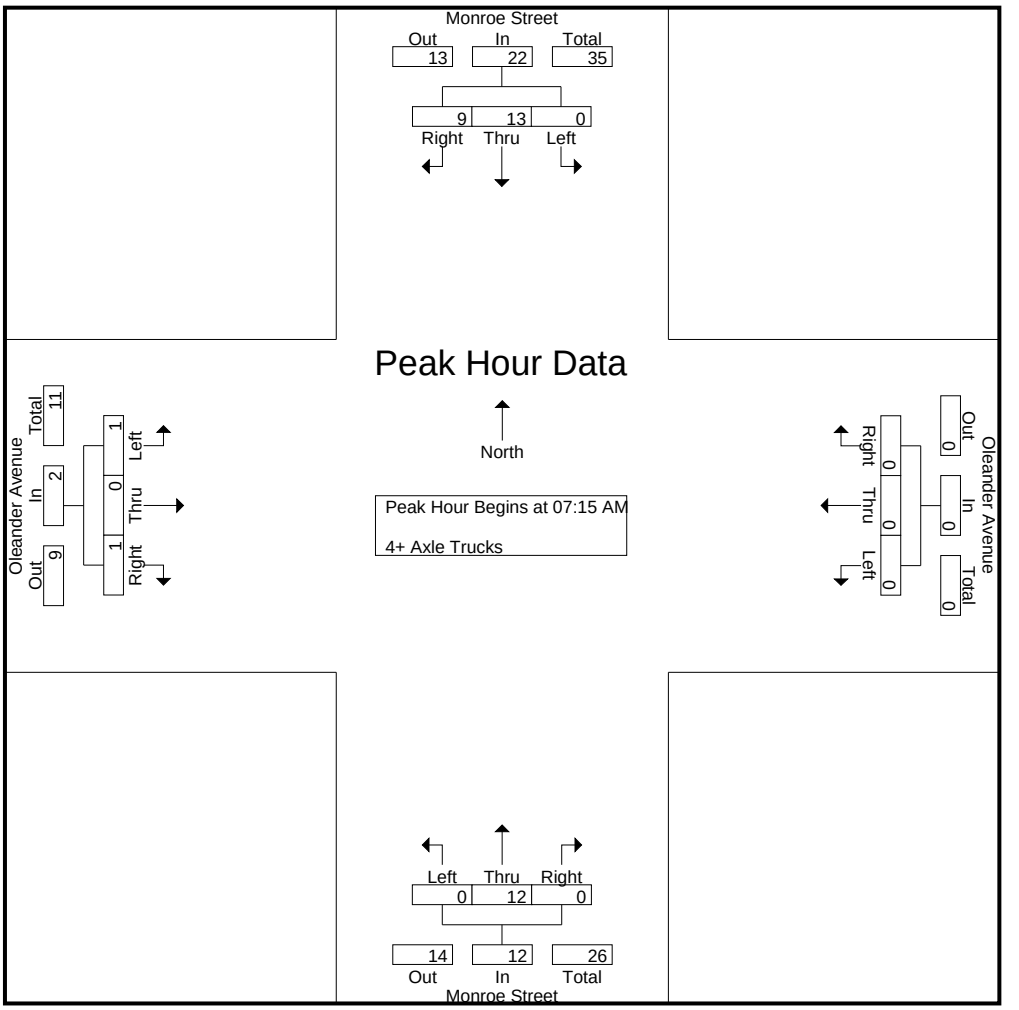
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	8	0	0	0	0	0	1	0	1	0	0	1	1	10
07:15 AM	0	4	2	6	0	0	0	0	0	4	0	4	0	0	1	1	11
07:30 AM	0	4	1	5	0	0	0	0	0	1	0	1	1	0	0	1	7
07:45 AM	0	0	3	3	0	0	0	0	0	5	0	5	0	0	0	0	8
Total	0	15	7	22	0	0	0	0	0	11	0	11	1	0	2	3	36
08:00 AM	0	5	3	8	0	0	0	0	0	2	0	2	0	0	0	0	10
08:15 AM	0	2	2	4	0	0	0	0	0	4	0	4	0	0	0	0	8
08:30 AM	0	6	2	8	0	0	0	0	0	7	0	7	0	0	0	0	15
08:45 AM	0	3	2	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total	0	16	9	25	0	0	0	0	0	14	0	14	0	0	0	0	39
Grand Total	0	31	16	47	0	0	0	0	0	25	0	25	1	0	2	3	75
Apprch %	0	66	34		0	0	0		0	100	0		33.3	0	66.7		
Total %	0	41.3	21.3	62.7	0	0	0	0	0	33.3	0	33.3	1.3	0	2.7	4	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	2	6	0	0	0	0	0	4	0	4	0	0	**1**	**1**	**11**
07:30 AM	0	4	1	5	0	0	0	0	0	1	0	1	**1**	0	0	1	7
07:45 AM	0	0	**3**	3	0	0	0	0	0	**5**	0	**5**	0	0	0	0	8
08:00 AM	0	**5**	3	**8**	0	0	0	0	0	2	0	2	0	0	0	0	10
Total Volume	0	13	9	22	0	0	0	0	0	12	0	12	1	0	1	2	36
% App. Total	0	59.1	40.9		0	0	0		0	100	0		50	0	50		
PHF	.000	.650	.750	.688	.000	.000	.000	.000	.000	.600	.000	.600	.250	.000	.250	.500	.818

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City of Indio
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	2	6	0	0	0	0	0	4	0	4	0	0	**1**	**1**
+15 mins.	0	4	1	5	0	0	0	0	0	1	0	1	**1**	0	0	1
+30 mins.	0	0	**3**	3	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+45 mins.	0	**5**	3	**8**	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	13	9	22	0	0	0	0	0	12	0	12	1	0	1	2
% App. Total	0	59.1	40.9		0	0	0		0	100	0		50	0	50	
PHF	.000	.650	.750	.688	.000	.000	.000	.000	.000	.600	.000	.600	.250	.000	.250	.500

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City of Indio
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File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

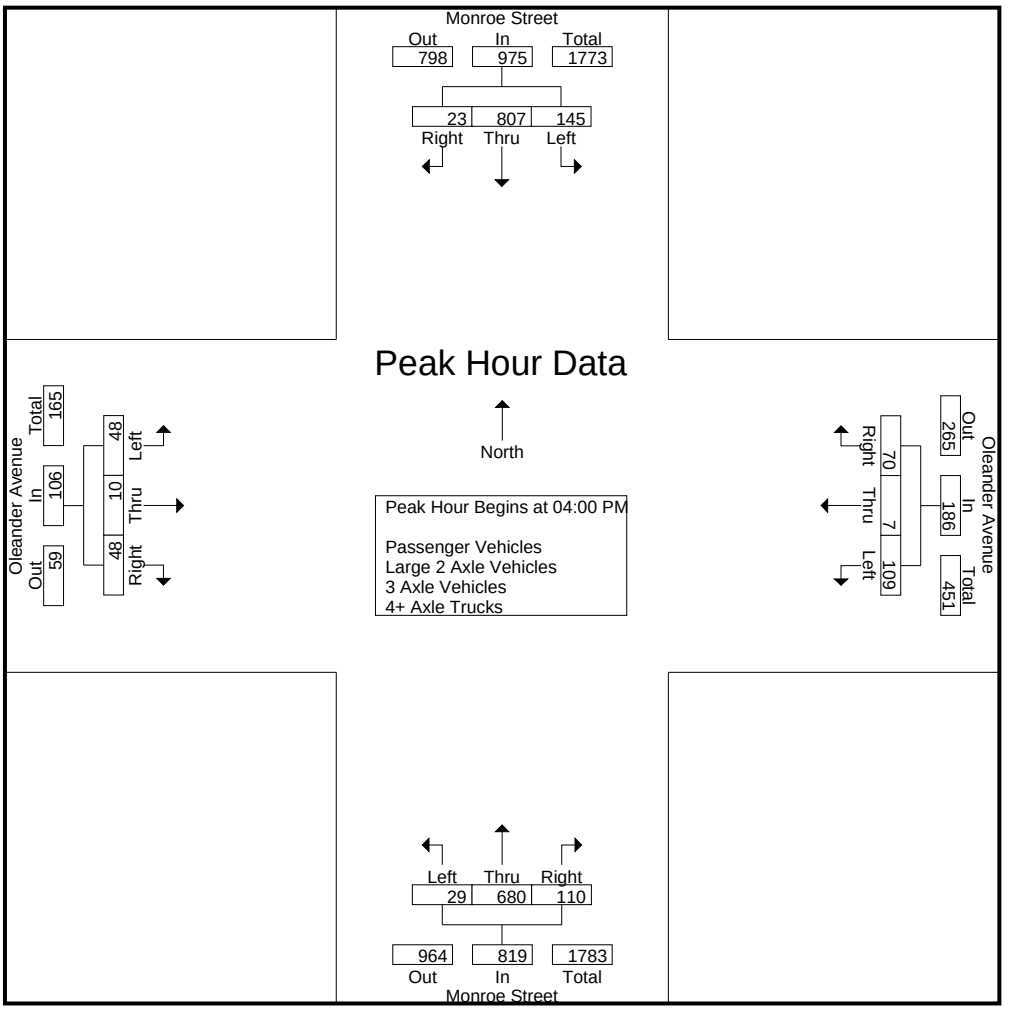
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	223	6	282	27	0	13	40	5	174	39	218	16	2	12	30	570
04:15 PM	35	188	6	229	30	2	21	53	4	150	19	173	12	3	12	27	482
04:30 PM	42	186	7	235	27	3	19	49	12	176	23	211	9	5	11	25	520
04:45 PM	15	210	4	229	25	2	17	44	8	180	29	217	11	0	13	24	514
Total	145	807	23	975	109	7	70	186	29	680	110	819	48	10	48	106	2086
05:00 PM	23	194	2	219	23	0	14	37	5	186	41	232	5	0	22	27	515
05:15 PM	40	189	0	229	22	2	21	45	4	177	34	215	8	2	8	18	507
05:30 PM	29	219	1	249	23	0	23	46	7	145	20	172	5	2	10	17	484
05:45 PM	29	203	5	237	37	0	28	65	1	184	41	226	7	1	10	18	546
Total	121	805	8	934	105	2	86	193	17	692	136	845	25	5	50	80	2052
Grand Total	266	1612	31	1909	214	9	156	379	46	1372	246	1664	73	15	98	186	4138
Apprch %	13.9	84.4	1.6		56.5	2.4	41.2		2.8	82.5	14.8		39.2	8.1	52.7		
Total %	6.4	39	0.7	46.1	5.2	0.2	3.8	9.2	1.1	33.2	5.9	40.2	1.8	0.4	2.4	4.5	
Passenger Vehicles	266	1591	29	1886	212	9	155	376	46	1351	246	1643	70	15	96	181	4086
% Passenger Vehicles	100	98.7	93.5	98.8	99.1	100	99.4	99.2	100	98.5	100	98.7	95.9	100	98	97.3	98.7
Large 2 Axle Vehicles	0	8	0	8	2	0	0	2	0	2	0	2	2	0	1	3	15
% Large 2 Axle Vehicles	0	0.5	0	0.4	0.9	0	0	0.5	0	0.1	0	0.1	2.7	0	1	1.6	0.4
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	19	0	19	1	0	1	2	24
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	0	1.4	0	1.1	1.4	0	1	1.1	0.6
4+ Axle Trucks	0	10	2	12	0	0	1	1	0	0	0	0	0	0	0	0	13
% 4+ Axle Trucks	0	0.6	6.5	0.6	0	0	0.6	0.3	0	0	0	0	0	0	0	0	0.3

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**53**	**223**	6	**282**	27	0	13	40	5	174	**39**	**218**	**16**	2	12	**30**	**570**
04:15 PM	35	188	6	229	**30**	2	**21**	**53**	4	150	19	173	12	3	12	27	482
04:30 PM	42	186	**7**	235	27	**3**	19	49	**12**	176	23	211	9	**5**	11	25	520
04:45 PM	15	210	4	229	25	2	17	44	8	**180**	29	217	11	0	**13**	24	514
Total Volume	145	807	23	975	109	7	70	186	29	680	110	819	48	10	48	106	2086
% App. Total	14.9	82.8	2.4		58.6	3.8	37.6		3.5	83	13.4		45.3	9.4	45.3		
PHF	.684	.905	.821	.864	.908	.583	.833	.877	.604	.944	.705	.939	.750	.500	.923	.883	.915

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

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Site Code : 05723278
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	**53**	**223**	6	**282**	23	0	14	37	**12**	176	23	211	**16**	2	12	**30**
+15 mins.	35	188	6	229	22	**2**	21	45	8	180	29	217	12	3	12	27
+30 mins.	42	186	**7**	235	23	0	23	46	5	**186**	**41**	**232**	9	**5**	11	25
+45 mins.	15	210	4	229	**37**	0	**28**	**65**	4	177	34	215	11	0	**13**	24
Total Volume	145	807	23	975	105	2	86	193	29	719	127	875	48	10	48	106
% App. Total	14.9	82.8	2.4		54.4	1	44.6		3.3	82.2	14.5		45.3	9.4	45.3	
PHF	.684	.905	.821	.864	.709	.250	.768	.742	.604	.966	.774	.943	.750	.500	.923	.883

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File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
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Groups Printed- Passenger Vehicles

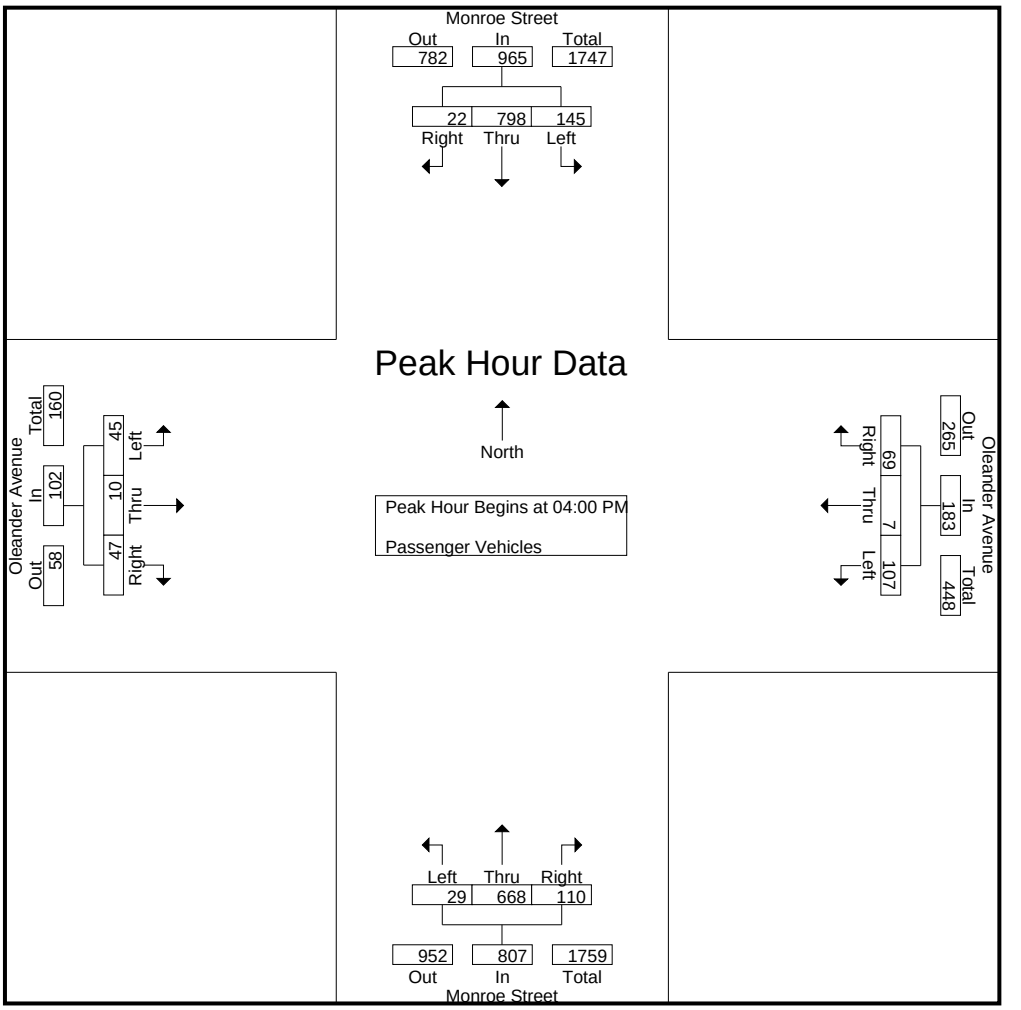
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	53	222	6	281	27	0	12	39	5	174	39	218	15	2	11	28	566
04:15 PM	35	184	6	225	30	2	21	53	4	146	19	169	11	3	12	26	473
04:30 PM	42	183	7	232	25	3	19	47	12	170	23	205	8	5	11	24	508
04:45 PM	15	209	3	227	25	2	17	44	8	178	29	215	11	0	13	24	510
Total	145	798	22	965	107	7	69	183	29	668	110	807	45	10	47	102	2057
05:00 PM	23	191	2	216	23	0	14	37	5	183	41	229	5	0	21	26	508
05:15 PM	40	185	0	225	22	2	21	45	4	176	34	214	8	2	8	18	502
05:30 PM	29	215	1	245	23	0	23	46	7	142	20	169	5	2	10	17	477
05:45 PM	29	202	4	235	37	0	28	65	1	182	41	224	7	1	10	18	542
Total	121	793	7	921	105	2	86	193	17	683	136	836	25	5	49	79	2029
Grand Total	266	1591	29	1886	212	9	155	376	46	1351	246	1643	70	15	96	181	4086
Apprch %	14.1	84.4	1.5		56.4	2.4	41.2		2.8	82.2	15		38.7	8.3	53		
Total %	6.5	38.9	0.7	46.2	5.2	0.2	3.8	9.2	1.1	33.1	6	40.2	1.7	0.4	2.3	4.4	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**53**	**222**	6	**281**	27	0	12	39	5	174	**39**	**218**	**15**	2	11	**28**	**566**
04:15 PM	35	184	6	225	**30**	2	**21**	**53**	4	146	19	169	11	3	12	26	473
04:30 PM	42	183	**7**	232	25	**3**	19	47	**12**	170	23	205	8	**5**	11	24	508
04:45 PM	15	209	3	227	25	2	17	44	8	**178**	29	215	11	0	**13**	24	510
Total Volume	145	798	22	965	107	7	69	183	29	668	110	807	45	10	47	102	2057
% App. Total	15	82.7	2.3		58.5	3.8	37.7		3.6	82.8	13.6		44.1	9.8	46.1		
PHF	.684	.899	.786	.859	.892	.583	.821	.863	.604	.938	.705	.925	.750	.500	.904	.911	.909

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**53**	**222**	6	**281**	27	0	12	39	5	174	**39**	**218**	**15**	2	11	**28**
+15 mins.	35	184	6	225	**30**	2	**21**	**53**	4	146	19	169	11	3	12	26
+30 mins.	42	183	**7**	232	25	**3**	19	47	**12**	170	23	205	8	**5**	11	24
+45 mins.	15	209	3	227	25	2	17	44	8	**178**	29	215	11	0	**13**	24
Total Volume	145	798	22	965	107	7	69	183	29	668	110	807	45	10	47	102
% App. Total	15	82.7	2.3		58.5	3.8	37.7		3.6	82.8	13.6		44.1	9.8	46.1	
PHF	.684	.899	.786	.859	.892	.583	.821	.863	.604	.938	.705	.925	.750	.500	.904	.911

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Groups Printed- Large 2 Axle Vehicles

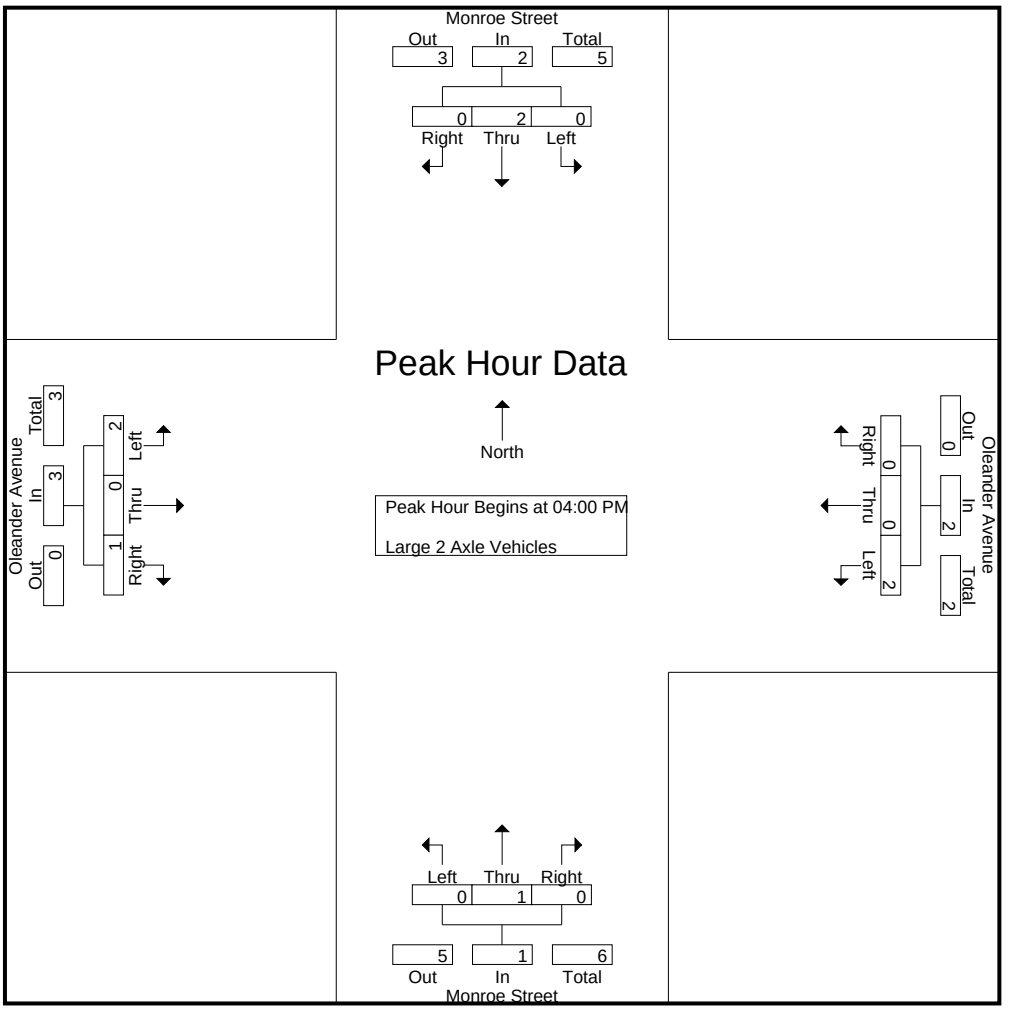
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	0	2	2	0	0	2	0	1	0	1	2	0	1	3	8
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
Grand Total	0	8	0	8	2	0	0	2	0	2	0	2	2	0	1	3	15
Apprch %	0	100	0		100	0	0		0	100	0		66.7	0	33.3		
Total %	0	53.3	0	53.3	13.3	0	0	13.3	0	13.3	0	13.3	13.3	0	6.7	20	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**	2
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	1	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	2	0	2	2	0	0	2	0	1	0	1	2	0	1	3	8
% App. Total	0	100	0		100	0	0		0	100	0		66.7	0	33.3		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.500	.000	.250	.375	.667

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

File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**2**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	1	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	2	0	2	2	0	0	2	0	1	0	1	2	0	1	3
% App. Total	0	100	0		100	0	0		0	100	0		66.7	0	33.3	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.250	.000	.250	.500	.000	.250	.375

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

File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

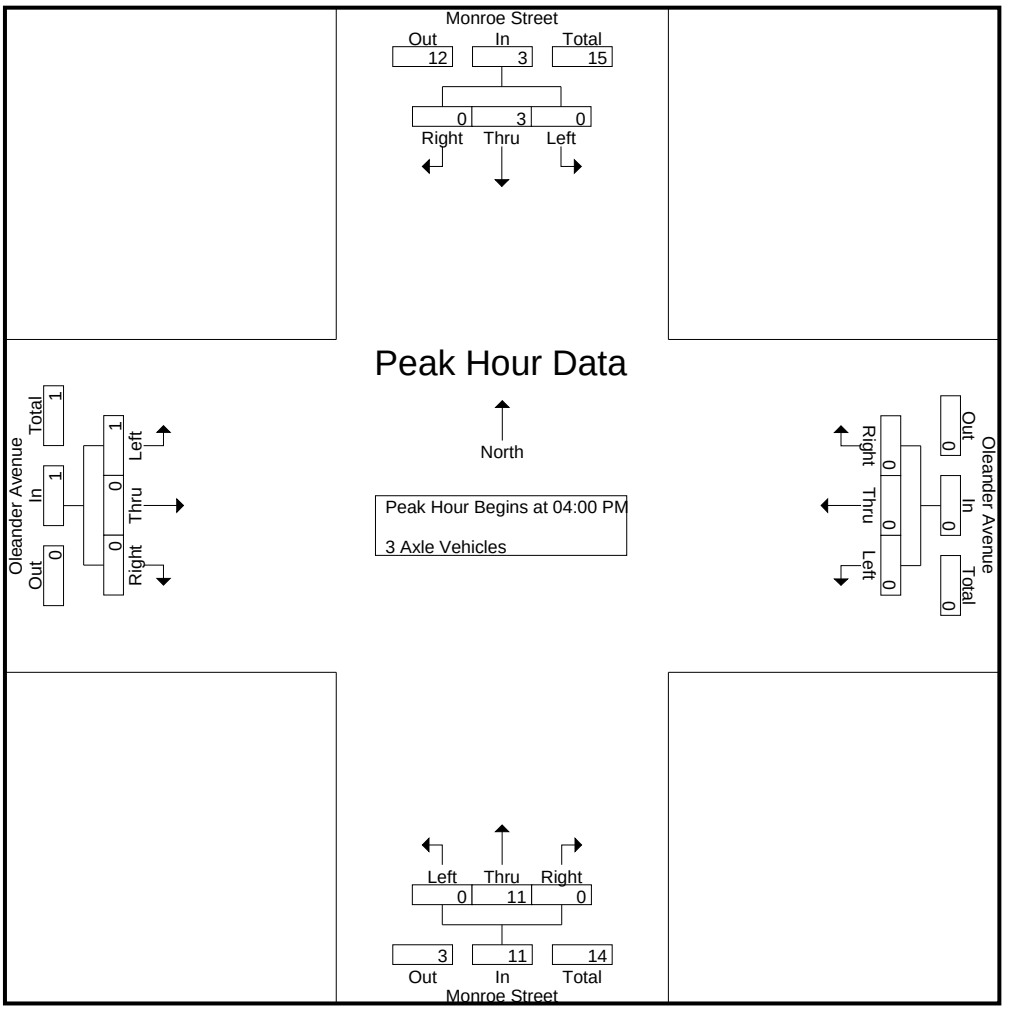
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	1	7
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	11	0	11	1	0	0	1	15
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	1	9
Grand Total	0	3	0	3	0	0	0	0	0	19	0	19	1	0	1	2	24
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	12.5	0	12.5	0	0	0	0	0	79.2	0	79.2	4.2	0	4.2	8.3	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	**2**	0	**2**	0	0	0	0	0	4	0	4	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**	**7**
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	11	0	11	1	0	0	1	15
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.458	.000	.458	.250	.000	.000	.250	.536

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

File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**6**	0	**6**	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	11	0	11	1	0	0	1
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.458	.000	.458	.250	.000	.000	.250

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

File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

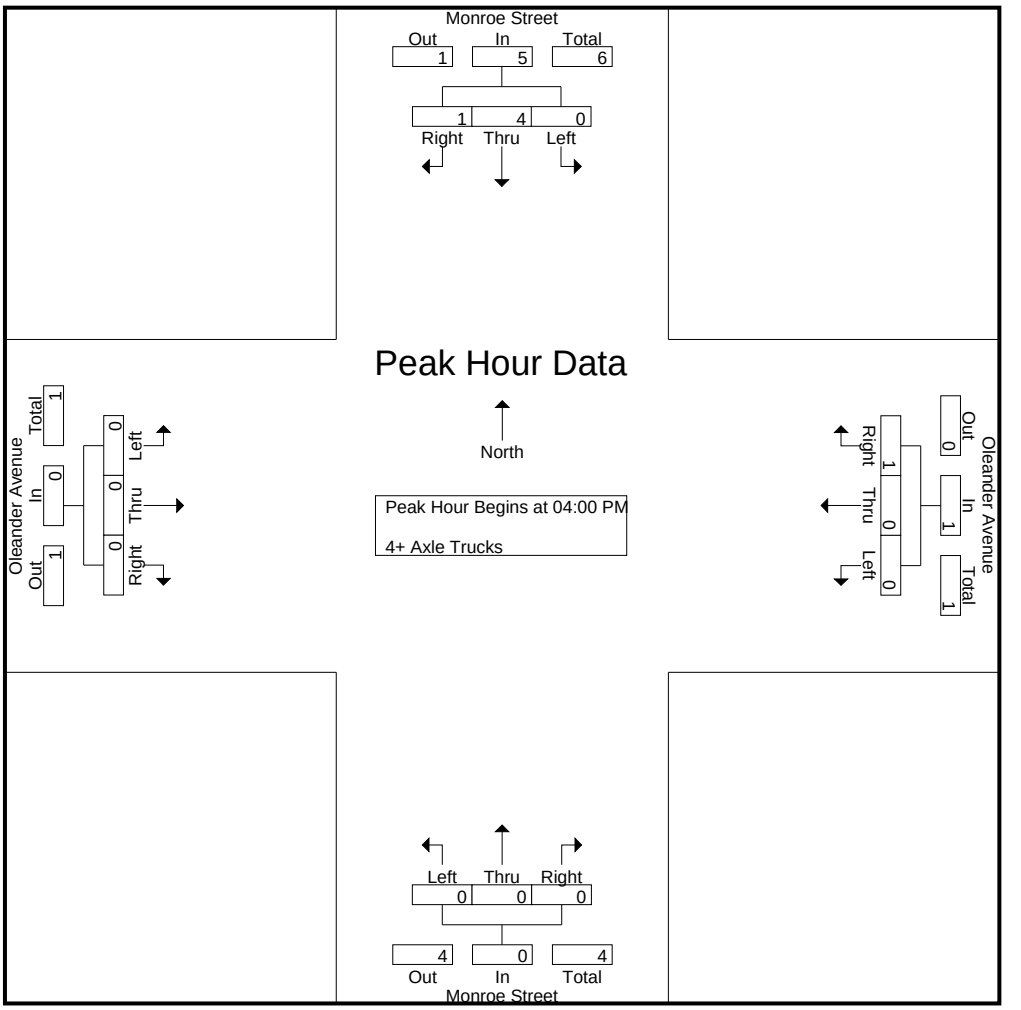
	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	10	2	12	0	0	1	1	0	0	0	0	0	0	0	0	13
Apprch %	0	83.3	16.7		0	0	100		0	0	0		0	0	0		
Total %	0	76.9	15.4	92.3	0	0	7.7	7.7	0	0	0	0	0	0	0	0	

	Monroe Street Southbound				Oleander Avenue Westbound				Monroe Street Northbound				Oleander Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	1	**1**	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0	6
% App. Total	0	80	20		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.250	.625	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750

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

File Name : 12_IND_Mon_Olea PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	**1**	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	1	5	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	80	20		0	0	100		0	0	0		0	0	0	
PHF	.000	.500	.250	.625	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

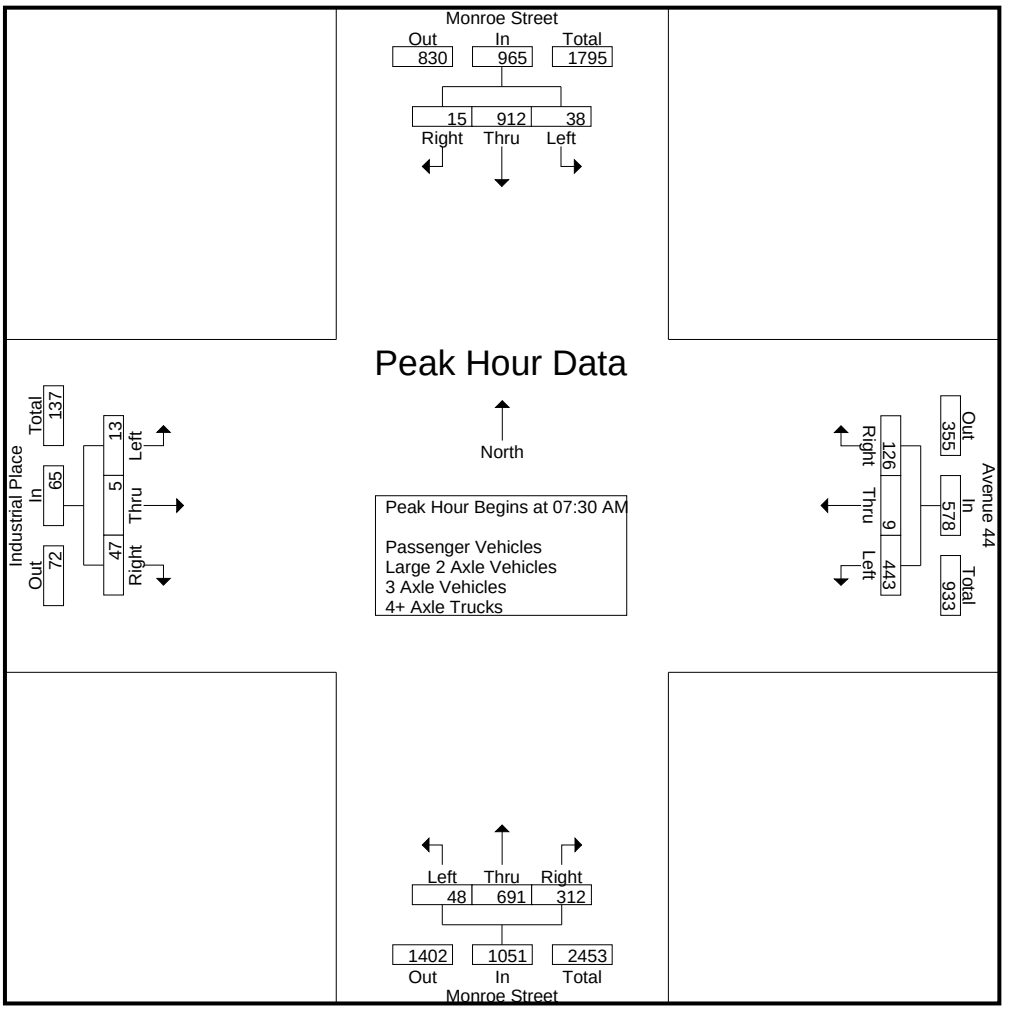
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	178	1	184	72	6	16	94	13	156	39	208	8	1	13	22	508
07:15 AM	8	220	4	232	86	2	32	120	11	144	51	206	7	1	9	17	575
07:30 AM	2	221	4	227	115	1	37	153	11	188	68	267	2	3	13	18	665
07:45 AM	21	254	3	278	133	4	47	184	8	145	88	241	5	0	15	20	723
Total	36	873	12	921	406	13	132	551	43	633	246	922	22	5	50	77	2471
08:00 AM	9	224	4	237	108	2	28	138	11	175	79	265	1	0	8	9	649
08:15 AM	6	213	4	223	87	2	14	103	18	183	77	278	5	2	11	18	622
08:30 AM	14	172	8	194	54	2	33	89	9	177	58	244	8	1	9	18	545
08:45 AM	11	190	4	205	68	5	33	106	9	183	54	246	5	5	8	18	575
Total	40	799	20	859	317	11	108	436	47	718	268	1033	19	8	36	63	2391
Grand Total	76	1672	32	1780	723	24	240	987	90	1351	514	1955	41	13	86	140	4862
Apprch %	4.3	93.9	1.8		73.3	2.4	24.3		4.6	69.1	26.3		29.3	9.3	61.4		
Total %	1.6	34.4	0.7	36.6	14.9	0.5	4.9	20.3	1.9	27.8	10.6	40.2	0.8	0.3	1.8	2.9	
Passenger Vehicles	68	1607	25	1700	705	24	230	959	84	1312	497	1893	33	13	79	125	4677
% Passenger Vehicles	89.5	96.1	78.1	95.5	97.5	100	95.8	97.2	93.3	97.1	96.7	96.8	80.5	100	91.9	89.3	96.2
Large 2 Axle Vehicles	5	32	2	39	15	0	7	22	3	12	12	27	4	0	4	8	96
% Large 2 Axle Vehicles	6.6	1.9	6.2	2.2	2.1	0	2.9	2.2	3.3	0.9	2.3	1.4	9.8	0	4.7	5.7	2
3 Axle Vehicles	1	4	2	7	3	0	2	5	0	7	5	12	1	0	0	1	25
% 3 Axle Vehicles	1.3	0.2	6.2	0.4	0.4	0	0.8	0.5	0	0.5	1	0.6	2.4	0	0	0.7	0.5
4+ Axle Trucks	2	29	3	34	0	0	1	1	3	20	0	23	3	0	3	6	64
% 4+ Axle Trucks	2.6	1.7	9.4	1.9	0	0	0.4	0.1	3.3	1.5	0	1.2	7.3	0	3.5	4.3	1.3

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	221	**4**	227	115	1	37	153	11	**188**	68	267	2	**3**	13	18	665
07:45 AM	**21**	**254**	3	**278**	**133**	**4**	**47**	**184**	8	145	**88**	241	**5**	0	**15**	**20**	**723**
08:00 AM	9	224	4	237	108	2	28	138	11	175	79	265	1	0	8	9	649
08:15 AM	6	213	4	223	87	2	14	103	**18**	183	77	**278**	5	2	11	18	622
Total Volume	38	912	15	965	443	9	126	578	48	691	312	1051	13	5	47	65	2659
% App. Total	3.9	94.5	1.6		76.6	1.6	21.8		4.6	65.7	29.7		20	7.7	72.3		
PHF	.452	.898	.938	.868	.833	.563	.670	.785	.667	.919	.886	.945	.650	.417	.783	.813	.919

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:00 AM			
+0 mins.	8	220	**4**	232	86	2	32	120	11	**188**	68	267	**8**	1	13	**22**
+15 mins.	2	221	4	227	115	1	37	153	8	145	**88**	241	7	1	9	17
+30 mins.	**21**	**254**	3	**278**	**133**	**4**	**47**	**184**	11	175	79	265	2	**3**	13	18
+45 mins.	9	224	4	237	108	2	28	138	**18**	183	77	**278**	5	0	**15**	20
Total Volume	40	919	15	974	442	9	144	595	48	691	312	1051	22	5	50	77
% App. Total	4.1	94.4	1.5		74.3	1.5	24.2		4.6	65.7	29.7		28.6	6.5	64.9	
PHF	.476	.905	.938	.876	.831	.563	.766	.808	.667	.919	.886	.945	.688	.417	.833	.875

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City of Indio
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Weather: Clear

File Name : 13_IND_Mon_A44 AM
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Groups Printed- Passenger Vehicles

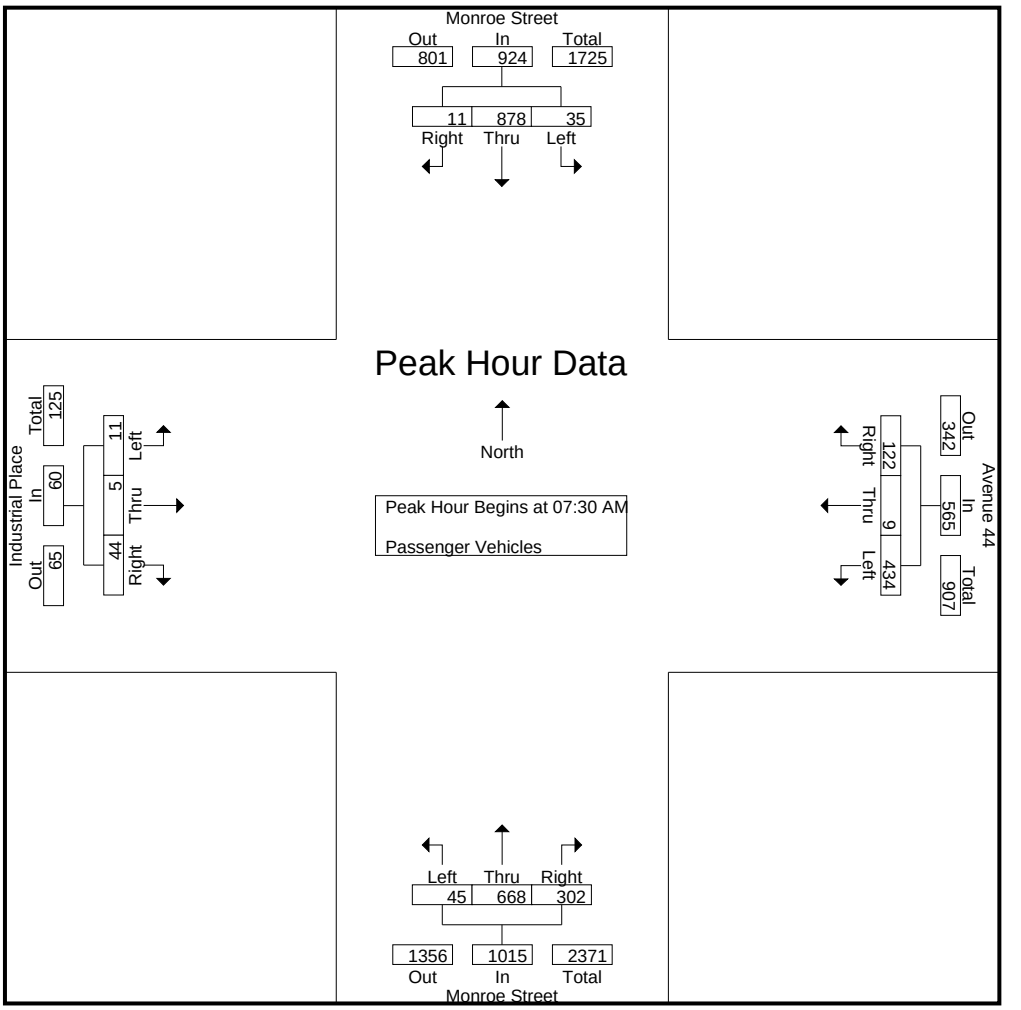
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	165	1	170	70	6	16	92	13	155	39	207	6	1	11	18	487
07:15 AM	6	212	3	221	84	2	29	115	9	142	48	199	5	1	8	14	549
07:30 AM	2	213	4	219	112	1	36	149	11	185	63	259	2	3	12	17	644
07:45 AM	20	247	2	269	133	4	46	183	7	137	86	230	4	0	15	19	701
Total	32	837	10	879	399	13	127	539	40	619	236	895	17	5	46	68	2381
08:00 AM	7	218	2	227	105	2	26	133	11	171	78	260	1	0	6	7	627
08:15 AM	6	200	3	209	84	2	14	100	16	175	75	266	4	2	11	17	592
08:30 AM	14	167	6	187	52	2	32	86	8	167	56	231	6	1	8	15	519
08:45 AM	9	185	4	198	65	5	31	101	9	180	52	241	5	5	8	18	558
Total	36	770	15	821	306	11	103	420	44	693	261	998	16	8	33	57	2296
Grand Total	68	1607	25	1700	705	24	230	959	84	1312	497	1893	33	13	79	125	4677
Apprch %	4	94.5	1.5		73.5	2.5	24		4.4	69.3	26.3		26.4	10.4	63.2		
Total %	1.5	34.4	0.5	36.3	15.1	0.5	4.9	20.5	1.8	28.1	10.6	40.5	0.7	0.3	1.7	2.7	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	213	**4**	219	112	1	36	149	11	**185**	63	259	2	**3**	12	17	644
07:45 AM	**20**	**247**	2	**269**	**133**	**4**	**46**	**183**	7	137	**86**	230	**4**	0	**15**	**19**	**701**
08:00 AM	7	218	2	227	105	2	26	133	11	171	78	260	1	0	6	7	627
08:15 AM	6	200	3	209	84	2	14	100	**16**	175	75	**266**	4	2	11	17	592
Total Volume	35	878	11	924	434	9	122	565	45	668	302	1015	11	5	44	60	2564
% App. Total	3.8	95	1.2		76.8	1.6	21.6		4.4	65.8	29.8		18.3	8.3	73.3		
PHF	.438	.889	.688	.859	.816	.563	.663	.772	.703	.903	.878	.954	.688	.417	.733	.789	.914

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

City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	213	**4**	219	112	1	36	149	11	**185**	63	259	2	**3**	12	17
+15 mins.	**20**	**247**	2	**269**	**133**	**4**	**46**	**183**	7	137	**86**	230	**4**	0	**15**	**19**
+30 mins.	7	218	2	227	105	2	26	133	11	171	78	260	1	0	6	7
+45 mins.	6	200	3	209	84	2	14	100	**16**	175	75	**266**	4	2	11	17
Total Volume	35	878	11	924	434	9	122	565	45	668	302	1015	11	5	44	60
% App. Total	3.8	95	1.2		76.8	1.6	21.6		4.4	65.8	29.8		18.3	8.3	73.3	
PHF	.438	.889	.688	.859	.816	.563	.663	.772	.703	.903	.878	.954	.688	.417	.733	.789

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File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

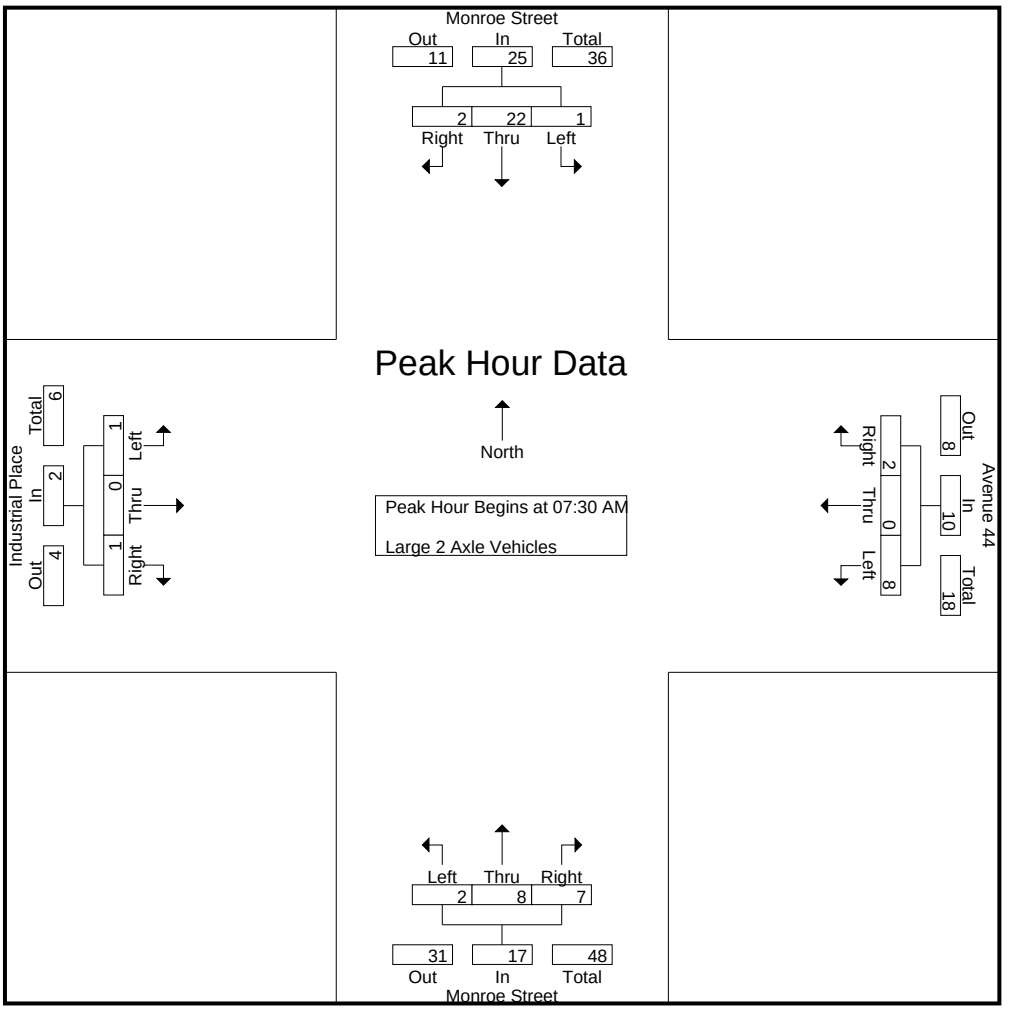
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	0	6	0	0	0	0	0	0	0	0	2	0	2	4	10
07:15 AM	1	3	0	4	2	0	2	4	1	0	2	3	0	0	1	1	12
07:30 AM	0	3	0	3	3	0	1	4	0	2	2	4	0	0	0	0	11
07:45 AM	0	7	1	8	0	0	0	0	0	3	2	5	0	0	0	0	13
Total	2	18	1	21	5	0	3	8	1	5	6	12	2	0	3	5	46
08:00 AM	1	3	1	5	2	0	1	3	0	2	1	3	0	0	1	1	12
08:15 AM	0	9	0	9	3	0	0	3	2	1	2	5	1	0	0	1	18
08:30 AM	0	0	0	0	2	0	1	3	0	2	2	4	1	0	0	1	8
08:45 AM	2	2	0	4	3	0	2	5	0	2	1	3	0	0	0	0	12
Total	3	14	1	18	10	0	4	14	2	7	6	15	2	0	1	3	50
Grand Total	5	32	2	39	15	0	7	22	3	12	12	27	4	0	4	8	96
Apprch %	12.8	82.1	5.1		68.2	0	31.8		11.1	44.4	44.4		50	0	50		
Total %	5.2	33.3	2.1	40.6	15.6	0	7.3	22.9	3.1	12.5	12.5	28.1	4.2	0	4.2	8.3	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	**3**	0	**1**	**4**	0	2	**2**	4	0	0	0	0	11
07:45 AM	0	7	**1**	8	0	0	0	0	0	**3**	2	**5**	0	0	0	0	13
08:00 AM	**1**	3	1	5	2	0	1	3	0	2	1	3	0	0	**1**	**1**	12
08:15 AM	0	**9**	0	**9**	3	0	0	3	**2**	1	2	5	**1**	0	0	1	**18**
Total Volume	1	22	2	25	8	0	2	10	2	8	7	17	1	0	1	2	54
% App. Total	4	88	8		80	0	20		11.8	47.1	41.2		50	0	50		
PHF	.250	.611	.500	.694	.667	.000	.500	.625	.250	.667	.875	.850	.250	.000	.250	.500	.750

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File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	**3**	0	**1**	**4**	0	2	**2**	4	0	0	0	0
+15 mins.	0	7	**1**	8	0	0	0	0	0	**3**	2	**5**	0	0	0	0
+30 mins.	**1**	3	1	5	2	0	1	3	0	2	1	3	0	0	**1**	**1**
+45 mins.	0	**9**	0	**9**	3	0	0	3	**2**	1	2	5	**1**	0	0	1
Total Volume	1	22	2	25	8	0	2	10	2	8	7	17	1	0	1	2
% App. Total	4	88	8		80	0	20		11.8	47.1	41.2		50	0	50	
PHF	.250	.611	.500	.694	.667	.000	.500	.625	.250	.667	.875	.850	.250	.000	.250	.500

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City of Indio
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File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

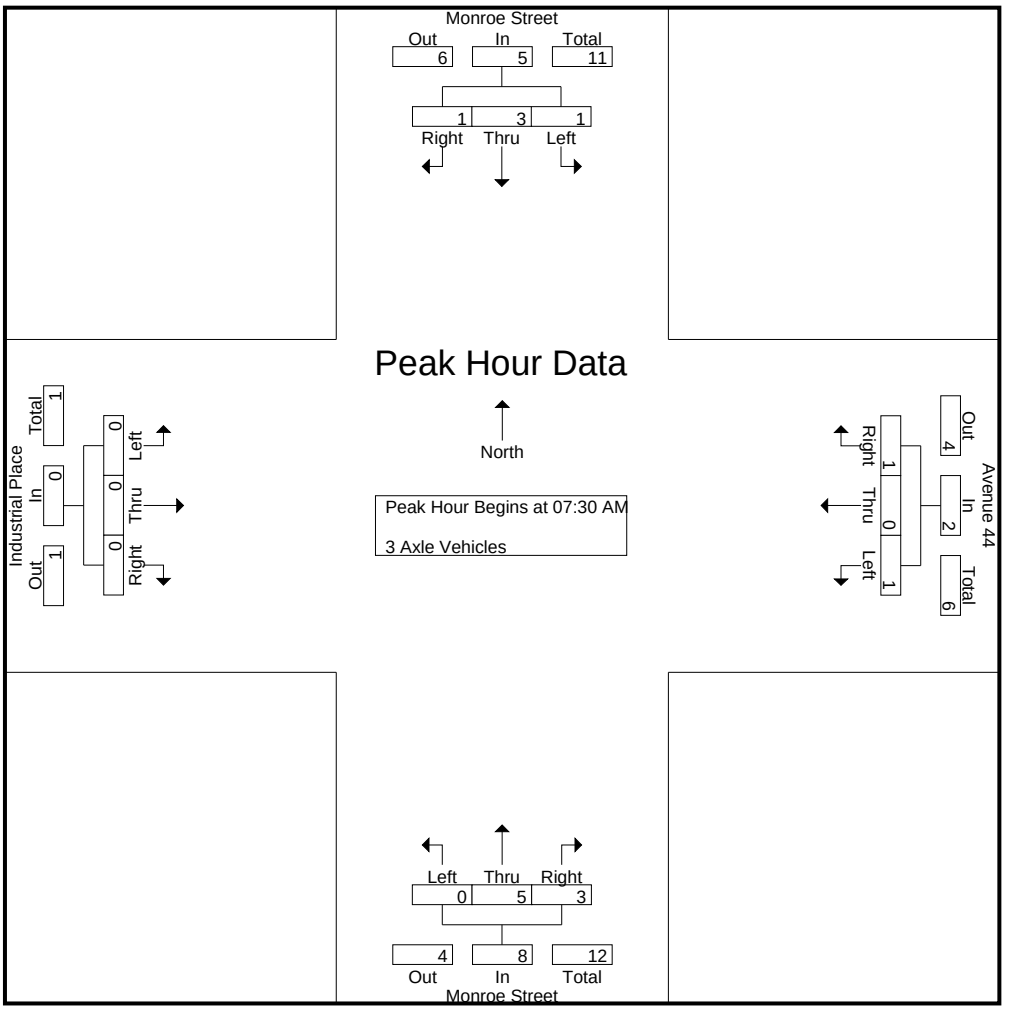
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	1	1	0	1	1	2	0	0	0	0	4
07:30 AM	0	1	0	1	0	0	0	0	0	0	3	3	0	0	0	0	4
07:45 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	1	2	0	3	2	0	2	4	0	2	4	6	0	0	0	0	13
08:00 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	2	1	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	0	1	1	0	0	0	0	0	1	0	1	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	2	2	4	1	0	0	1	0	5	1	6	1	0	0	1	12
Grand Total	1	4	2	7	3	0	2	5	0	7	5	12	1	0	0	1	25
Apprch %	14.3	57.1	28.6		60	0	40		0	58.3	41.7		100	0	0		
Total %	4	16	8	28	12	0	8	20	0	28	20	48	4	0	0	4	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0	4
07:45 AM	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	**1**	0	0	1	0	1	0	1	0	0	0	0	2
08:15 AM	0	**2**	**1**	**3**	0	0	0	0	0	**3**	0	3	0	0	0	0	**6**
Total Volume	1	3	1	5	1	0	1	2	0	5	3	8	0	0	0	0	15
% App. Total	20	60	20		50	0	50		0	62.5	37.5		0	0	0		
PHF	.250	.375	.250	.417	.250	.000	.250	.500	.000	.417	.250	.667	.000	.000	.000	.000	.625

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	**3**	**3**	0	0	0	0
+15 mins.	**1**	0	0	1	0	0	**1**	**1**	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	1	0	1	0	1	0	0	0	0
+45 mins.	0	**2**	**1**	**3**	0	0	0	0	0	**3**	0	3	0	0	0	0
Total Volume	1	3	1	5	1	0	1	2	0	5	3	8	0	0	0	0
% App. Total	20	60	20		50	0	50		0	62.5	37.5		0	0	0	
PHF	.250	.375	.250	.417	.250	.000	.250	.500	.000	.417	.250	.667	.000	.000	.000	.000

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

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

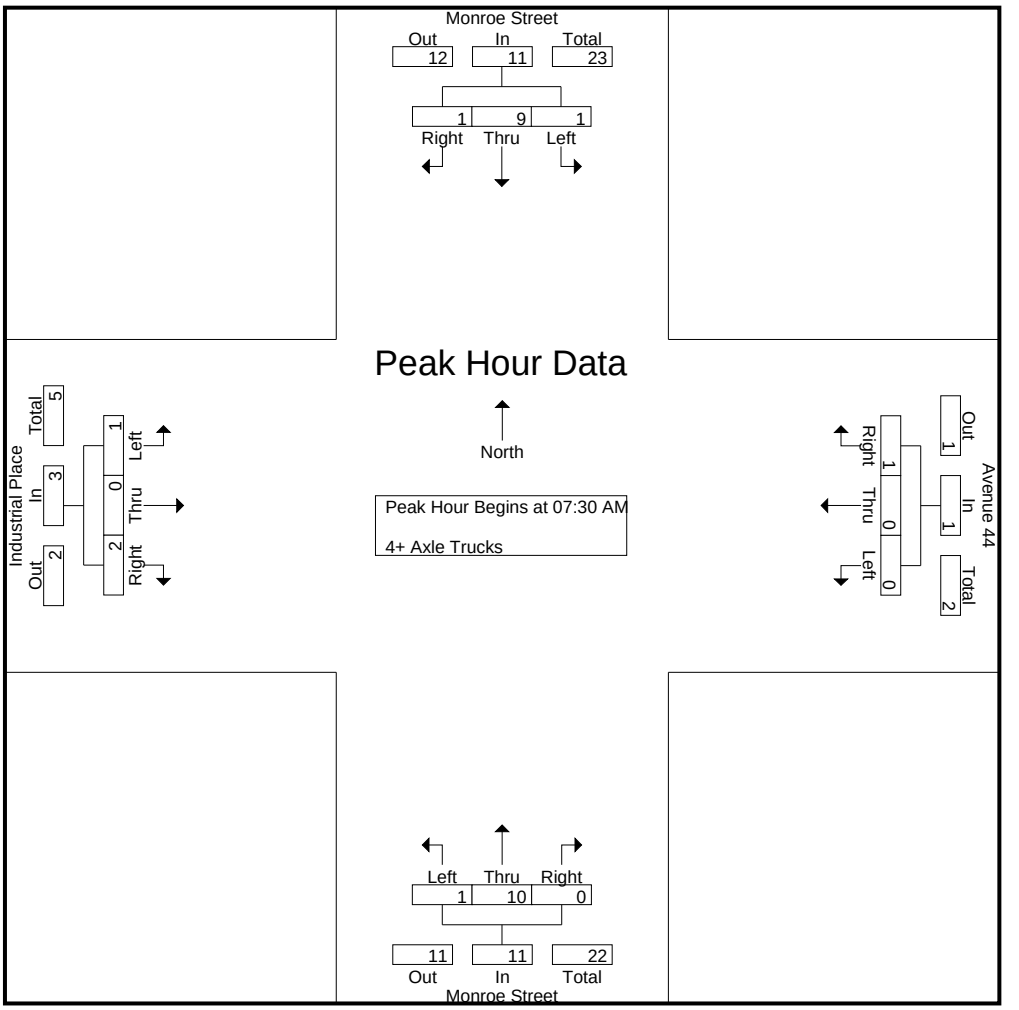
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
07:15 AM	1	4	1	6	0	0	0	0	1	1	0	2	2	0	0	2	10
07:30 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	1	1	6
07:45 AM	0	0	0	0	0	0	0	0	1	4	0	5	1	0	0	1	6
Total	1	16	1	18	0	0	0	0	2	7	0	9	3	0	1	4	31
08:00 AM	1	3	1	5	0	0	1	1	0	1	0	1	0	0	1	1	8
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	0	5	1	6	0	0	0	0	1	7	0	8	0	0	1	1	15
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	1	13	2	16	0	0	1	1	1	13	0	14	0	0	2	2	33
Grand Total	2	29	3	34	0	0	1	1	3	20	0	23	3	0	3	6	64
Apprch %	5.9	85.3	8.8		0	0	100		13	87	0		50	0	50		
Total %	3.1	45.3	4.7	53.1	0	0	1.6	1.6	4.7	31.2	0	35.9	4.7	0	4.7	9.4	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**4**	0	4	0	0	0	0	0	1	0	1	0	0	**1**	**1**	6
07:45 AM	0	0	0	0	0	0	0	0	**1**	**4**	0	**5**	**1**	0	0	1	6
08:00 AM	**1**	3	**1**	**5**	0	0	**1**	**1**	0	1	0	1	0	0	1	1	**8**
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	1	9	1	11	0	0	1	1	1	10	0	11	1	0	2	3	26
% App. Total	9.1	81.8	9.1		0	0	100		9.1	90.9	0		33.3	0	66.7		
PHF	.250	.563	.250	.550	.000	.000	.250	.250	.250	.625	.000	.550	.250	.000	.500	.750	.813

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

File Name : 13_IND_Mon_A44 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**4**	0	4	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	**1**	**4**	0	**5**	**1**	0	0	1
+30 mins.	**1**	3	**1**	**5**	0	0	**1**	**1**	0	1	0	1	0	0	1	1
+45 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	1	9	1	11	0	0	1	1	1	10	0	11	1	0	2	3
% App. Total	9.1	81.8	9.1		0	0	100		9.1	90.9	0		33.3	0	66.7	
PHF	.250	.563	.250	.550	.000	.000	.250	.250	.250	.625	.000	.550	.250	.000	.500	.750

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City of Indio
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File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

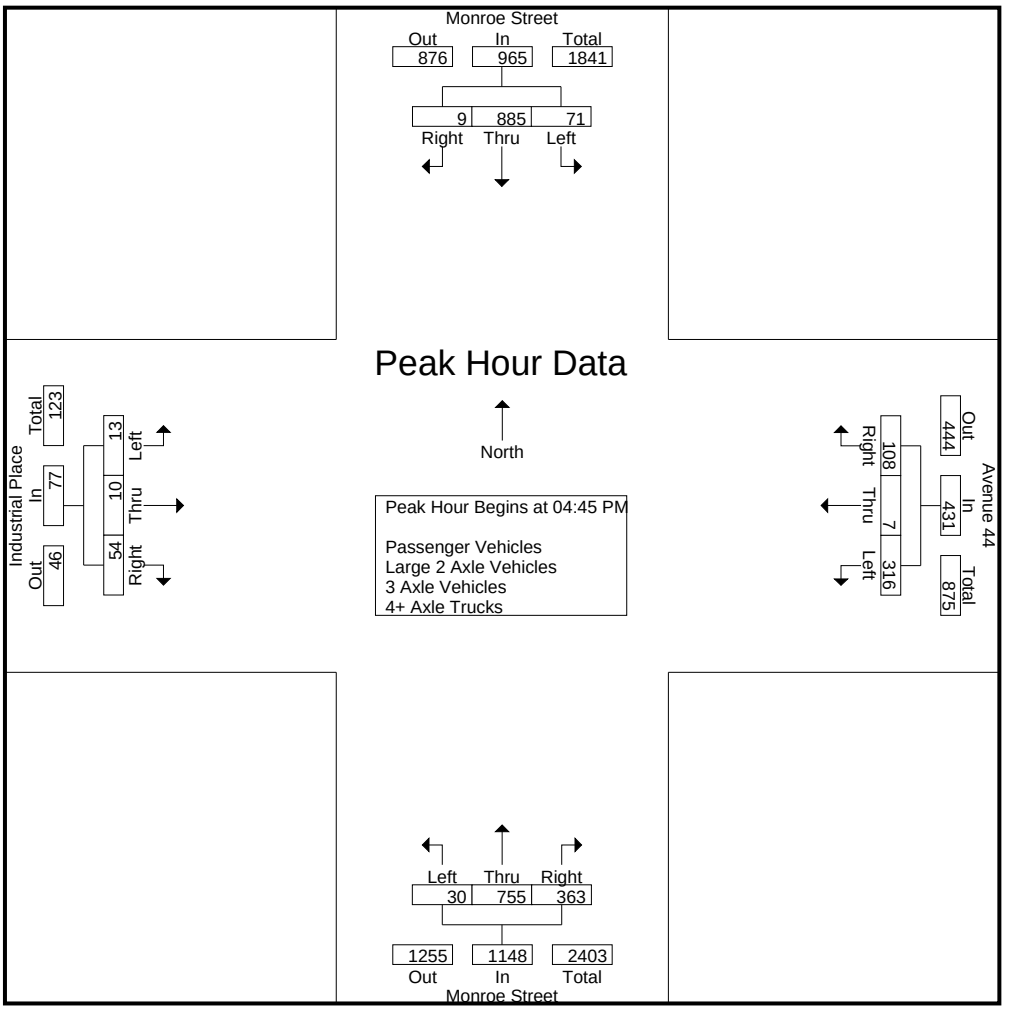
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	236	4	258	74	5	34	113	3	188	105	296	5	5	18	28	695
04:15 PM	20	205	3	228	72	1	18	91	6	151	81	238	6	3	12	21	578
04:30 PM	22	202	5	229	71	1	26	98	8	187	95	290	2	5	12	19	636
04:45 PM	20	233	2	255	73	2	25	100	10	195	79	284	3	1	9	13	652
Total	80	876	14	970	290	9	103	402	27	721	360	1108	16	14	51	81	2561
05:00 PM	16	221	3	240	92	1	30	123	1	201	86	288	4	4	11	19	670
05:15 PM	19	196	1	216	73	2	26	101	13	198	104	315	3	5	14	22	654
05:30 PM	16	235	3	254	78	2	27	107	6	161	94	261	3	0	20	23	645
05:45 PM	34	216	3	253	58	1	18	77	11	198	96	305	6	1	3	10	645
Total	85	868	10	963	301	6	101	408	31	758	380	1169	16	10	48	74	2614
Grand Total	165	1744	24	1933	591	15	204	810	58	1479	740	2277	32	24	99	155	5175
Apprch %	8.5	90.2	1.2		73	1.9	25.2		2.5	65	32.5		20.6	15.5	63.9		
Total %	3.2	33.7	0.5	37.4	11.4	0.3	3.9	15.7	1.1	28.6	14.3	44	0.6	0.5	1.9	3	
Passenger Vehicles	160	1727	20	1907	589	14	200	803	55	1467	724	2246	26	24	99	149	5105
% Passenger Vehicles	97	99	83.3	98.7	99.7	93.3	98	99.1	94.8	99.2	97.8	98.6	81.2	100	100	96.1	98.6
Large 2 Axle Vehicles	1	7	2	10	2	1	0	3	2	3	7	12	3	0	0	3	28
% Large 2 Axle Vehicles	0.6	0.4	8.3	0.5	0.3	6.7	0	0.4	3.4	0.2	0.9	0.5	9.4	0	0	1.9	0.5
3 Axle Vehicles	1	3	0	4	0	0	3	3	0	1	8	9	1	0	0	1	17
% 3 Axle Vehicles	0.6	0.2	0	0.2	0	0	1.5	0.4	0	0.1	1.1	0.4	3.1	0	0	0.6	0.3
4+ Axle Trucks	3	7	2	12	0	0	1	1	1	8	1	10	2	0	0	2	25
% 4+ Axle Trucks	1.8	0.4	8.3	0.6	0	0	0.5	0.1	1.7	0.5	0.1	0.4	6.2	0	0	1.3	0.5

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	233	2	**255**	73	**2**	25	100	10	195	79	284	3	1	9	13	652
05:00 PM	16	221	**3**	240	**92**	1	**30**	**123**	1	**201**	86	288	**4**	4	11	19	**670**
05:15 PM	19	196	1	216	73	2	26	101	**13**	198	**104**	**315**	3	**5**	14	22	654
05:30 PM	16	**235**	3	254	78	2	27	107	6	161	94	261	3	0	**20**	**23**	645
Total Volume	71	885	9	965	316	7	108	431	30	755	363	1148	13	10	54	77	2621
% App. Total	7.4	91.7	0.9		73.3	1.6	25.1		2.6	65.8	31.6		16.9	13	70.1		
PHF	.888	.941	.750	.946	.859	.875	.900	.876	.577	.939	.873	.911	.813	.500	.675	.837	.978

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City of Indio
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Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:00 PM			
+0 mins.	18	**236**	4	**258**	73	**2**	25	100	8	187	95	290	5	**5**	**18**	**28**
+15 mins.	20	205	3	228	**92**	1	**30**	**123**	10	195	79	284	**6**	3	12	21
+30 mins.	**22**	202	**5**	229	73	2	26	101	1	**201**	86	288	2	5	12	19
+45 mins.	20	233	2	255	78	2	27	107	**13**	198	**104**	**315**	3	1	9	13
Total Volume	80	876	14	970	316	7	108	431	32	781	364	1177	16	14	51	81
% App. Total	8.2	90.3	1.4		73.3	1.6	25.1		2.7	66.4	30.9		19.8	17.3	63	
PHF	.909	.928	.700	.940	.859	.875	.900	.876	.615	.971	.875	.934	.667	.700	.708	.723

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

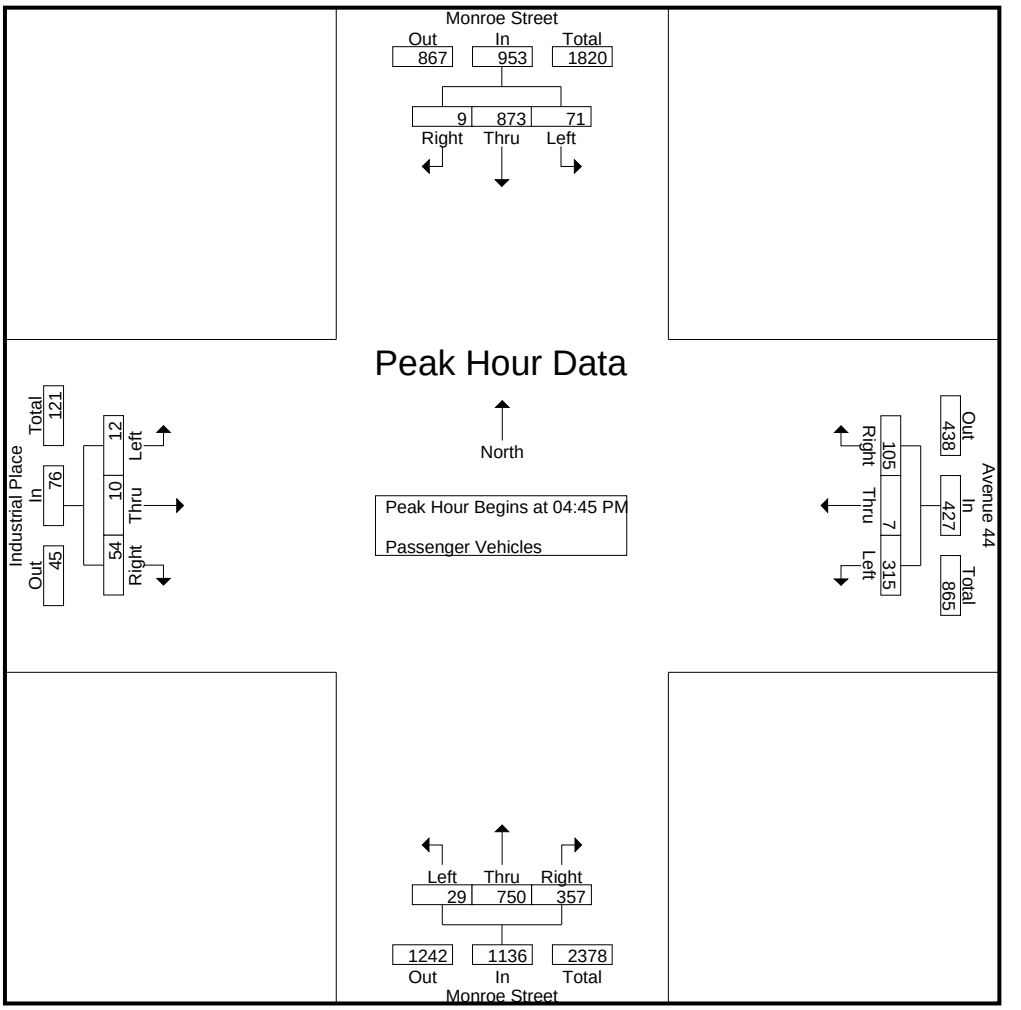
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	236	4	255	74	4	34	112	2	188	100	290	5	5	18	28	685
04:15 PM	20	201	3	224	71	1	18	90	5	147	81	233	3	3	12	18	565
04:30 PM	22	201	1	224	71	1	25	97	8	185	94	287	1	5	12	18	626
04:45 PM	20	232	2	254	73	2	25	100	9	193	77	279	3	1	9	13	646
Total	77	870	10	957	289	8	102	399	24	713	352	1089	12	14	51	77	2522
05:00 PM	16	217	3	236	91	1	30	122	1	199	84	284	3	4	11	18	660
05:15 PM	19	192	1	212	73	2	26	101	13	197	102	312	3	5	14	22	647
05:30 PM	16	232	3	251	78	2	24	104	6	161	94	261	3	0	20	23	639
05:45 PM	32	216	3	251	58	1	18	77	11	197	92	300	5	1	3	9	637
Total	83	857	10	950	300	6	98	404	31	754	372	1157	14	10	48	72	2583
Grand Total	160	1727	20	1907	589	14	200	803	55	1467	724	2246	26	24	99	149	5105
Apprch %	8.4	90.6	1		73.3	1.7	24.9		2.4	65.3	32.2		17.4	16.1	66.4		
Total %	3.1	33.8	0.4	37.4	11.5	0.3	3.9	15.7	1.1	28.7	14.2	44	0.5	0.5	1.9	2.9	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	**232**	2	**254**	73	**2**	25	100	9	193	77	279	**3**	1	9	13	646
05:00 PM	16	217	**3**	236	**91**	1	**30**	**122**	1	**199**	84	284	3	4	11	18	**660**
05:15 PM	19	192	1	212	73	2	26	101	**13**	197	**102**	**312**	3	**5**	14	22	647
05:30 PM	16	232	3	251	78	2	24	104	6	161	94	261	3	0	**20**	**23**	639
Total Volume	71	873	9	953	315	7	105	427	29	750	357	1136	12	10	54	76	2592
% App. Total	7.5	91.6	0.9		73.8	1.6	24.6		2.6	66	31.4		15.8	13.2	71.1		
PHF	.888	.941	.750	.938	.865	.875	.875	.875	.558	.942	.875	.910	1.00	.500	.675	.826	.982

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**20**	**232**	2	**254**	73	**2**	25	100	9	193	77	279	**3**	1	9	13
+15 mins.	16	217	**3**	236	**91**	1	**30**	**122**	1	**199**	84	284	3	4	11	18
+30 mins.	19	192	1	212	73	2	26	101	**13**	197	**102**	**312**	3	**5**	14	22
+45 mins.	16	232	3	251	78	2	24	104	6	161	94	261	3	0	**20**	**23**
Total Volume	71	873	9	953	315	7	105	427	29	750	357	1136	12	10	54	76
% App. Total	7.5	91.6	0.9		73.8	1.6	24.6		2.6	66	31.4		15.8	13.2	71.1	
PHF	.888	.941	.750	.938	.865	.875	.875	.875	.558	.942	.875	.910	1.000	.500	.675	.826

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

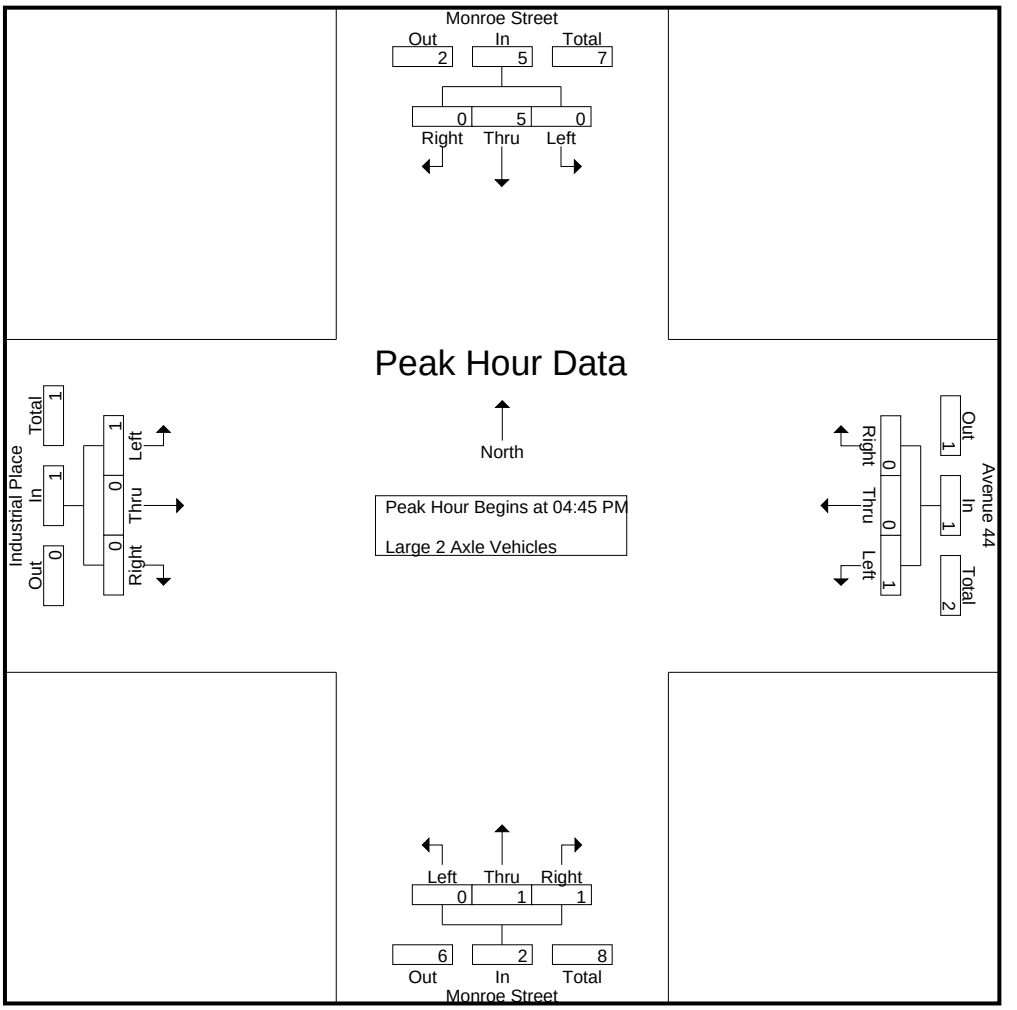
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
04:15 PM	0	1	0	1	1	0	0	1	1	0	0	1	2	0	0	2	5
04:30 PM	0	1	2	3	0	0	0	0	0	1	1	2	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	2	2	4	1	1	0	2	2	2	2	6	2	0	0	2	14
05:00 PM	0	2	0	2	1	0	0	1	0	0	1	1	1	0	0	1	5
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	1	4	5	0	0	0	0	6
Total	1	5	0	6	1	0	0	1	0	1	5	6	1	0	0	1	14
Grand Total	1	7	2	10	2	1	0	3	2	3	7	12	3	0	0	3	28
Apprch %	10	70	20		66.7	33.3	0		16.7	25	58.3		100	0	0		
Total %	3.6	25	7.1	35.7	7.1	3.6	0	10.7	7.1	10.7	25	42.9	10.7	0	0	10.7	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:00 PM	0	**2**	0	**2**	**1**	0	0	**1**	0	0	**1**	1	**1**	0	0	**1**	**5**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	1	0	0	1	0	1	1	2	1	0	0	1	9
% App. Total	0	100	0		100	0	0		0	50	50		100	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.250	.500	.250	.000	.000	.250	.450

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**2**	0	**2**	**1**	0	0	**1**	0	0	**1**	1	**1**	0	0	**1**
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	1	0	0	1	0	1	1	2	1	0	0	1
% App. Total	0	100	0		100	0	0		0	50	50		100	0	0	
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.250	.250	.500	.250	.000	.000	.250

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

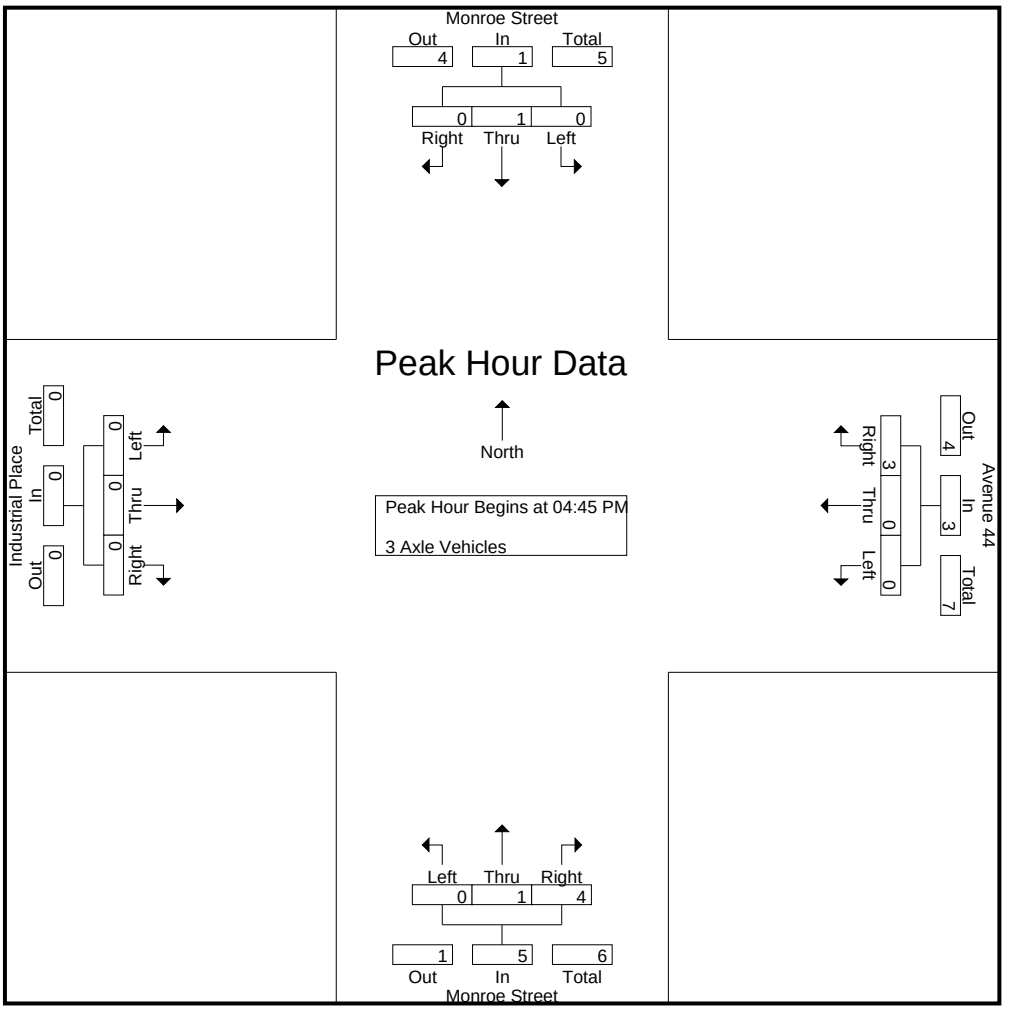
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	4	4	0	0	0	0	5
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	3
Total	1	2	0	3	0	0	0	0	0	1	6	7	1	0	0	1	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	3	3	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	3	3	0	0	2	2	0	0	0	0	6
Grand Total	1	3	0	4	0	0	3	3	0	1	8	9	1	0	0	1	17
Apprch %	25	75	0		0	0	100		0	11.1	88.9		100	0	0		
Total %	5.9	17.6	0	23.5	0	0	17.6	17.6	0	5.9	47.1	52.9	5.9	0	0	5.9	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	**1**	0	**1**	0	0	**3**	**3**	0	0	0	0	0	0	0	0	**4**
Total Volume	0	1	0	1	0	0	3	3	0	1	4	5	0	0	0	0	9
% App. Total	0	100	0		0	0	100		0	20	80		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.500	.417	.000	.000	.000	.000	.563

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	**3**	**3**	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	3	3	0	1	4	5	0	0	0	0
% App. Total	0	100	0		0	0	100		0	20	80		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.250	.500	.417	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

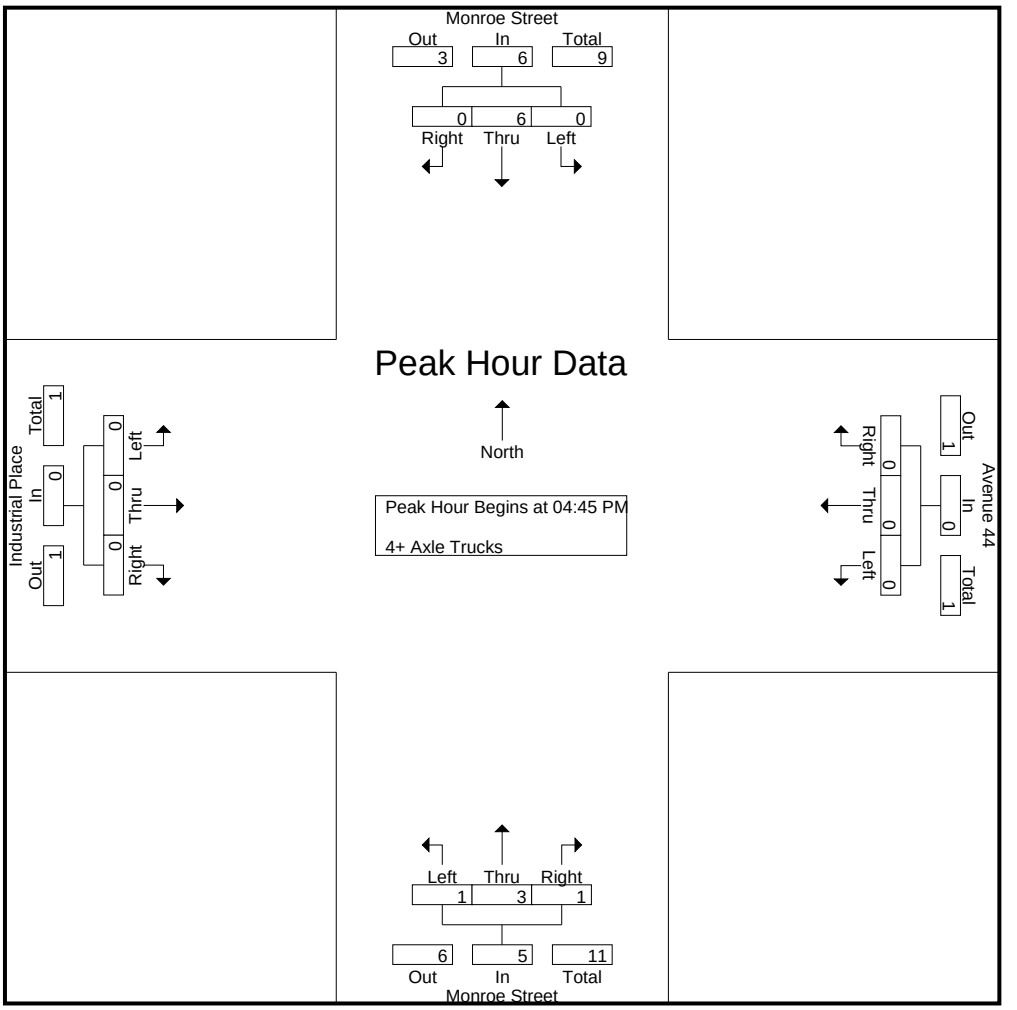
	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:30 PM	0	0	2	2	0	0	1	1	0	1	0	1	1	0	0	1	5
04:45 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	2	2	2	6	0	0	1	1	1	5	0	6	1	0	0	1	14
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:15 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	5	0	6	0	0	0	0	0	3	1	4	1	0	0	1	11
Grand Total	3	7	2	12	0	0	1	1	1	8	1	10	2	0	0	2	25
Apprch %	25	58.3	16.7		0	0	100		10	80	10		100	0	0		
Total %	12	28	8	48	0	0	4	4	4	32	4	40	8	0	0	8	

	Monroe Street Southbound				Avenue 44 Westbound				Monroe Street Northbound				Industrial Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
05:00 PM	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0	4
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	1	**1**	2	0	0	0	0	**5**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	1	3	1	5	0	0	0	0	11
% App. Total	0	100	0		0	0	0		20	60	20		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.250	.625	.000	.000	.000	.000	.550

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City of Indio
N/S: Monroe Street
E/W: Industrial Place/Avenue 44
Weather: Clear

File Name : 13_IND_Mon_A44 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	1	**1**	2	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	1	3	1	5	0	0	0	0
% App. Total	0	100	0		0	0	0		20	60	20		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.375	.250	.625	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

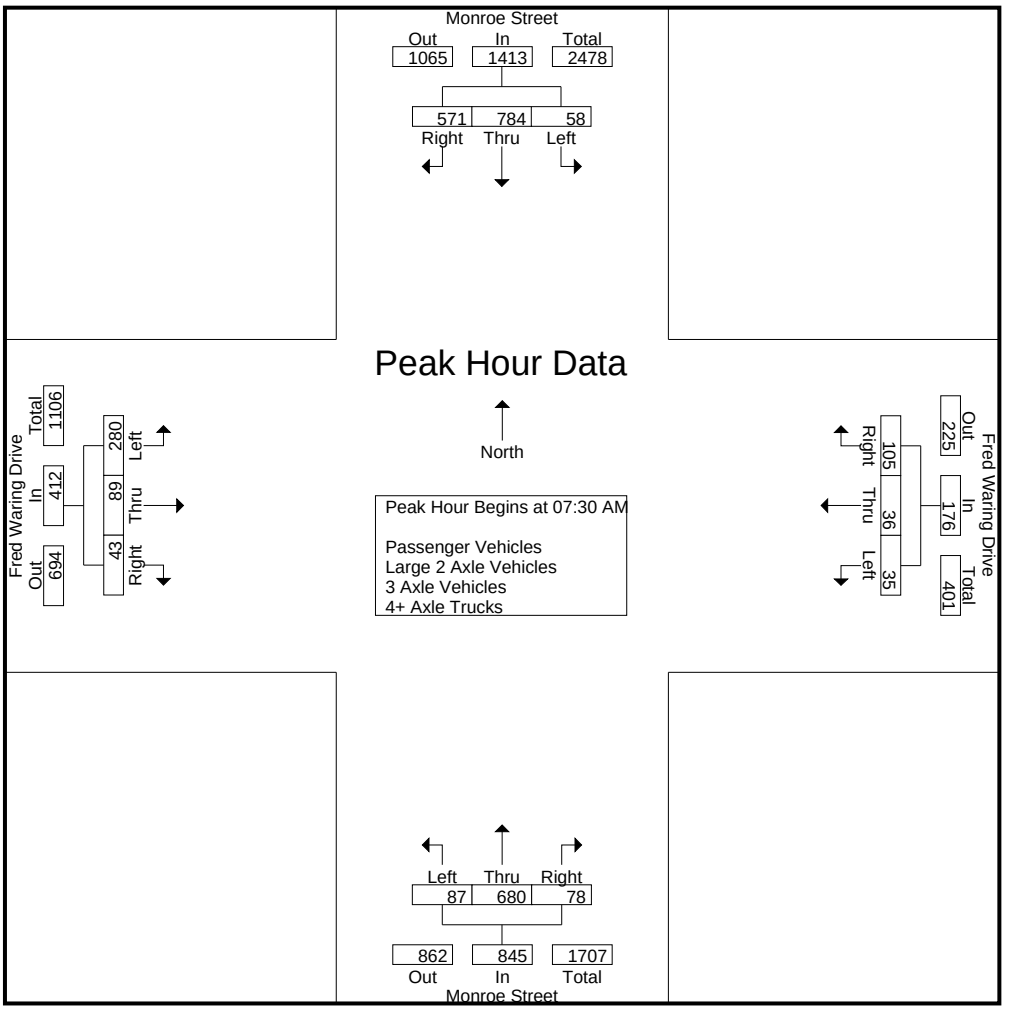
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	127	107	242	9	13	15	37	21	140	6	167	50	14	3	67	513
07:15 AM	11	176	125	312	7	5	28	40	23	137	12	172	41	9	14	64	588
07:30 AM	10	191	148	349	13	10	22	45	22	207	17	246	47	19	12	78	718
07:45 AM	21	217	182	420	11	12	34	57	20	139	21	180	76	31	12	119	776
Total	50	711	562	1323	40	40	99	179	86	623	56	765	214	73	41	328	2595
08:00 AM	11	208	136	355	4	7	21	32	23	156	26	205	78	13	8	99	691
08:15 AM	16	168	105	289	7	7	28	42	22	178	14	214	79	26	11	116	661
08:30 AM	20	140	82	242	6	10	27	43	21	151	17	189	60	33	19	112	586
08:45 AM	13	158	85	256	10	5	26	41	27	155	21	203	58	11	11	80	580
Total	60	674	408	1142	27	29	102	158	93	640	78	811	275	83	49	407	2518
Grand Total	110	1385	970	2465	67	69	201	337	179	1263	134	1576	489	156	90	735	5113
Apprch %	4.5	56.2	39.4		19.9	20.5	59.6		11.4	80.1	8.5		66.5	21.2	12.2		
Total %	2.2	27.1	19	48.2	1.3	1.3	3.9	6.6	3.5	24.7	2.6	30.8	9.6	3.1	1.8	14.4	
Passenger Vehicles	108	1320	951	2379	66	69	196	331	176	1219	132	1527	477	156	87	720	4957
% Passenger Vehicles	98.2	95.3	98	96.5	98.5	100	97.5	98.2	98.3	96.5	98.5	96.9	97.5	100	96.7	98	96.9
Large 2 Axle Vehicles	0	34	12	46	1	0	1	2	3	17	2	22	8	0	3	11	81
% Large 2 Axle Vehicles	0	2.5	1.2	1.9	1.5	0	0.5	0.6	1.7	1.3	1.5	1.4	1.6	0	3.3	1.5	1.6
3 Axle Vehicles	0	6	3	9	0	0	1	1	0	8	0	8	4	0	0	4	22
% 3 Axle Vehicles	0	0.4	0.3	0.4	0	0	0.5	0.3	0	0.6	0	0.5	0.8	0	0	0.5	0.4
4+ Axle Trucks	2	25	4	31	0	0	3	3	0	19	0	19	0	0	0	0	53
% 4+ Axle Trucks	1.8	1.8	0.4	1.3	0	0	1.5	0.9	0	1.5	0	1.2	0	0	0	0	1

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	191	148	349	**13**	10	22	45	22	**207**	17	**246**	47	19	**12**	78	718
07:45 AM	**21**	**217**	**182**	**420**	11	**12**	**34**	**57**	20	139	21	180	76	**31**	12	**119**	**776**
08:00 AM	11	208	136	355	4	7	21	32	**23**	156	**26**	205	78	13	8	99	691
08:15 AM	16	168	105	289	7	7	28	42	22	178	14	214	**79**	26	11	116	661
Total Volume	58	784	571	1413	35	36	105	176	87	680	78	845	280	89	43	412	2846
% App. Total	4.1	55.5	40.4		19.9	20.5	59.7		10.3	80.5	9.2		68	21.6	10.4		
PHF	.690	.903	.784	.841	.673	.750	.772	.772	.946	.821	.750	.859	.886	.718	.896	.866	.917

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	11	176	125	312	9	**13**	15	37	22	**207**	17	**246**	76	31	12	**119**
+15 mins.	10	191	148	349	7	5	28	40	20	139	21	180	78	13	8	99
+30 mins.	**21**	**217**	**182**	**420**	**13**	10	22	45	**23**	156	**26**	205	**79**	26	11	116
+45 mins.	11	208	136	355	11	12	**34**	**57**	22	178	14	214	60	**33**	**19**	112
Total Volume	53	792	591	1436	40	40	99	179	87	680	78	845	293	103	50	446
% App. Total	3.7	55.2	41.2		22.3	22.3	55.3		10.3	80.5	9.2		65.7	23.1	11.2	
PHF	.631	.912	.812	.855	.769	.769	.728	.785	.946	.821	.750	.859	.927	.780	.658	.937

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

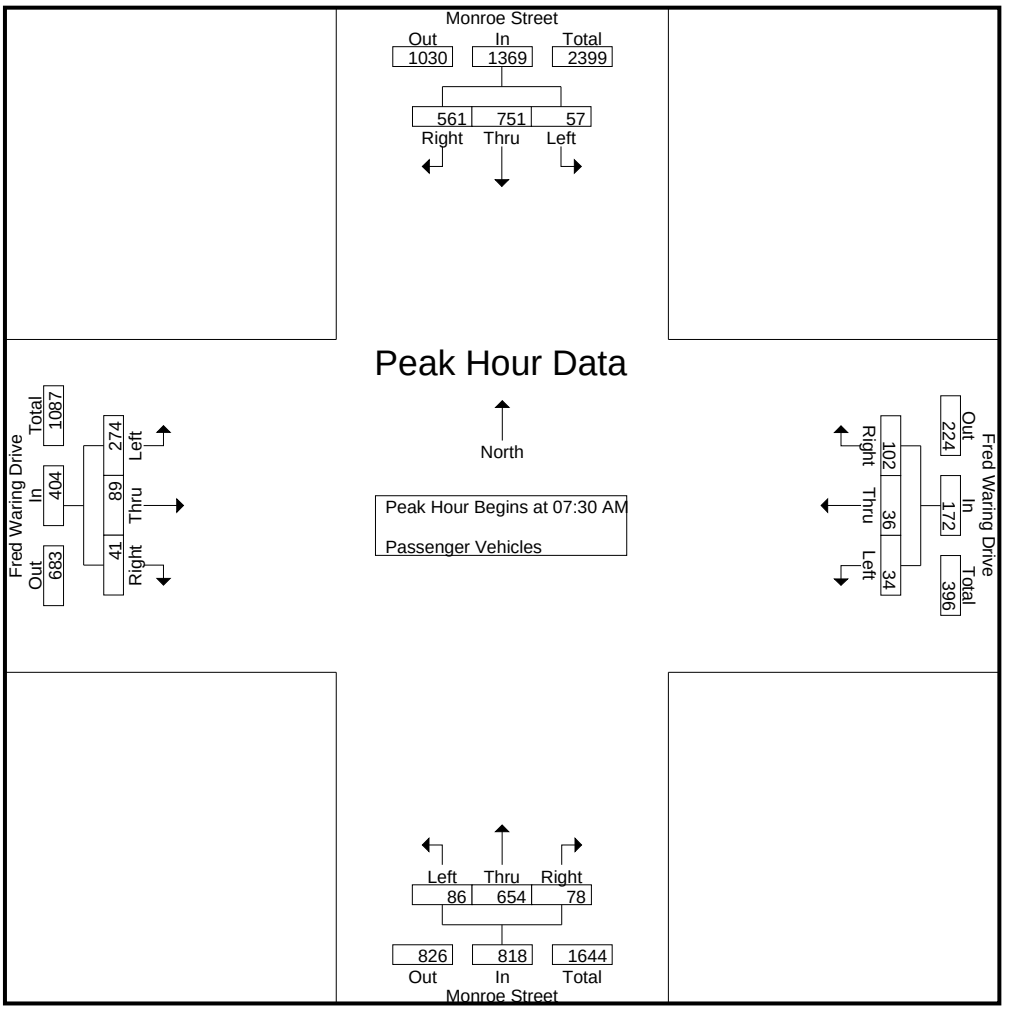
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	118	103	229	9	13	15	37	21	139	6	166	50	14	3	67	499
07:15 AM	11	165	124	300	7	5	26	38	22	134	11	167	39	9	13	61	566
07:30 AM	10	183	145	338	12	10	22	44	22	201	17	240	46	19	11	76	698
07:45 AM	21	213	180	414	11	12	32	55	20	133	21	174	72	31	11	114	757
Total	50	679	552	1281	39	40	95	174	85	607	55	747	207	73	38	318	2520
08:00 AM	11	200	134	345	4	7	21	32	23	151	26	200	78	13	8	99	676
08:15 AM	15	155	102	272	7	7	27	41	21	169	14	204	78	26	11	115	632
08:30 AM	19	135	79	233	6	10	27	43	20	140	16	176	57	33	19	109	561
08:45 AM	13	151	84	248	10	5	26	41	27	152	21	200	57	11	11	79	568
Total	58	641	399	1098	27	29	101	157	91	612	77	780	270	83	49	402	2437
Grand Total	108	1320	951	2379	66	69	196	331	176	1219	132	1527	477	156	87	720	4957
Apprch %	4.5	55.5	40		19.9	20.8	59.2		11.5	79.8	8.6		66.2	21.7	12.1		
Total %	2.2	26.6	19.2	48	1.3	1.4	4	6.7	3.6	24.6	2.7	30.8	9.6	3.1	1.8	14.5	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	183	145	338	**12**	10	22	44	22	**201**	17	**240**	46	19	**11**	76	698
07:45 AM	**21**	**213**	**180**	**414**	11	**12**	**32**	**55**	20	133	21	174	72	**31**	11	114	**757**
08:00 AM	11	200	134	345	4	7	21	32	**23**	151	**26**	200	**78**	13	8	99	676
08:15 AM	15	155	102	272	7	7	27	41	21	169	14	204	78	26	11	**115**	632
Total Volume	57	751	561	1369	34	36	102	172	86	654	78	818	274	89	41	404	2763
% App. Total	4.2	54.9	41		19.8	20.9	59.3		10.5	80	9.5		67.8	22	10.1		
PHF	.679	.881	.779	.827	.708	.750	.797	.782	.935	.813	.750	.852	.878	.718	.932	.878	.912

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	11	165	124	300	**12**	10	22	44	22	**201**	17	**240**	46	19	**11**	76
+15 mins.	10	183	145	338	11	**12**	**32**	**55**	20	133	21	174	72	**31**	11	114
+30 mins.	**21**	**213**	**180**	**414**	4	7	21	32	**23**	151	**26**	200	**78**	13	8	99
+45 mins.	11	200	134	345	7	7	27	41	21	169	14	204	78	26	11	**115**
Total Volume	53	761	583	1397	34	36	102	172	86	654	78	818	274	89	41	404
% App. Total	3.8	54.5	41.7		19.8	20.9	59.3		10.5	80	9.5		67.8	22	10.1	
PHF	.631	.893	.810	.844	.708	.750	.797	.782	.935	.813	.750	.852	.878	.718	.932	.878

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

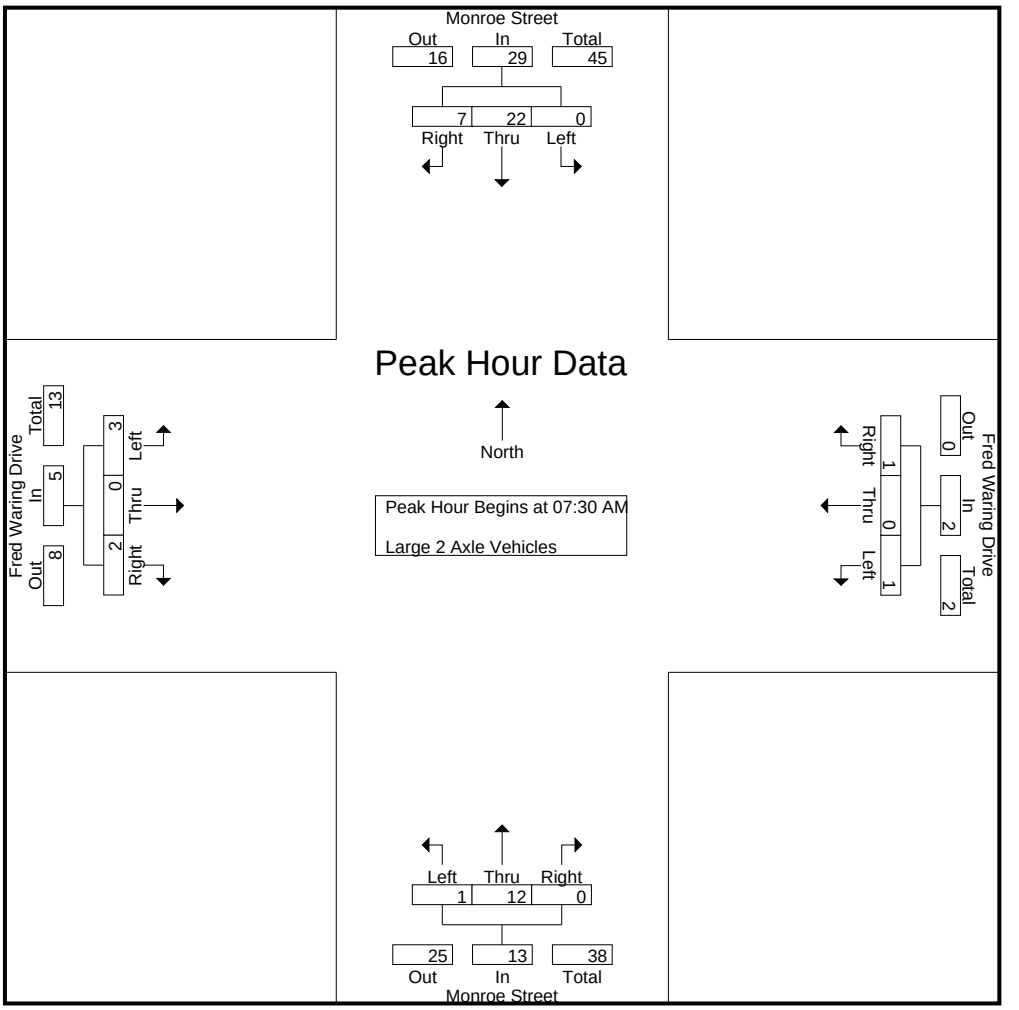
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	2	1	3	0	0	0	0	1	1	1	3	2	0	1	3	9
07:30 AM	0	4	1	5	1	0	0	1	0	3	0	3	0	0	1	1	10
07:45 AM	0	4	2	6	0	0	0	0	0	3	0	3	3	0	1	4	13
Total	0	17	5	22	1	0	0	1	1	7	1	9	5	0	3	8	40
08:00 AM	0	4	2	6	0	0	0	0	0	2	0	2	0	0	0	0	8
08:15 AM	0	10	2	12	0	0	1	1	1	4	0	5	0	0	0	0	18
08:30 AM	0	0	2	2	0	0	0	0	1	2	1	4	3	0	0	3	9
08:45 AM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	17	7	24	0	0	1	1	2	10	1	13	3	0	0	3	41
Grand Total	0	34	12	46	1	0	1	2	3	17	2	22	8	0	3	11	81
Apprch %	0	73.9	26.1		50	0	50		13.6	77.3	9.1		72.7	0	27.3		
Total %	0	42	14.8	56.8	1.2	0	1.2	2.5	3.7	21	2.5	27.2	9.9	0	3.7	13.6	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	1	5	**1**	0	0	**1**	0	3	0	3	0	0	**1**	1	10
07:45 AM	0	4	**2**	6	0	0	0	0	0	3	0	3	**3**	0	1	**4**	13
08:00 AM	0	4	2	6	0	0	0	0	0	2	0	2	0	0	0	0	8
08:15 AM	0	**10**	2	**12**	0	0	**1**	1	**1**	**4**	0	**5**	0	0	0	0	**18**
Total Volume	0	22	7	29	1	0	1	2	1	12	0	13	3	0	2	5	49
% App. Total	0	75.9	24.1		50	0	50		7.7	92.3	0		60	0	40		
PHF	.000	.550	.875	.604	.250	.000	.250	.500	.250	.750	.000	.650	.250	.000	.500	.313	.681

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	0	4	1	5	**1**	0	0	**1**	0	3	0	3	2	0	**1**	3
+15 mins.	0	4	**2**	6	0	0	0	0	0	3	0	3	0	0	1	1
+30 mins.	0	4	2	6	0	0	0	0	0	2	0	2	**3**	0	1	**4**
+45 mins.	0	**10**	2	**12**	0	0	**1**	1	**1**	**4**	0	**5**	0	0	0	0
Total Volume	0	22	7	29	1	0	1	2	1	12	0	13	5	0	3	8
% App. Total	0	75.9	24.1		50	0	50		7.7	92.3	0		62.5	0	37.5	
PHF	.000	.550	.875	.604	.250	.000	.250	.500	.250	.750	.000	.650	.417	.000	.750	.500

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

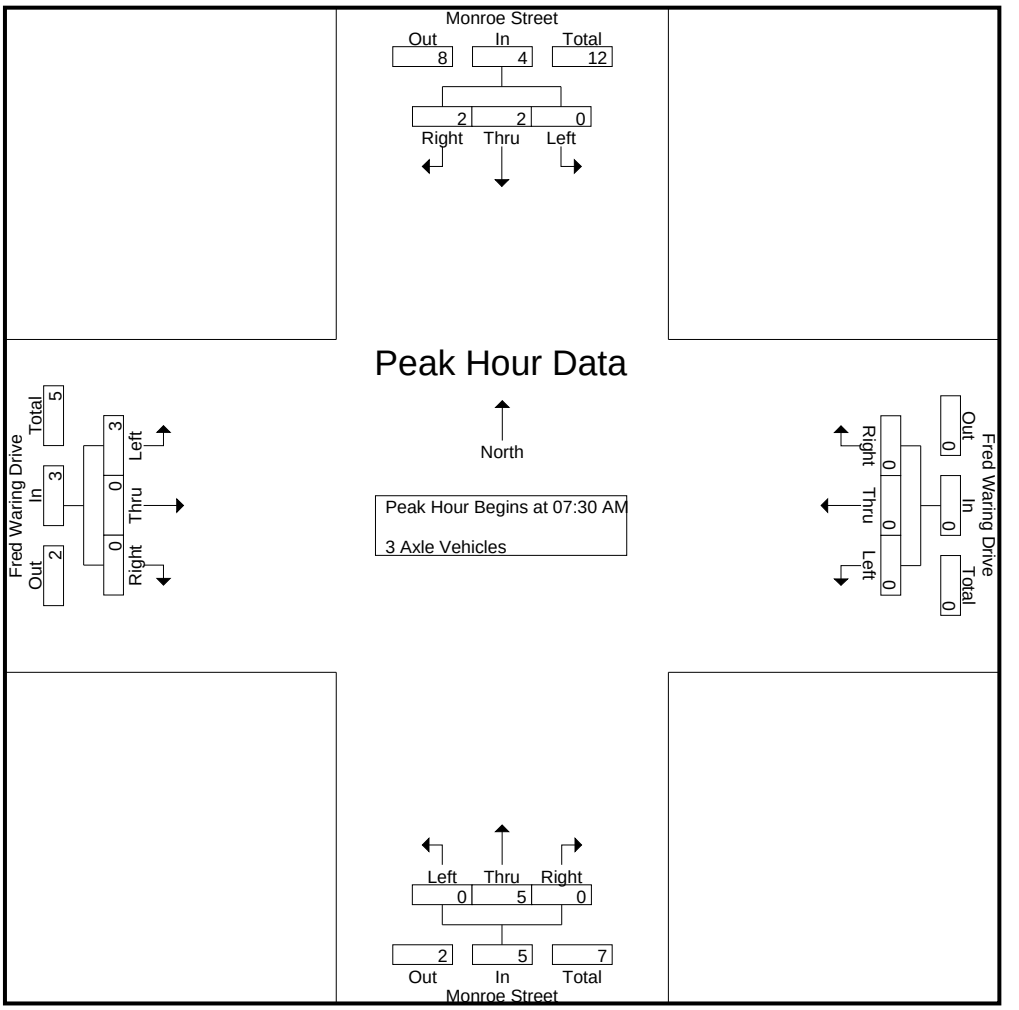
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	2	2	4	0	0	1	1	0	3	0	3	2	0	0	2	10
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	1	0	0	1	5
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total	0	4	1	5	0	0	0	0	0	5	0	5	2	0	0	2	12
Grand Total	0	6	3	9	0	0	1	1	0	8	0	8	4	0	0	4	22
Apprch %	0	66.7	33.3		0	0	100		0	100	0		100	0	0		
Total %	0	27.3	13.6	40.9	0	0	4.5	4.5	0	36.4	0	36.4	18.2	0	0	18.2	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	**1**	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15 AM	0	1	1	**2**	0	0	0	0	0	2	0	2	1	0	0	1	**5**
Total Volume	0	2	2	4	0	0	0	0	0	5	0	5	3	0	0	3	12
% App. Total	0	50	50		0	0	0		0	100	0		100	0	0		
PHF	.000	.500	.500	.500	.000	.000	.000	.000	.000	.625	.000	.625	.750	.000	.000	.750	.600

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City of Indio
N/S: Monroe Street
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File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
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Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	**2**	0	**2**	0	0	**1**	**1**	0	**2**	0	**2**	**1**	0	0	**1**
+15 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	3	1	4	0	0	1	1	0	5	0	5	3	0	0	3
% App. Total	0	75	25		0	0	100		0	100	0		100	0	0	
PHF	.000	.375	.250	.500	.000	.000	.250	.250	.000	.625	.000	.625	.750	.000	.000	.750

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

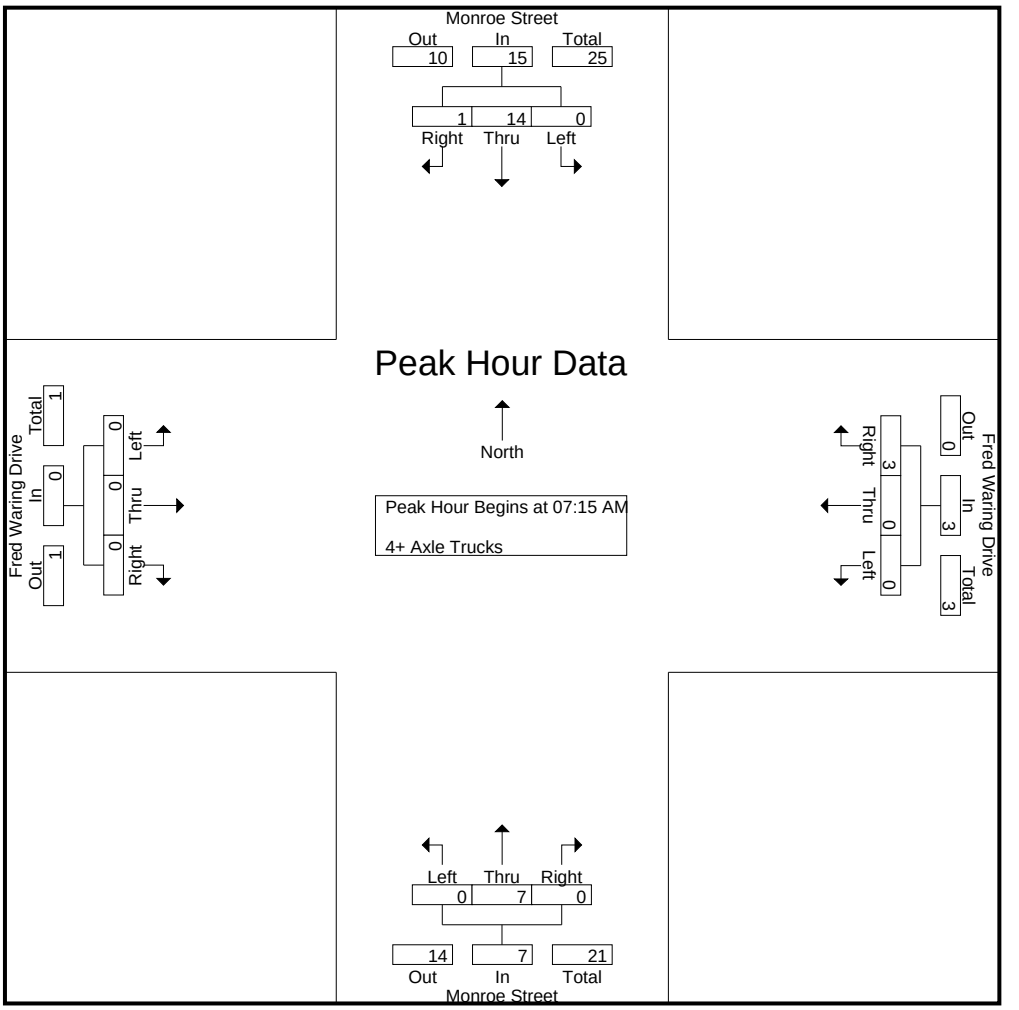
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:15 AM	0	7	0	7	0	0	1	1	0	1	0	1	0	0	0	0	9
07:30 AM	0	4	1	5	0	0	0	0	0	1	0	1	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	2	2	0	3	0	3	0	0	0	0	5
Total	0	13	3	16	0	0	3	3	0	6	0	6	0	0	0	0	25
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	1	4	1	6	0	0	0	0	0	8	0	8	0	0	0	0	14
08:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	12	1	15	0	0	0	0	0	13	0	13	0	0	0	0	28
Grand Total	2	25	4	31	0	0	3	3	0	19	0	19	0	0	0	0	53
Apprch %	6.5	80.6	12.9		0	0	100		0	100	0		0	0	0		
Total %	3.8	47.2	7.5	58.5	0	0	5.7	5.7	0	35.8	0	35.8	0	0	0	0	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**7**	0	**7**	0	0	1	1	0	1	0	1	0	0	0	0	**9**
07:30 AM	0	4	**1**	5	0	0	0	0	0	1	0	1	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	**2**	**2**	0	**3**	0	**3**	0	0	0	0	5
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	14	1	15	0	0	3	3	0	7	0	7	0	0	0	0	25
% App. Total	0	93.3	6.7		0	0	100		0	100	0		0	0	0		
PHF	.000	.500	.250	.536	.000	.000	.375	.375	.000	.583	.000	.583	.000	.000	.000	.000	.694

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred AM
Site Code : 05723278
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Peak Hour Analysis From 07:15 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	0	**7**	0	**7**	0	0	1	1	0	1	0	1	0	0	0	0
+15 mins.	0	4	**1**	5	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	**2**	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	14	1	15	0	0	3	3	0	9	0	9	0	0	0	0
% App. Total	0	93.3	6.7		0	0	100		0	100	0		0	0	0	
PHF	.000	.500	.250	.536	.000	.000	.375	.375	.000	.750	.000	.750	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
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File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

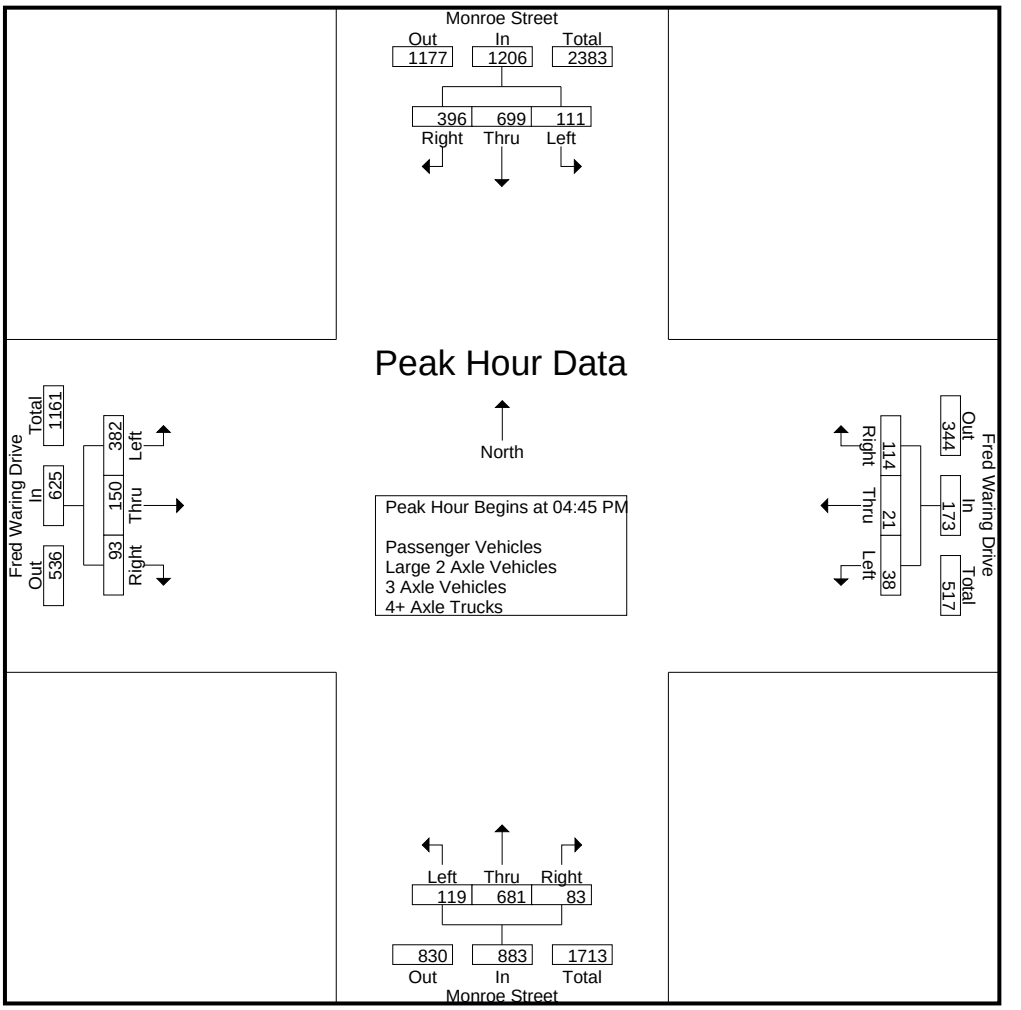
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	186	110	320	8	10	26	44	33	160	39	232	104	35	20	159	755
04:15 PM	26	196	98	320	8	12	21	41	27	165	27	219	73	31	10	114	694
04:30 PM	19	173	88	280	13	9	28	50	29	145	16	190	85	37	19	141	661
04:45 PM	27	172	110	309	10	5	33	48	28	151	19	198	87	22	23	132	687
Total	96	727	406	1229	39	36	108	183	117	621	101	839	349	125	72	546	2797
05:00 PM	21	187	111	319	9	8	32	49	23	172	21	216	87	40	18	145	729
05:15 PM	26	166	88	280	10	6	27	43	34	187	19	240	94	35	30	159	722
05:30 PM	37	174	87	298	9	2	22	33	34	171	24	229	114	53	22	189	749
05:45 PM	24	199	85	308	4	6	17	27	20	169	32	221	85	24	13	122	678
Total	108	726	371	1205	32	22	98	152	111	699	96	906	380	152	83	615	2878
Grand Total	204	1453	777	2434	71	58	206	335	228	1320	197	1745	729	277	155	1161	5675
Apprch %	8.4	59.7	31.9		21.2	17.3	61.5		13.1	75.6	11.3		62.8	23.9	13.4		
Total %	3.6	25.6	13.7	42.9	1.3	1	3.6	5.9	4	23.3	3.5	30.7	12.8	4.9	2.7	20.5	
Passenger Vehicles	200	1445	771	2416	71	57	203	331	226	1299	195	1720	724	275	153	1152	5619
% Passenger Vehicles	98	99.4	99.2	99.3	100	98.3	98.5	98.8	99.1	98.4	99	98.6	99.3	99.3	98.7	99.2	99
Large 2 Axle Vehicles	1	2	5	8	0	1	1	2	2	9	1	12	1	2	2	5	27
% Large 2 Axle Vehicles	0.5	0.1	0.6	0.3	0	1.7	0.5	0.6	0.9	0.7	0.5	0.7	0.1	0.7	1.3	0.4	0.5
3 Axle Vehicles	2	1	0	3	0	0	0	0	0	4	1	5	4	0	0	4	12
% 3 Axle Vehicles	1	0.1	0	0.1	0	0	0	0	0	0.3	0.5	0.3	0.5	0	0	0.3	0.2
4+ Axle Trucks	1	5	1	7	0	0	2	2	0	8	0	8	0	0	0	0	17
% 4+ Axle Trucks	0.5	0.3	0.1	0.3	0	0	1	0.6	0	0.6	0	0.5	0	0	0	0	0.3

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	172	110	309	**10**	5	**33**	48	28	151	19	198	87	22	23	132	687
05:00 PM	21	**187**	**111**	**319**	9	**8**	32	**49**	23	172	21	216	87	40	18	145	729
05:15 PM	26	166	88	280	10	6	27	43	**34**	**187**	19	**240**	94	35	**30**	159	722
05:30 PM	**37**	174	87	298	9	2	22	33	34	171	**24**	229	**114**	**53**	22	**189**	**749**
Total Volume	111	699	396	1206	38	21	114	173	119	681	83	883	382	150	93	625	2887
% App. Total	9.2	58	32.8		22	12.1	65.9		13.5	77.1	9.4		61.1	24	14.9		
PHF	.750	.934	.892	.945	.950	.656	.864	.883	.875	.910	.865	.920	.838	.708	.775	.827	.964

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

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Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	24	186	**110**	**320**	**13**	**9**	28	**50**	23	172	21	216	87	22	23	132
+15 mins.	26	**196**	98	320	10	5	**33**	48	**34**	**187**	19	**240**	87	40	18	145
+30 mins.	19	173	88	280	9	8	32	49	34	171	24	229	94	35	**30**	159
+45 mins.	**27**	172	110	309	10	6	27	43	20	169	**32**	221	**114**	**53**	22	**189**
Total Volume	96	727	406	1229	42	28	120	190	111	699	96	906	382	150	93	625
% App. Total	7.8	59.2	33		22.1	14.7	63.2		12.3	77.2	10.6		61.1	24	14.9	
PHF	.889	.927	.923	.960	.808	.778	.909	.950	.816	.934	.750	.944	.838	.708	.775	.827

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City of Indio
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File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
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Groups Printed- Passenger Vehicles

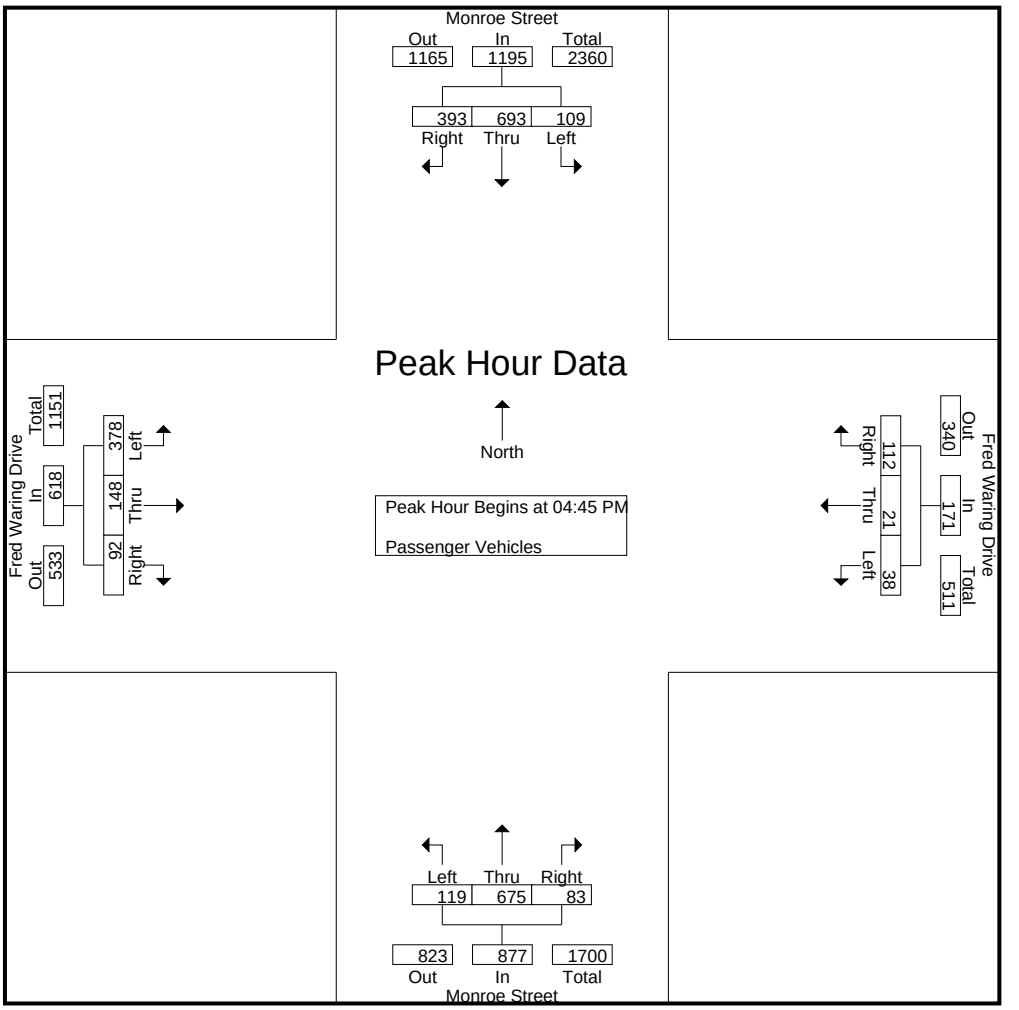
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	186	110	320	8	10	25	43	33	158	39	230	103	35	20	158	751
04:15 PM	24	195	96	315	8	12	21	41	27	160	26	213	73	31	10	114	683
04:30 PM	19	173	87	279	13	8	28	49	28	142	15	185	85	37	18	140	653
04:45 PM	27	171	110	308	10	5	32	47	28	148	19	195	86	22	23	131	681
Total	94	725	403	1222	39	35	106	180	116	608	99	823	347	125	71	543	2768
05:00 PM	21	184	109	314	9	8	31	48	23	170	21	214	85	39	18	142	718
05:15 PM	25	164	87	276	10	6	27	43	34	186	19	239	93	35	30	158	716
05:30 PM	36	174	87	297	9	2	22	33	34	171	24	229	114	52	21	187	746
05:45 PM	24	198	85	307	4	6	17	27	19	164	32	215	85	24	13	122	671
Total	106	720	368	1194	32	22	97	151	110	691	96	897	377	150	82	609	2851
Grand Total	200	1445	771	2416	71	57	203	331	226	1299	195	1720	724	275	153	1152	5619
Apprch %	8.3	59.8	31.9		21.5	17.2	61.3		13.1	75.5	11.3		62.8	23.9	13.3		
Total %	3.6	25.7	13.7	43	1.3	1	3.6	5.9	4	23.1	3.5	30.6	12.9	4.9	2.7	20.5	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	171	**110**	308	**10**	5	**32**	47	28	148	19	195	86	22	23	131	681
05:00 PM	21	**184**	109	**314**	9	**8**	31	**48**	23	170	21	214	85	39	18	142	718
05:15 PM	25	164	87	276	10	6	27	43	**34**	**186**	19	**239**	93	35	**30**	158	716
05:30 PM	**36**	174	87	297	9	2	22	33	34	171	**24**	229	**114**	**52**	21	**187**	**746**
Total Volume	109	693	393	1195	38	21	112	171	119	675	83	877	378	148	92	618	2861
% App. Total	9.1	58	32.9		22.2	12.3	65.5		13.6	77	9.5		61.2	23.9	14.9		
PHF	.757	.942	.893	.951	.950	.656	.875	.891	.875	.907	.865	.917	.829	.712	.767	.826	.959

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

File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	27	171	**110**	308	**10**	5	**32**	47	28	148	19	195	86	22	23	131
+15 mins.	21	**184**	109	**314**	9	**8**	31	**48**	23	170	21	214	85	39	18	142
+30 mins.	25	164	87	276	10	6	27	43	**34**	**186**	19	**239**	93	35	**30**	158
+45 mins.	**36**	174	87	297	9	2	22	33	34	171	**24**	229	**114**	**52**	21	**187**
Total Volume	109	693	393	1195	38	21	112	171	119	675	83	877	378	148	92	618
% App. Total	9.1	58	32.9		22.2	12.3	65.5		13.6	77	9.5		61.2	23.9	14.9	
PHF	.757	.942	.893	.951	.950	.656	.875	.891	.875	.907	.865	.917	.829	.712	.767	.826

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City of Indio
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File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
Start Date : 3/30/2023
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Groups Printed- Large 2 Axle Vehicles

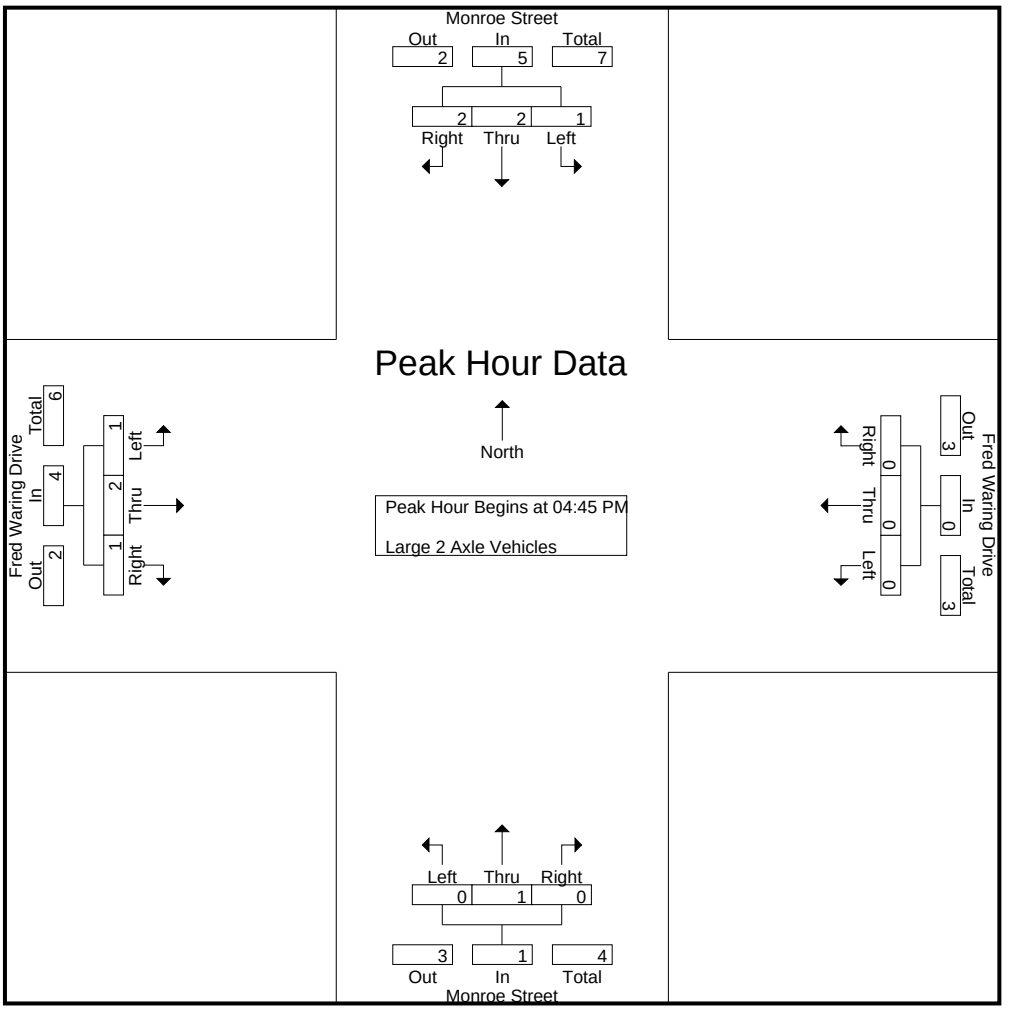
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	2	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:30 PM	0	0	1	1	0	1	0	1	1	2	0	3	0	0	1	1	6
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	3	3	0	1	1	2	1	4	1	6	0	0	1	1	12
05:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	1	1	0	2	5
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	6
Total	1	2	2	5	0	0	0	0	1	5	0	6	1	2	1	4	15
Grand Total	1	2	5	8	0	1	1	2	2	9	1	12	1	2	2	5	27
Apprch %	12.5	25	62.5		0	50	50		16.7	75	8.3		20	40	40		
Total %	3.7	7.4	18.5	29.6	0	3.7	3.7	7.4	7.4	33.3	3.7	44.4	3.7	7.4	7.4	18.5	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
05:00 PM	0	**1**	**2**	**3**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	**5**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	**1**	2	3
Total Volume	1	2	2	5	0	0	0	0	0	1	0	1	1	2	1	4	10
% App. Total	20	40	40		0	0	0		0	100	0		25	50	25		
PHF	.250	.500	.250	.417	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.250	.500	.500

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

File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	**2**	**3**	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	**1**	2
Total Volume	1	2	2	5	0	0	0	0	0	1	0	1	1	2	1	4
% App. Total	20	40	40		0	0	0		0	100	0		25	50	25	
PHF	.250	.500	.250	.417	.000	.000	.000	.000	.000	.250	.000	.250	.250	.500	.250	.500

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Groups Printed- 3 Axle Vehicles

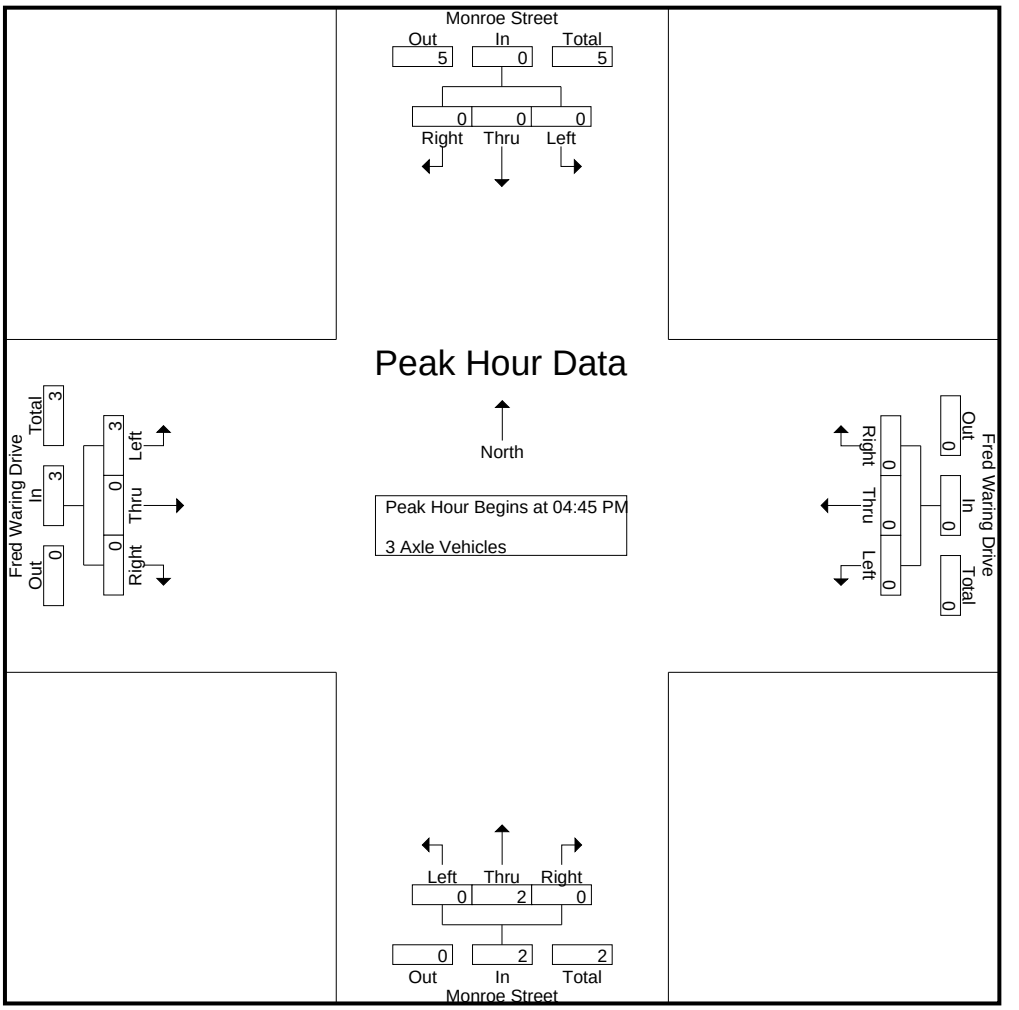
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Total	2	0	0	2	0	0	0	0	0	4	1	5	2	0	0	2	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	2	1	0	3	0	0	0	0	0	4	1	5	4	0	0	4	12
Apprch %	66.7	33.3	0		0	0	0		0	80	20		100	0	0		
Total %	16.7	8.3	0	25	0	0	0	0	0	33.3	8.3	41.7	33.3	0	0	33.3	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**1**	0	0	**1**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	3	0	0	3	5
% App. Total	0	0	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.750	.000	.000	.750	.417

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City of Indio
N/S: Monroe Street
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File Name : 14_IND_Mon_Fred PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

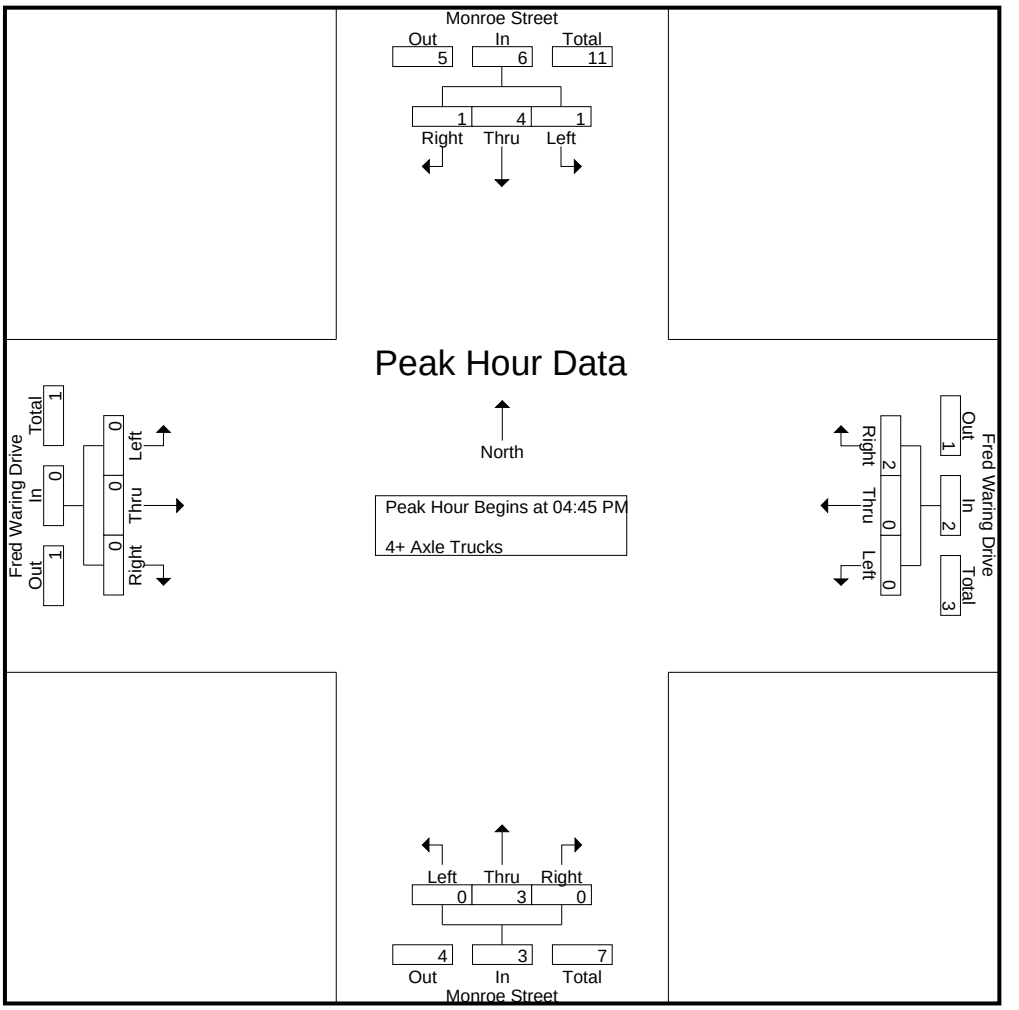
	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	1	1	0	5	0	5	0	0	0	0	8
05:00 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
05:15 PM	1	1	1	3	0	0	0	0	0	1	0	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	1	5	0	0	1	1	0	3	0	3	0	0	0	0	9
Grand Total	1	5	1	7	0	0	2	2	0	8	0	8	0	0	0	0	17
Apprch %	14.3	71.4	14.3		0	0	100		0	100	0		0	0	0		
Total %	5.9	29.4	5.9	41.2	0	0	11.8	11.8	0	47.1	0	47.1	0	0	0	0	

	Monroe Street Southbound				Fred Waring Drive Westbound				Monroe Street Northbound				Fred Waring Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
05:00 PM	0	**2**	0	2	0	0	1	1	0	**2**	0	**2**	0	0	0	0	**5**
05:15 PM	**1**	1	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	4	1	6	0	0	2	2	0	3	0	3	0	0	0	0	11
% App. Total	16.7	66.7	16.7		0	0	100		0	100	0		0	0	0		
PHF	.250	.500	.250	.500	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000	.550

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City of Indio
N/S: Monroe Street
E/W: Fred Waring Drive
Weather: Clear

File Name : 14_IND_Mon_Fred PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	2	0	0	1	1	0	**2**	0	**2**	0	0	0	0
+30 mins.	**1**	1	**1**	**3**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	4	1	6	0	0	2	2	0	3	0	3	0	0	0	0
% App. Total	16.7	66.7	16.7		0	0	100		0	100	0		0	0	0	
PHF	.250	.500	.250	.500	.000	.000	.500	.500	.000	.375	.000	.375	.000	.000	.000	.000

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

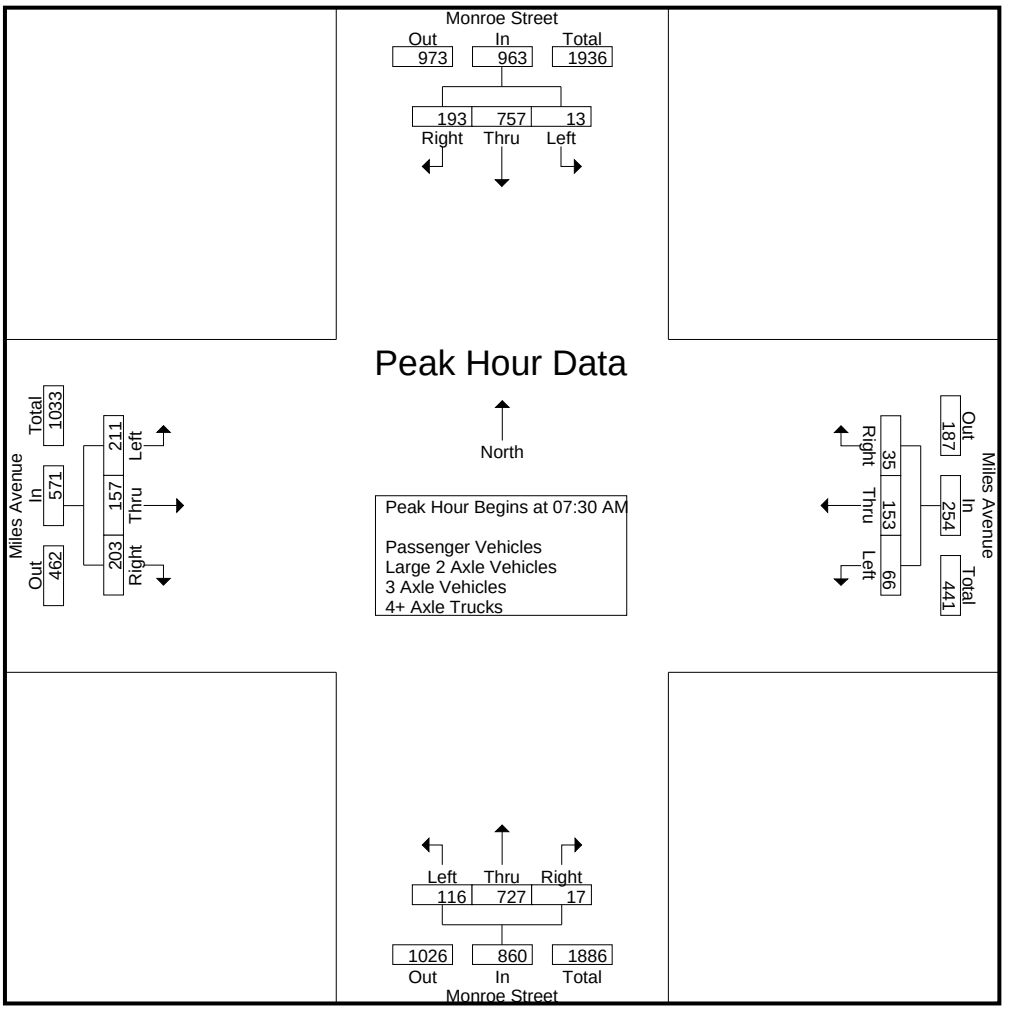
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	125	37	165	5	23	5	33	14	134	3	151	33	12	6	51	400
07:15 AM	6	146	48	200	9	18	7	34	21	164	2	187	27	16	15	58	479
07:30 AM	6	161	53	220	14	42	10	66	18	212	2	232	52	29	24	105	623
07:45 AM	0	205	53	258	16	45	10	71	36	157	2	195	50	45	60	155	679
Total	15	637	191	843	44	128	32	204	89	667	9	765	162	102	105	369	2181
08:00 AM	5	212	45	262	24	42	10	76	39	167	5	211	50	40	69	159	708
08:15 AM	2	179	42	223	12	24	5	41	23	191	8	222	59	43	50	152	638
08:30 AM	4	175	24	203	10	10	10	30	14	143	6	163	30	30	19	79	475
08:45 AM	4	145	38	187	4	15	3	22	13	161	3	177	34	20	18	72	458
Total	15	711	149	875	50	91	28	169	89	662	22	773	173	133	156	462	2279
Grand Total	30	1348	340	1718	94	219	60	373	178	1329	31	1538	335	235	261	831	4460
Apprch %	1.7	78.5	19.8		25.2	58.7	16.1		11.6	86.4	2		40.3	28.3	31.4		
Total %	0.7	30.2	7.6	38.5	2.1	4.9	1.3	8.4	4	29.8	0.7	34.5	7.5	5.3	5.9	18.6	
Passenger Vehicles	29	1285	334	1648	90	216	58	364	177	1284	31	1492	328	233	258	819	4323
% Passenger Vehicles	96.7	95.3	98.2	95.9	95.7	98.6	96.7	97.6	99.4	96.6	100	97	97.9	99.1	98.9	98.6	96.9
Large 2 Axle Vehicles	1	35	3	39	2	2	1	5	1	19	0	20	6	2	3	11	75
% Large 2 Axle Vehicles	3.3	2.6	0.9	2.3	2.1	0.9	1.7	1.3	0.6	1.4	0	1.3	1.8	0.9	1.1	1.3	1.7
3 Axle Vehicles	0	2	3	5	1	1	1	3	0	6	0	6	1	0	0	1	15
% 3 Axle Vehicles	0	0.1	0.9	0.3	1.1	0.5	1.7	0.8	0	0.5	0	0.4	0.3	0	0	0.1	0.3
4+ Axle Trucks	0	26	0	26	1	0	0	1	0	20	0	20	0	0	0	0	47
% 4+ Axle Trucks	0	1.9	0	1.5	1.1	0	0	0.3	0	1.5	0	1.3	0	0	0	0	1.1

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**6**	161	**53**	220	14	42	**10**	66	18	**212**	2	**232**	52	29	24	105	623
07:45 AM	0	205	53	258	16	**45**	10	71	36	157	2	195	50	**45**	60	155	679
08:00 AM	5	**212**	45	**262**	**24**	42	10	**76**	**39**	167	5	211	50	40	**69**	**159**	**708**
08:15 AM	2	179	42	223	12	24	5	41	23	191	**8**	222	**59**	43	50	152	638
Total Volume	13	757	193	963	66	153	35	254	116	727	17	860	211	157	203	571	2648
% App. Total	1.3	78.6	20		26	60.2	13.8		13.5	84.5	2		37	27.5	35.6		
PHF	.542	.893	.910	.919	.688	.850	.875	.836	.744	.857	.531	.927	.894	.872	.736	.898	.935

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**6**	161	**53**	220	14	42	**10**	66	18	**212**	2	**232**	52	29	24	105
+15 mins.	0	205	53	258	16	**45**	10	71	36	157	2	195	50	**45**	60	155
+30 mins.	5	**212**	45	**262**	**24**	42	10	**76**	**39**	167	5	211	50	40	**69**	**159**
+45 mins.	2	179	42	223	12	24	5	41	23	191	**8**	222	**59**	43	50	152
Total Volume	13	757	193	963	66	153	35	254	116	727	17	860	211	157	203	571
% App. Total	1.3	78.6	20		26	60.2	13.8		13.5	84.5	2		37	27.5	35.6	
PHF	.542	.893	.910	.919	.688	.850	.875	.836	.744	.857	.531	.927	.894	.872	.736	.898

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

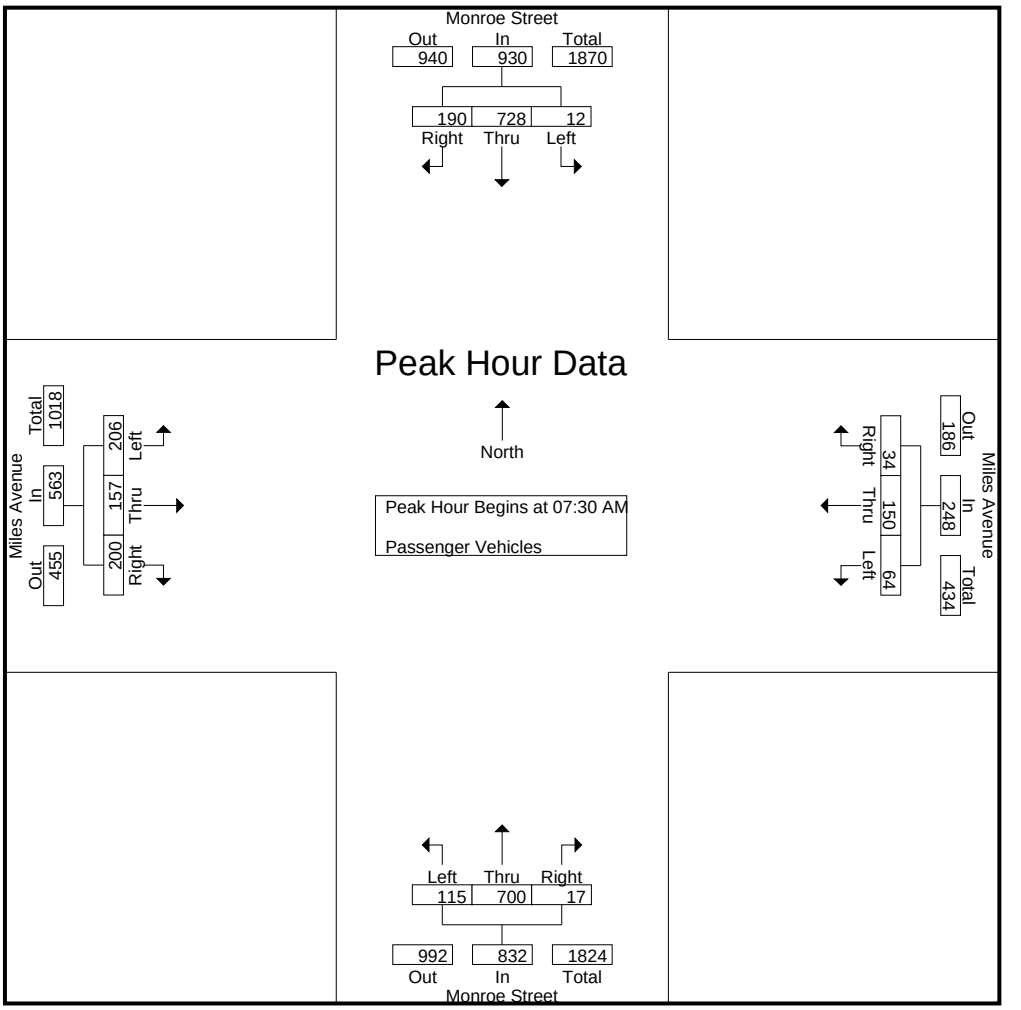
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	117	36	156	5	23	5	33	14	132	3	149	32	12	6	50	388
07:15 AM	6	132	47	185	7	18	6	31	21	160	2	183	27	16	15	58	457
07:30 AM	5	155	53	213	13	40	10	63	18	207	2	227	51	29	23	103	606
07:45 AM	0	200	53	253	16	45	9	70	36	151	2	189	49	45	60	154	666
Total	14	604	189	807	41	126	30	197	89	650	9	748	159	102	104	365	2117
08:00 AM	5	206	43	254	23	41	10	74	38	164	5	207	49	40	67	156	691
08:15 AM	2	167	41	210	12	24	5	41	23	178	8	209	57	43	50	150	610
08:30 AM	4	170	24	198	10	10	10	30	14	133	6	153	29	28	19	76	457
08:45 AM	4	138	37	179	4	15	3	22	13	159	3	175	34	20	18	72	448
Total	15	681	145	841	49	90	28	167	88	634	22	744	169	131	154	454	2206
Grand Total	29	1285	334	1648	90	216	58	364	177	1284	31	1492	328	233	258	819	4323
Apprch %	1.8	78	20.3		24.7	59.3	15.9		11.9	86.1	2.1		40	28.4	31.5		
Total %	0.7	29.7	7.7	38.1	2.1	5	1.3	8.4	4.1	29.7	0.7	34.5	7.6	5.4	6	18.9	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**5**	155	**53**	213	13	40	**10**	63	18	**207**	2	**227**	51	29	23	103	606
07:45 AM	0	200	53	253	16	**45**	9	70	36	151	2	189	49	**45**	60	154	666
08:00 AM	5	**206**	43	**254**	**23**	41	10	**74**	**38**	164	5	207	49	40	**67**	**156**	**691**
08:15 AM	2	167	41	210	12	24	5	41	23	178	**8**	209	**57**	43	50	150	610
Total Volume	12	728	190	930	64	150	34	248	115	700	17	832	206	157	200	563	2573
% App. Total	1.3	78.3	20.4		25.8	60.5	13.7		13.8	84.1	2		36.6	27.9	35.5		
PHF	.600	.883	.896	.915	.696	.833	.850	.838	.757	.845	.531	.916	.904	.872	.746	.902	.931

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**5**	155	**53**	213	13	40	**10**	63	18	**207**	2	**227**	51	29	23	103
+15 mins.	0	200	53	253	16	**45**	9	70	36	151	2	189	49	**45**	60	154
+30 mins.	5	**206**	43	**254**	**23**	41	10	**74**	**38**	164	5	207	49	40	**67**	**156**
+45 mins.	2	167	41	210	12	24	5	41	23	178	**8**	209	**57**	43	50	150
Total Volume	12	728	190	930	64	150	34	248	115	700	17	832	206	157	200	563
% App. Total	1.3	78.3	20.4		25.8	60.5	13.7		13.8	84.1	2		36.6	27.9	35.5	
PHF	.600	.883	.896	.915	.696	.833	.850	.838	.757	.845	.531	.916	.904	.872	.746	.902

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

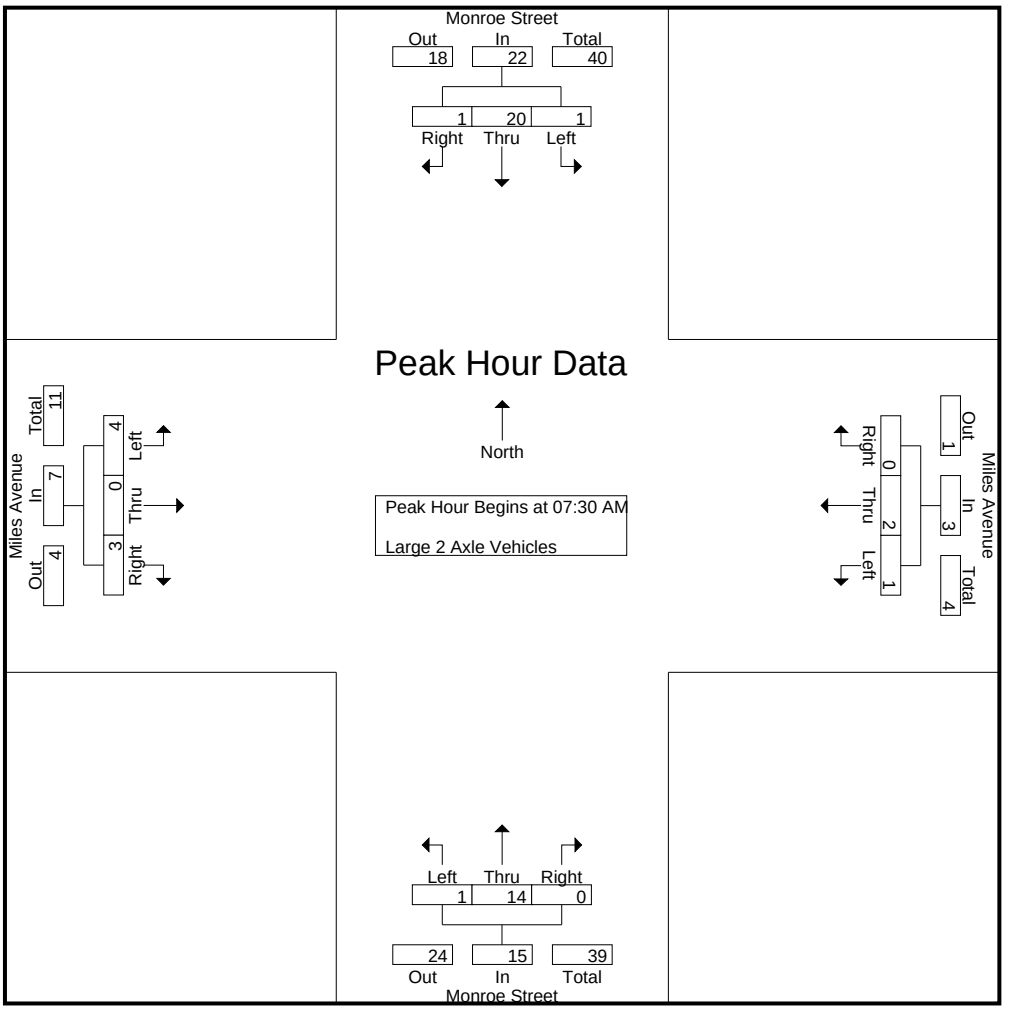
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	1	7	0	0	0	0	0	0	0	0	1	0	0	1	8
07:15 AM	0	5	0	5	1	0	1	2	0	2	0	2	0	0	0	0	9
07:30 AM	1	4	0	5	1	2	0	3	0	2	0	2	1	0	1	2	12
07:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
Total	1	18	1	20	2	2	1	5	0	7	0	7	3	0	1	4	36
08:00 AM	0	3	1	4	0	0	0	0	1	1	0	2	1	0	2	3	9
08:15 AM	0	10	0	10	0	0	0	0	0	8	0	8	1	0	0	1	19
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	2	0	3	5
08:45 AM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	17	2	19	0	0	0	0	1	12	0	13	3	2	2	7	39
Grand Total	1	35	3	39	2	2	1	5	1	19	0	20	6	2	3	11	75
Apprch %	2.6	89.7	7.7		40	40	20		5	95	0		54.5	18.2	27.3		
Total %	1.3	46.7	4	52	2.7	2.7	1.3	6.7	1.3	25.3	0	26.7	8	2.7	4	14.7	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	4	0	5	**1**	**2**	0	**3**	0	2	0	2	**1**	0	1	2	12
07:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:00 AM	0	3	**1**	4	0	0	0	0	**1**	1	0	2	1	0	**2**	**3**	9
08:15 AM	0	**10**	0	**10**	0	0	0	0	0	**8**	0	**8**	1	0	0	1	**19**
Total Volume	1	20	1	22	1	2	0	3	1	14	0	15	4	0	3	7	47
% App. Total	4.5	90.9	4.5		33.3	66.7	0		6.7	93.3	0		57.1	0	42.9		
PHF	.250	.500	.250	.550	.250	.250	.000	.250	.250	.438	.000	.469	1.00	.000	.375	.583	.618

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	4	0	5	**1**	**2**	0	**3**	0	2	0	2	**1**	0	1	2
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1
+30 mins.	0	3	**1**	4	0	0	0	0	**1**	1	0	2	1	0	**2**	**3**
+45 mins.	0	**10**	0	**10**	0	0	0	0	0	**8**	0	**8**	1	0	0	1
Total Volume	1	20	1	22	1	2	0	3	1	14	0	15	4	0	3	7
% App. Total	4.5	90.9	4.5		33.3	66.7	0		6.7	93.3	0		57.1	0	42.9	
PHF	.250	.500	.250	.550	.250	.250	.000	.250	.250	.438	.000	.469	1.000	.000	.375	.583

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

File Name : 15_IND_Mon_Miles AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

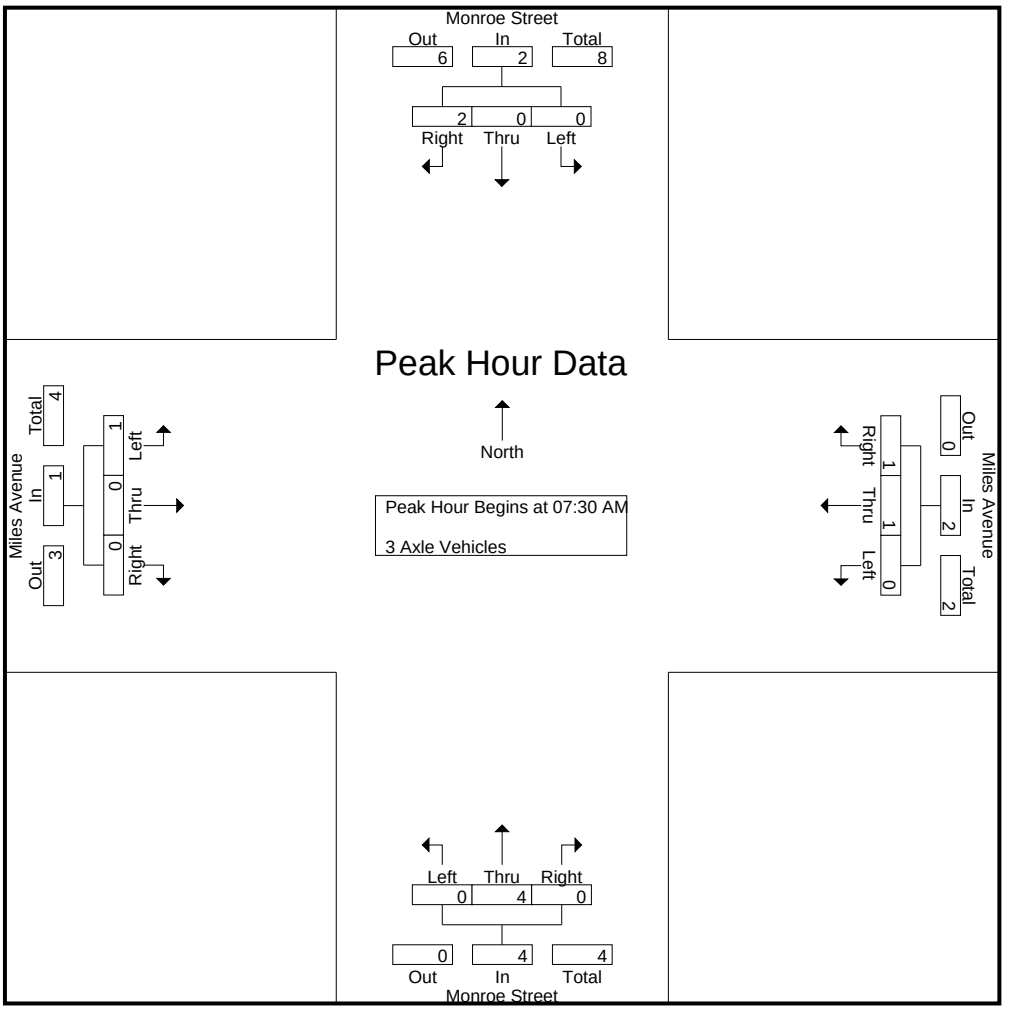
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	2	1	0	0	1	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	1	0	1	2	0	3	0	3	0	0	0	0	7
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	2	0	2	1	0	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	3	0	1	0	1	0	3	0	3	1	0	0	1	8
Grand Total	0	2	3	5	1	1	1	3	0	6	0	6	1	0	0	1	15
Apprch %	0	40	60		33.3	33.3	33.3		0	100	0		100	0	0		
Total %	0	13.3	20	33.3	6.7	6.7	6.7	20	0	40	0	40	6.7	0	0	6.7	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	**1**	**1**	0	**1**	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	1	1	0	0	0	0	0	2	0	2	**1**	0	0	**1**	**4**
Total Volume	0	0	2	2	0	1	1	2	0	4	0	4	1	0	0	1	9
% App. Total	0	0	100		0	50	50		0	100	0		100	0	0		
PHF	.000	.000	.500	.500	.000	.250	.250	.500	.000	.500	.000	.500	.250	.000	.000	.250	.563

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

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

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File Name : 15_IND_Mon_Miles AM
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Groups Printed- 4+ Axle Trucks

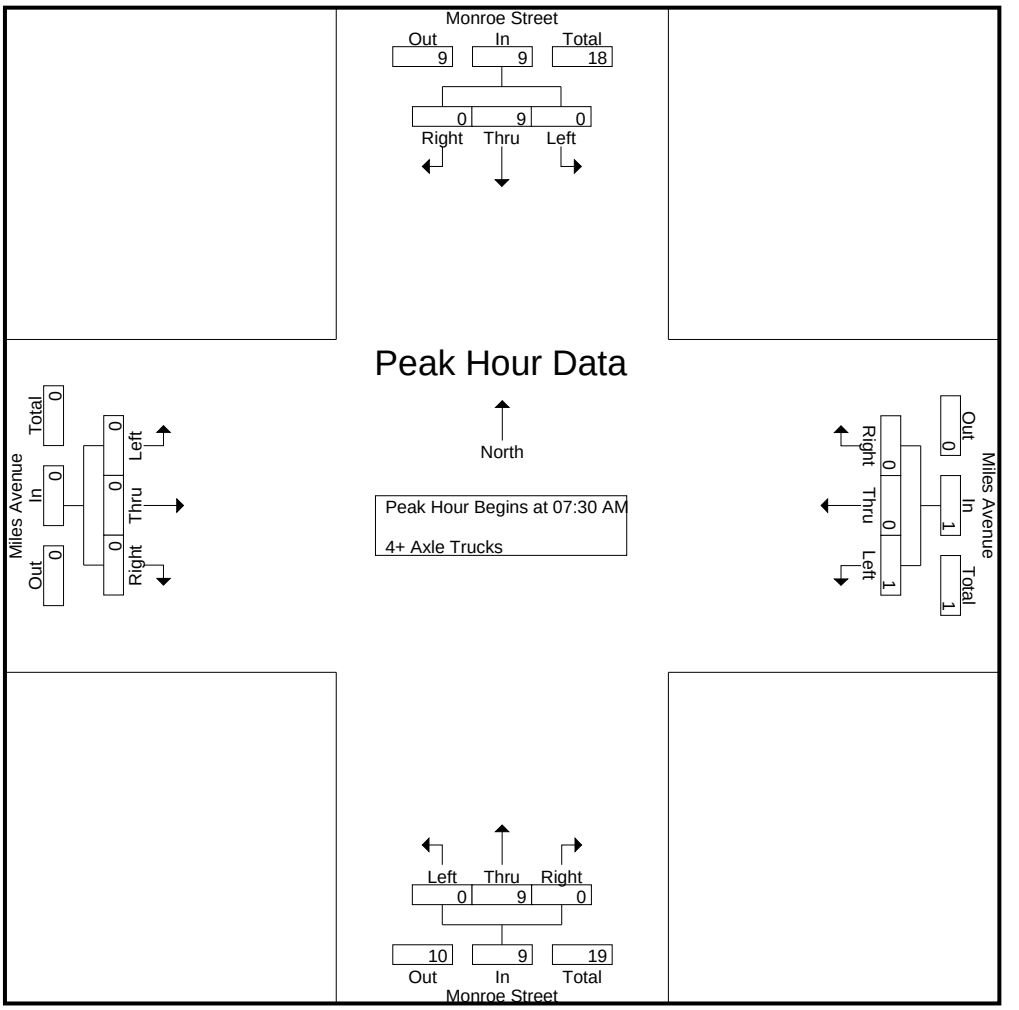
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:15 AM	0	8	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	14	0	14	0	0	0	0	0	7	0	7	0	0	0	0	21
08:00 AM	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
08:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	12	0	12	1	0	0	1	0	13	0	13	0	0	0	0	26
Grand Total	0	26	0	26	1	0	0	1	0	20	0	20	0	0	0	0	47
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	55.3	0	55.3	2.1	0	0	2.1	0	42.6	0	42.6	0	0	0	0	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
08:00 AM	0	**3**	0	**3**	**1**	0	0	**1**	0	2	0	2	0	0	0	0	**6**
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	9	0	9	1	0	0	1	0	9	0	9	0	0	0	0	19
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.792

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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	**3**	0	**3**	**1**	0	0	**1**	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	9	0	9	1	0	0	1	0	9	0	9	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

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City of Indio
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File Name : 15_IND_Mon_Miles PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

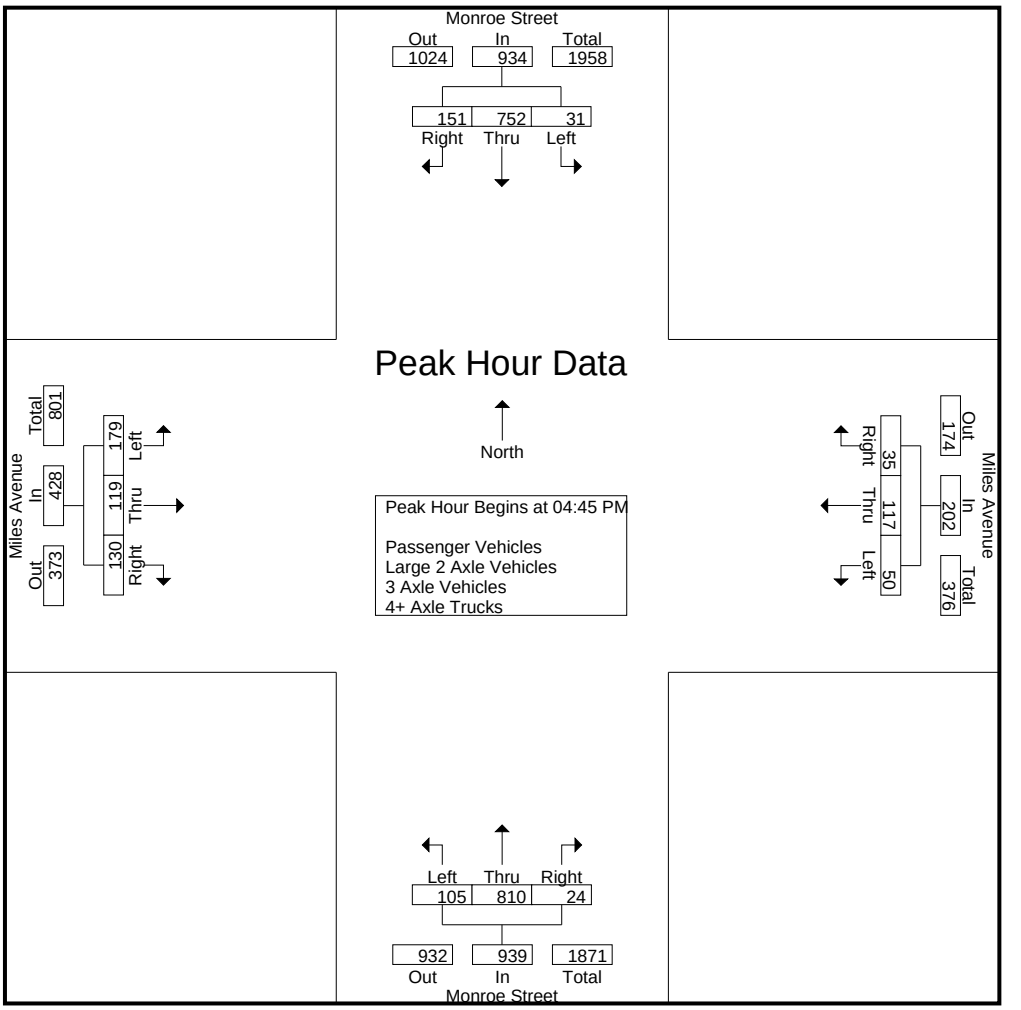
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	186	39	232	14	39	9	62	26	193	9	228	34	29	29	92	614
04:15 PM	3	224	29	256	11	33	11	55	25	182	5	212	41	29	36	106	629
04:30 PM	4	180	41	225	8	36	2	46	31	161	8	200	50	38	41	129	600
04:45 PM	6	181	50	237	10	22	6	38	26	224	8	258	26	28	30	84	617
Total	20	771	159	950	43	130	28	201	108	760	30	898	151	124	136	411	2460
05:00 PM	9	199	12	220	12	44	9	65	32	218	3	253	36	25	32	93	631
05:15 PM	9	181	41	231	16	24	4	44	20	179	5	204	67	34	35	136	615
05:30 PM	7	191	48	246	12	27	16	55	27	189	8	224	50	32	33	115	640
05:45 PM	3	178	37	218	17	34	8	59	25	181	11	217	48	40	23	111	605
Total	28	749	138	915	57	129	37	223	104	767	27	898	201	131	123	455	2491
Grand Total	48	1520	297	1865	100	259	65	424	212	1527	57	1796	352	255	259	866	4951
Apprch %	2.6	81.5	15.9		23.6	61.1	15.3		11.8	85	3.2		40.6	29.4	29.9		
Total %	1	30.7	6	37.7	2	5.2	1.3	8.6	4.3	30.8	1.2	36.3	7.1	5.2	5.2	17.5	
Passenger Vehicles	48	1509	297	1854	99	257	65	421	212	1505	57	1774	349	254	258	861	4910
% Passenger Vehicles	100	99.3	100	99.4	99	99.2	100	99.3	100	98.6	100	98.8	99.1	99.6	99.6	99.4	99.2
Large 2 Axle Vehicles	0	5	0	5	1	1	0	2	0	12	0	12	1	1	0	2	21
% Large 2 Axle Vehicles	0	0.3	0	0.3	1	0.4	0	0.5	0	0.8	0	0.7	0.3	0.4	0	0.2	0.4
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	2	0	2	2	0	1	3	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0.4	0	0.2	0	0.1	0	0.1	0.6	0	0.4	0.3	0.1
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.3

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	181	**50**	237	10	22	6	38	26	**224**	**8**	**258**	26	28	30	84	617
05:00 PM	**9**	**199**	12	220	12	**44**	9	**65**	**32**	218	3	253	36	25	32	93	631
05:15 PM	9	181	41	231	**16**	24	4	44	20	179	5	204	**67**	**34**	**35**	**136**	615
05:30 PM	7	191	48	**246**	12	27	**16**	55	27	189	8	224	50	32	33	115	**640**
Total Volume	31	752	151	934	50	117	35	202	105	810	24	939	179	119	130	428	2503
% App. Total	3.3	80.5	16.2		24.8	57.9	17.3		11.2	86.3	2.6		41.8	27.8	30.4		
PHF	.861	.945	.755	.949	.781	.665	.547	.777	.820	.904	.750	.910	.668	.875	.929	.787	.978

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

	04:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	**7**	186	39	232	12	**44**	9	**65**	26	**224**	**8**	**258**	36	25	32	93
+15 mins.	3	**224**	29	**256**	16	24	4	44	**32**	218	3	253	**67**	34	**35**	**136**
+30 mins.	4	180	41	225	12	27	**16**	55	20	179	5	204	50	32	33	115
+45 mins.	6	181	**50**	237	**17**	34	8	59	27	189	8	224	48	**40**	23	111
Total Volume	20	771	159	950	57	129	37	223	105	810	24	939	201	131	123	455
% App. Total	2.1	81.2	16.7		25.6	57.8	16.6		11.2	86.3	2.6		44.2	28.8	27	
PHF	.714	.860	.795	.928	.838	.733	.578	.858	.820	.904	.750	.910	.750	.819	.879	.836

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Groups Printed- Passenger Vehicles

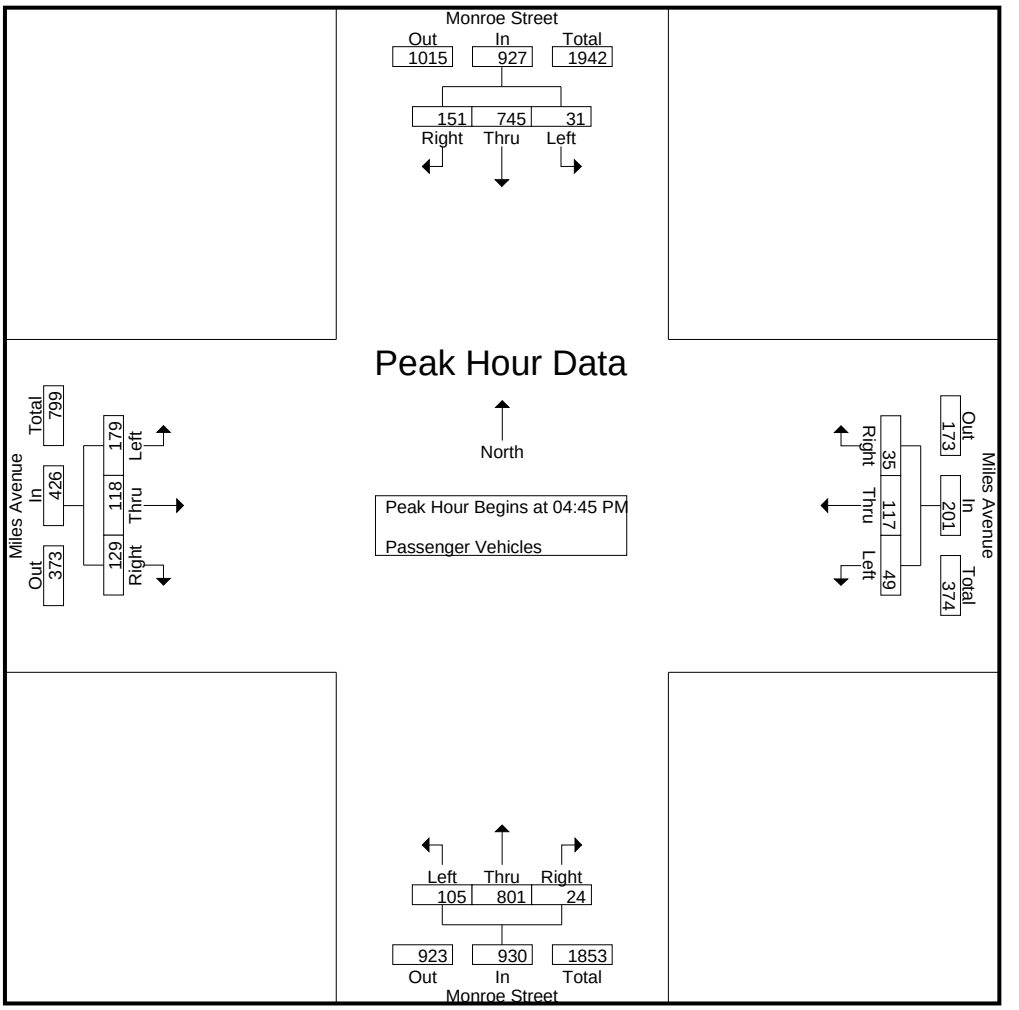
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	185	39	231	14	38	9	61	26	191	9	226	33	29	29	91	609
04:15 PM	3	223	29	255	11	33	11	55	25	178	5	208	41	29	36	106	624
04:30 PM	4	179	41	224	8	36	2	46	31	156	8	195	49	38	41	128	593
04:45 PM	6	180	50	236	9	22	6	37	26	222	8	256	26	28	30	84	613
Total	20	767	159	946	42	129	28	199	108	747	30	885	149	124	136	409	2439
05:00 PM	9	197	12	218	12	44	9	65	32	215	3	250	36	25	31	92	625
05:15 PM	9	178	41	228	16	24	4	44	20	179	5	204	67	34	35	136	612
05:30 PM	7	190	48	245	12	27	16	55	27	185	8	220	50	31	33	114	634
05:45 PM	3	177	37	217	17	33	8	58	25	179	11	215	47	40	23	110	600
Total	28	742	138	908	57	128	37	222	104	758	27	889	200	130	122	452	2471
Grand Total	48	1509	297	1854	99	257	65	421	212	1505	57	1774	349	254	258	861	4910
Apprch %	2.6	81.4	16		23.5	61	15.4		12	84.8	3.2		40.5	29.5	30		
Total %	1	30.7	6	37.8	2	5.2	1.3	8.6	4.3	30.7	1.2	36.1	7.1	5.2	5.3	17.5	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	180	**50**	236	9	22	6	37	26	**222**	**8**	**256**	26	28	30	84	613
05:00 PM	**9**	**197**	12	218	12	**44**	9	**65**	**32**	215	3	250	36	25	31	92	625
05:15 PM	9	178	41	228	**16**	24	4	44	20	179	5	204	**67**	**34**	**35**	**136**	612
05:30 PM	7	190	48	**245**	12	27	**16**	55	27	185	8	220	50	31	33	114	**634**
Total Volume	31	745	151	927	49	117	35	201	105	801	24	930	179	118	129	426	2484
% App. Total	3.3	80.4	16.3		24.4	58.2	17.4		11.3	86.1	2.6		42	27.7	30.3		
PHF	.861	.945	.755	.946	.766	.665	.547	.773	.820	.902	.750	.908	.668	.868	.921	.783	.979

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	6	180	**50**	236	9	22	6	37	26	**222**	**8**	**256**	26	28	30	84
+15 mins.	**9**	**197**	12	218	12	**44**	9	**65**	**32**	215	3	250	36	25	31	92
+30 mins.	9	178	41	228	**16**	24	4	44	20	179	5	204	**67**	**34**	**35**	**136**
+45 mins.	7	190	48	**245**	12	27	**16**	55	27	185	8	220	50	31	33	114
Total Volume	31	745	151	927	49	117	35	201	105	801	24	930	179	118	129	426
% App. Total	3.3	80.4	16.3		24.4	58.2	17.4		11.3	86.1	2.6		42	27.7	30.3	
PHF	.861	.945	.755	.946	.766	.665	.547	.773	.820	.902	.750	.908	.668	.868	.921	.783

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File Name : 15_IND_Mon_Miles PM
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Groups Printed- Large 2 Axle Vehicles

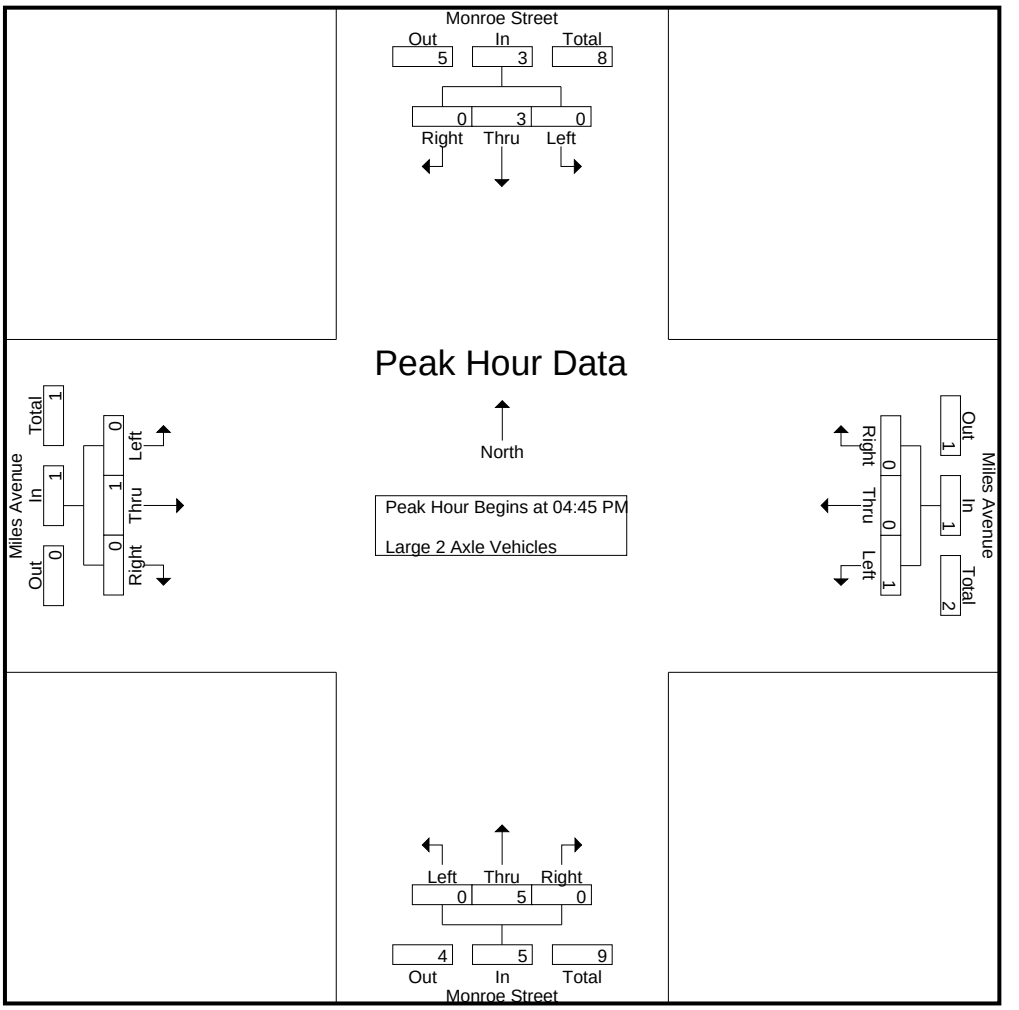
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	1	0	1	1	0	0	1	0	6	0	6	0	0	0	0	8
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	1	0	1	6
05:45 PM	0	1	0	1	0	1	0	1	0	2	0	2	1	0	0	1	5
Total	0	4	0	4	0	1	0	1	0	6	0	6	1	1	0	2	13
Grand Total	0	5	0	5	1	1	0	2	0	12	0	12	1	1	0	2	21
Apprch %	0	100	0		50	50	0		0	100	0		50	50	0		
Total %	0	23.8	0	23.8	4.8	4.8	0	9.5	0	57.1	0	57.1	4.8	4.8	0	9.5	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	0	0	0	2
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	**1**	0	**1**	**6**
Total Volume	0	3	0	3	1	0	0	1	0	5	0	5	0	1	0	1	10
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.313	.000	.313	.000	.250	.000	.250	.417

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

File Name : 15_IND_Mon_Miles PM
Site Code : 05723278
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**4**	0	**4**	0	**1**	0	**1**
Total Volume	0	3	0	3	1	0	0	1	0	5	0	5	0	1	0	1
% App. Total	0	100	0		100	0	0		0	100	0		0	100	0	
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.313	.000	.313	.000	.250	.000	.250

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

File Name : 15_IND_Mon_Miles PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

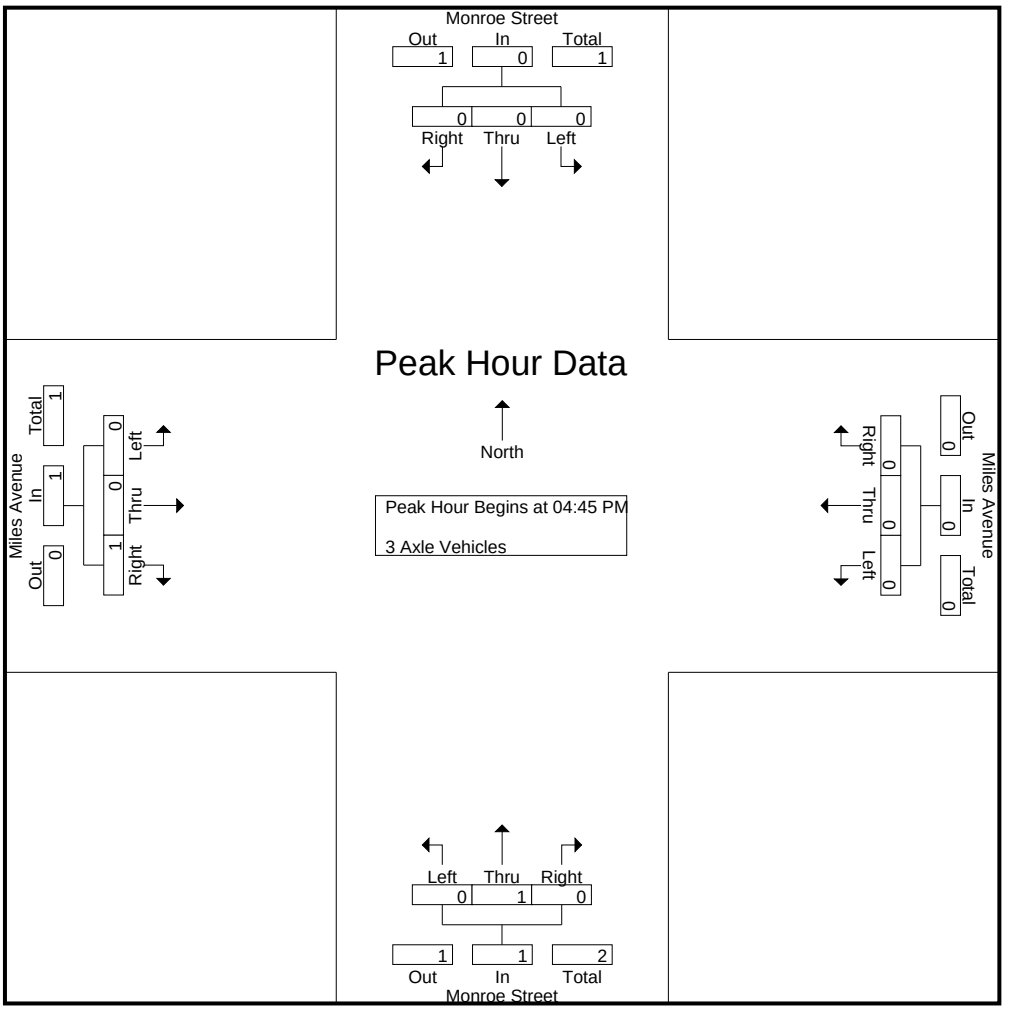
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	2	0	2	2	0	0	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	1	0	1	0	1	0	1	0	2	0	2	2	0	1	3	7
Apprch %	0	100	0		0	100	0		0	100	0		66.7	0	33.3		
Total %	0	14.3	0	14.3	0	14.3	0	14.3	0	28.6	0	28.6	28.6	0	14.3	42.9	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.500

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

File Name : 15_IND_Mon_Miles PM
Site Code : 05723278
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : 15_IND_Mon_Miles PM
Site Code : 05723278
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Groups Printed- 4+ Axle Trucks

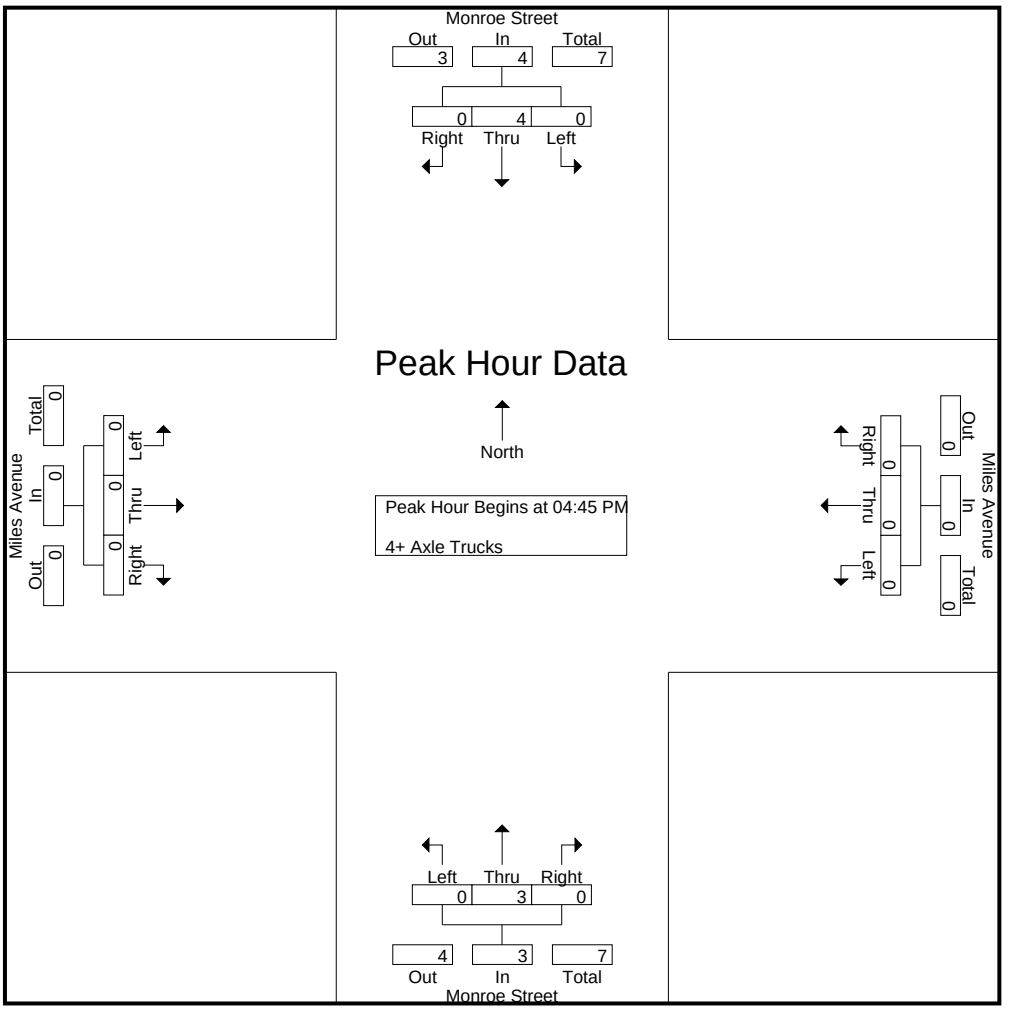
	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Grand Total	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	38.5	0	38.5	0	0	0	0	0	61.5	0	61.5	0	0	0	0	

	Monroe Street Southbound				Miles Avenue Westbound				Monroe Street Northbound				Miles Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
05:15 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.438

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City of Indio
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Weather: Clear

File Name : 15_IND_Mon_Miles PM
Site Code : 05723278
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

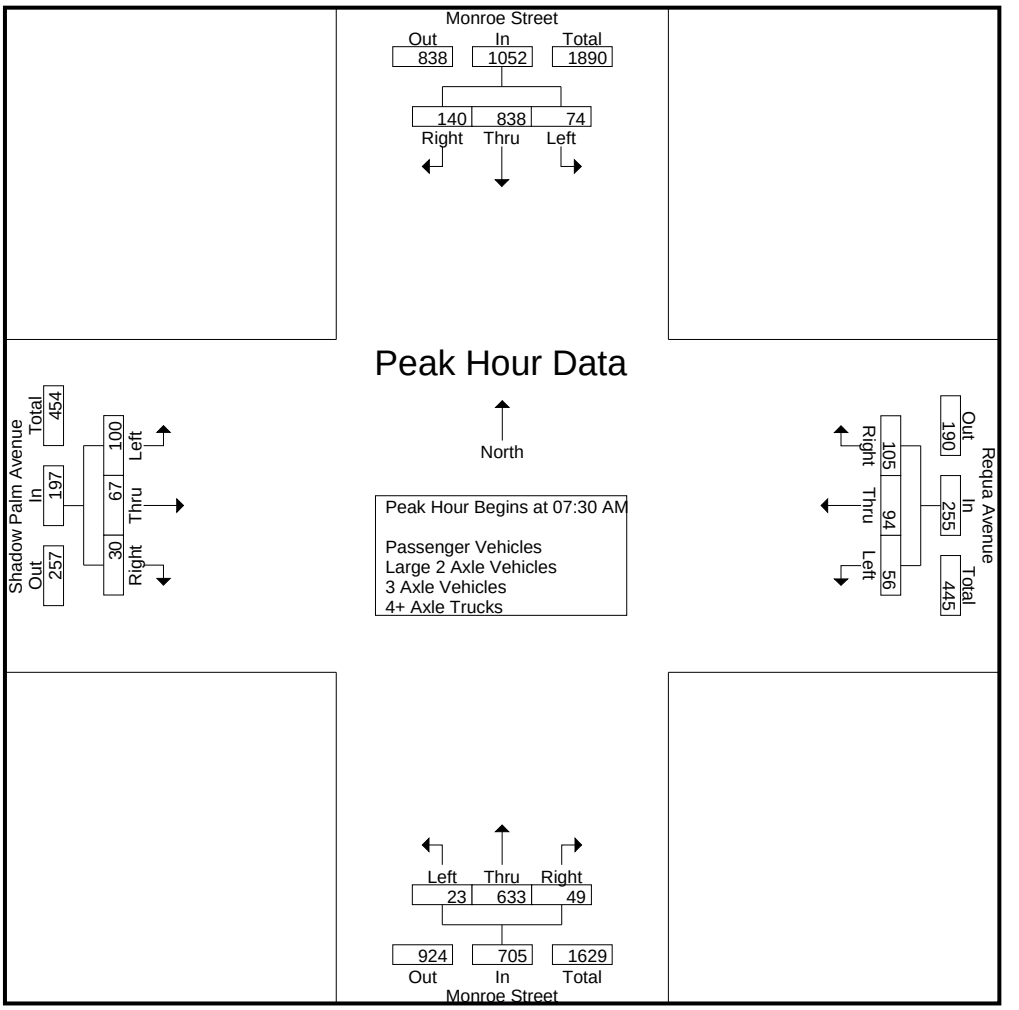
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	130	6	141	3	4	14	21	0	124	1	125	7	3	8	18	305
07:15 AM	7	144	6	157	3	2	28	33	2	144	7	153	13	12	7	32	375
07:30 AM	12	184	23	219	8	9	31	48	3	173	7	183	24	9	8	41	491
07:45 AM	22	219	40	281	9	19	24	52	6	140	7	153	21	13	7	41	527
Total	46	677	75	798	23	34	97	154	11	581	22	614	65	37	30	132	1698
08:00 AM	26	235	37	298	13	31	24	68	8	146	10	164	25	13	7	45	575
08:15 AM	14	200	40	254	26	35	26	87	6	174	25	205	30	32	8	70	616
08:30 AM	16	176	21	213	10	16	7	33	7	161	14	182	18	11	12	41	469
08:45 AM	15	167	9	191	10	12	12	34	9	151	8	168	7	19	5	31	424
Total	71	778	107	956	59	94	69	222	30	632	57	719	80	75	32	187	2084
Grand Total	117	1455	182	1754	82	128	166	376	41	1213	79	1333	145	112	62	319	3782
Apprch %	6.7	83	10.4		21.8	34	44.1		3.1	91	5.9		45.5	35.1	19.4		
Total %	3.1	38.5	4.8	46.4	2.2	3.4	4.4	9.9	1.1	32.1	2.1	35.2	3.8	3	1.6	8.4	
Passenger Vehicles	117	1392	179	1688	82	127	164	373	39	1173	79	1291	141	112	60	313	3665
% Passenger Vehicles	100	95.7	98.4	96.2	100	99.2	98.8	99.2	95.1	96.7	100	96.8	97.2	100	96.8	98.1	96.9
Large 2 Axle Vehicles	0	36	3	39	0	1	1	2	2	17	0	19	4	0	2	6	66
% Large 2 Axle Vehicles	0	2.5	1.6	2.2	0	0.8	0.6	0.5	4.9	1.4	0	1.4	2.8	0	3.2	1.9	1.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0.2
4+ Axle Trucks	0	26	0	26	0	0	1	1	0	17	0	17	0	0	0	0	44
% 4+ Axle Trucks	0	1.8	0	1.5	0	0	0.6	0.3	0	1.4	0	1.3	0	0	0	0	1.2

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	184	23	219	8	9	**31**	48	3	173	7	183	24	9	**8**	41	491
07:45 AM	22	219	**40**	281	9	19	24	52	6	140	7	153	21	13	7	41	527
08:00 AM	**26**	**235**	37	**298**	13	31	24	68	**8**	146	10	164	25	13	7	45	575
08:15 AM	14	200	40	254	**26**	**35**	26	**87**	6	**174**	**25**	**205**	**30**	**32**	8	**70**	**616**
Total Volume	74	838	140	1052	56	94	105	255	23	633	49	705	100	67	30	197	2209
% App. Total	7	79.7	13.3		22	36.9	41.2		3.3	89.8	7		50.8	34	15.2		
PHF	.712	.891	.875	.883	.538	.671	.847	.733	.719	.909	.490	.860	.833	.523	.938	.704	.897

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City of Indio
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E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:00 AM				07:30 AM			
+0 mins.	12	184	23	219	8	9	**31**	48	8	146	10	164	24	9	**8**	41
+15 mins.	22	219	**40**	281	9	19	24	52	6	**174**	**25**	**205**	21	13	7	41
+30 mins.	**26**	**235**	37	**298**	13	31	24	68	7	161	14	182	25	13	7	45
+45 mins.	14	200	40	254	**26**	**35**	26	**87**	**9**	151	8	168	**30**	**32**	8	**70**
Total Volume	74	838	140	1052	56	94	105	255	30	632	57	719	100	67	30	197
% App. Total	7	79.7	13.3		22	36.9	41.2		4.2	87.9	7.9		50.8	34	15.2	
PHF	.712	.891	.875	.883	.538	.671	.847	.733	.833	.908	.570	.877	.833	.523	.938	.704

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

File Name : 16_IND_Mon_Shad AM
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Groups Printed- Passenger Vehicles

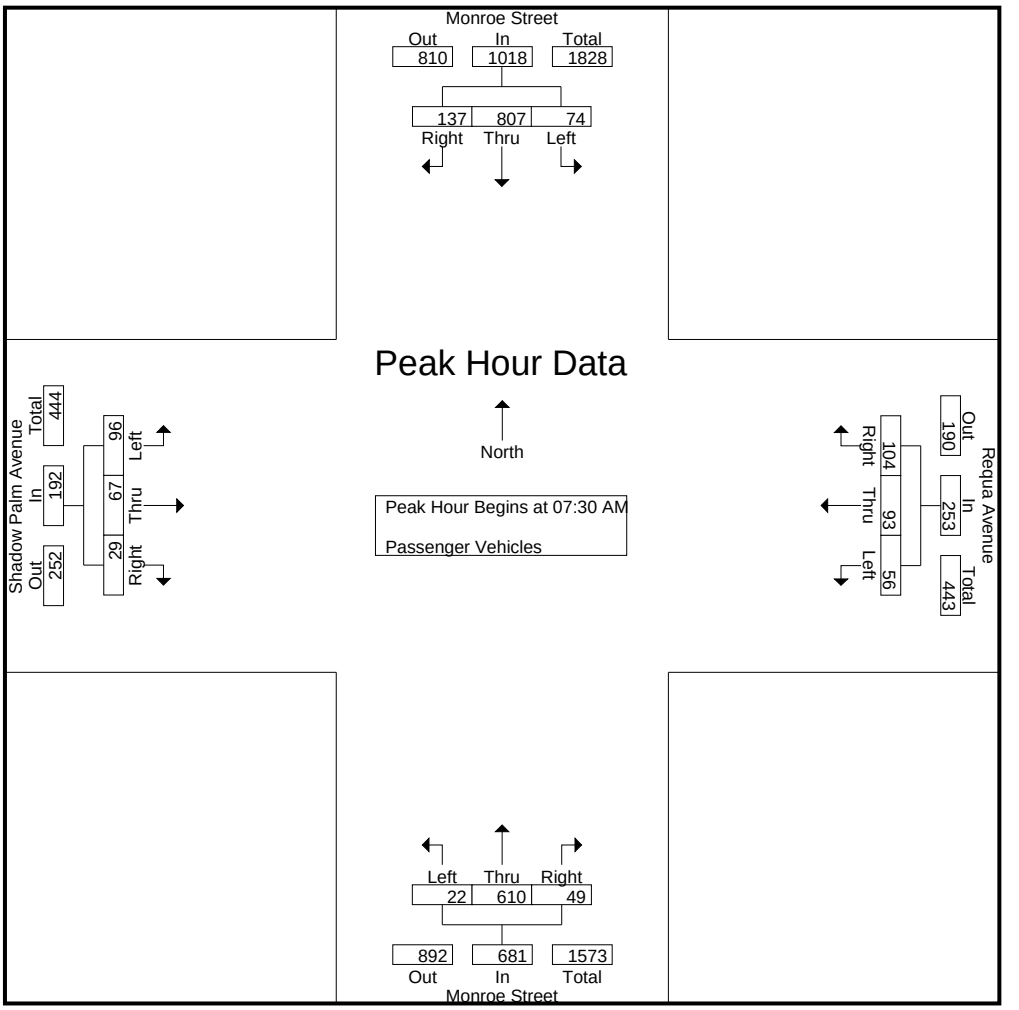
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	122	6	133	3	4	13	20	0	123	1	124	7	3	8	18	295
07:15 AM	7	132	6	145	3	2	28	33	2	139	7	148	13	12	7	32	358
07:30 AM	12	177	22	211	8	9	31	48	3	169	7	179	22	9	8	39	477
07:45 AM	22	214	40	276	9	18	24	51	5	135	7	147	21	13	7	41	515
Total	46	645	74	765	23	33	96	152	10	566	22	598	63	37	30	130	1645
08:00 AM	26	228	35	289	13	31	24	68	8	142	10	160	25	13	6	44	561
08:15 AM	14	188	40	242	26	35	25	86	6	164	25	195	28	32	8	68	591
08:30 AM	16	172	21	209	10	16	7	33	6	151	14	171	18	11	12	41	454
08:45 AM	15	159	9	183	10	12	12	34	9	150	8	167	7	19	4	30	414
Total	71	747	105	923	59	94	68	221	29	607	57	693	78	75	30	183	2020
Grand Total	117	1392	179	1688	82	127	164	373	39	1173	79	1291	141	112	60	313	3665
Apprch %	6.9	82.5	10.6		22	34	44		3	90.9	6.1		45	35.8	19.2		
Total %	3.2	38	4.9	46.1	2.2	3.5	4.5	10.2	1.1	32	2.2	35.2	3.8	3.1	1.6	8.5	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	177	22	211	8	9	**31**	48	3	**169**	7	179	22	9	**8**	39	477
07:45 AM	22	214	**40**	276	9	18	24	51	5	135	7	147	21	13	7	41	515
08:00 AM	**26**	**228**	35	**289**	13	31	24	68	**8**	142	10	160	25	13	6	44	561
08:15 AM	14	188	40	242	**26**	**35**	25	**86**	6	164	**25**	**195**	**28**	**32**	8	**68**	**591**
Total Volume	74	807	137	1018	56	93	104	253	22	610	49	681	96	67	29	192	2144
% App. Total	7.3	79.3	13.5		22.1	36.8	41.1		3.2	89.6	7.2		50	34.9	15.1		
PHF	.712	.885	.856	.881	.538	.664	.839	.735	.688	.902	.490	.873	.857	.523	.906	.706	.907

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	12	177	22	211	8	9	**31**	48	3	**169**	7	179	22	9	**8**	39
+15 mins.	22	214	**40**	276	9	18	24	51	5	135	7	147	21	13	7	41
+30 mins.	**26**	**228**	35	**289**	13	31	24	68	**8**	142	10	160	25	13	6	44
+45 mins.	14	188	40	242	**26**	**35**	25	**86**	6	164	**25**	**195**	**28**	**32**	8	**68**
Total Volume	74	807	137	1018	56	93	104	253	22	610	49	681	96	67	29	192
% App. Total	7.3	79.3	13.5		22.1	36.8	41.1		3.2	89.6	7.2		50	34.9	15.1	
PHF	.712	.885	.856	.881	.538	.664	.839	.735	.688	.902	.490	.873	.857	.523	.906	.706

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

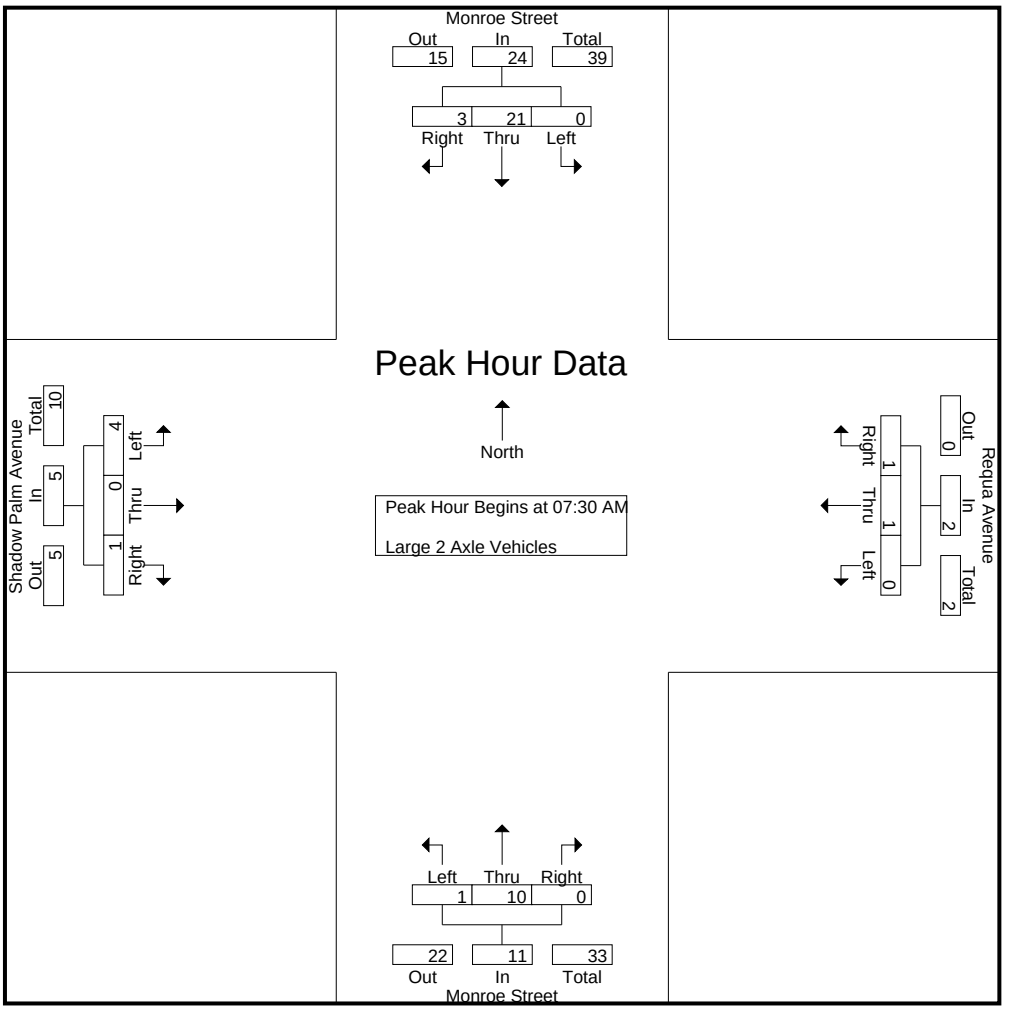
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
07:30 AM	0	5	1	6	0	0	0	0	0	1	0	1	2	0	0	2	9
07:45 AM	0	3	0	3	0	1	0	1	1	2	0	3	0	0	0	0	7
Total	0	19	1	20	0	1	0	1	1	7	0	8	2	0	0	2	31
08:00 AM	0	3	2	5	0	0	0	0	0	2	0	2	0	0	1	1	8
08:15 AM	0	10	0	10	0	0	1	1	0	5	0	5	2	0	0	2	18
08:30 AM	0	1	0	1	0	0	0	0	1	2	0	3	0	0	0	0	4
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Total	0	17	2	19	0	0	1	1	1	10	0	11	2	0	2	4	35
Grand Total	0	36	3	39	0	1	1	2	2	17	0	19	4	0	2	6	66
Apprch %	0	92.3	7.7		0	50	50		10.5	89.5	0		66.7	0	33.3		
Total %	0	54.5	4.5	59.1	0	1.5	1.5	3	3	25.8	0	28.8	6.1	0	3	9.1	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	5	1	6	0	0	0	0	0	1	0	1	**2**	0	0	**2**	9
07:45 AM	0	3	0	3	0	**1**	0	**1**	**1**	2	0	3	0	0	0	0	7
08:00 AM	0	3	**2**	5	0	0	0	0	0	2	0	2	0	0	**1**	1	8
08:15 AM	0	**10**	0	**10**	0	0	**1**	1	0	**5**	0	**5**	2	0	0	2	**18**
Total Volume	0	21	3	24	0	1	1	2	1	10	0	11	4	0	1	5	42
% App. Total	0	87.5	12.5		0	50	50		9.1	90.9	0		80	0	20		
PHF	.000	.525	.375	.600	.000	.250	.250	.500	.250	.500	.000	.550	.500	.000	.250	.625	.583

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	1	6	0	0	0	0	0	1	0	1	**2**	0	0	**2**
+15 mins.	0	3	0	3	0	**1**	0	**1**	**1**	2	0	3	0	0	0	0
+30 mins.	0	3	**2**	5	0	0	0	0	0	2	0	2	0	0	**1**	1
+45 mins.	0	**10**	0	**10**	0	0	**1**	1	0	**5**	0	**5**	2	0	0	2
Total Volume	0	21	3	24	0	1	1	2	1	10	0	11	4	0	1	5
% App. Total	0	87.5	12.5		0	50	50		9.1	90.9	0		80	0	20	
PHF	.000	.525	.375	.600	.000	.250	.250	.500	.250	.500	.000	.550	.500	.000	.250	.625

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

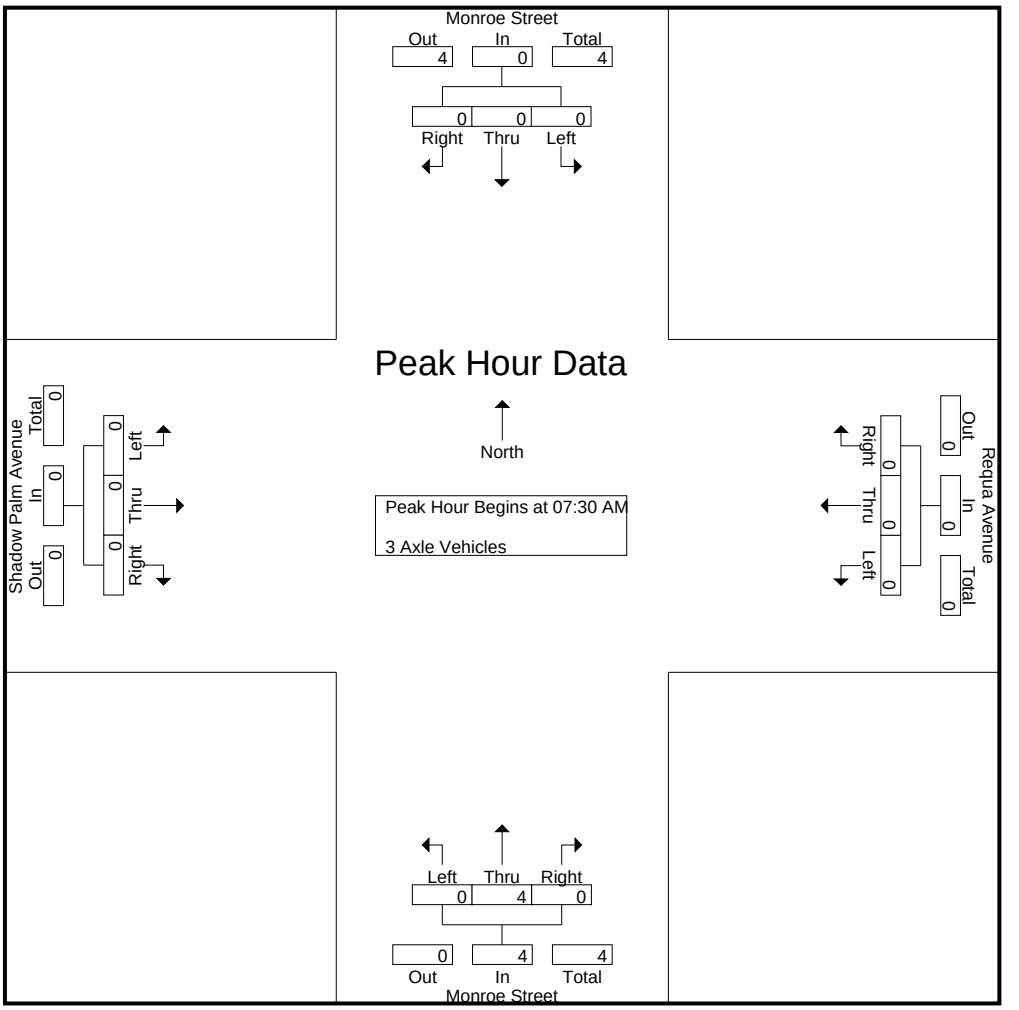
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Grand Total	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	14.3	0	14.3	0	0	0	0	0	85.7	0	85.7	0	0	0	0	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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

File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

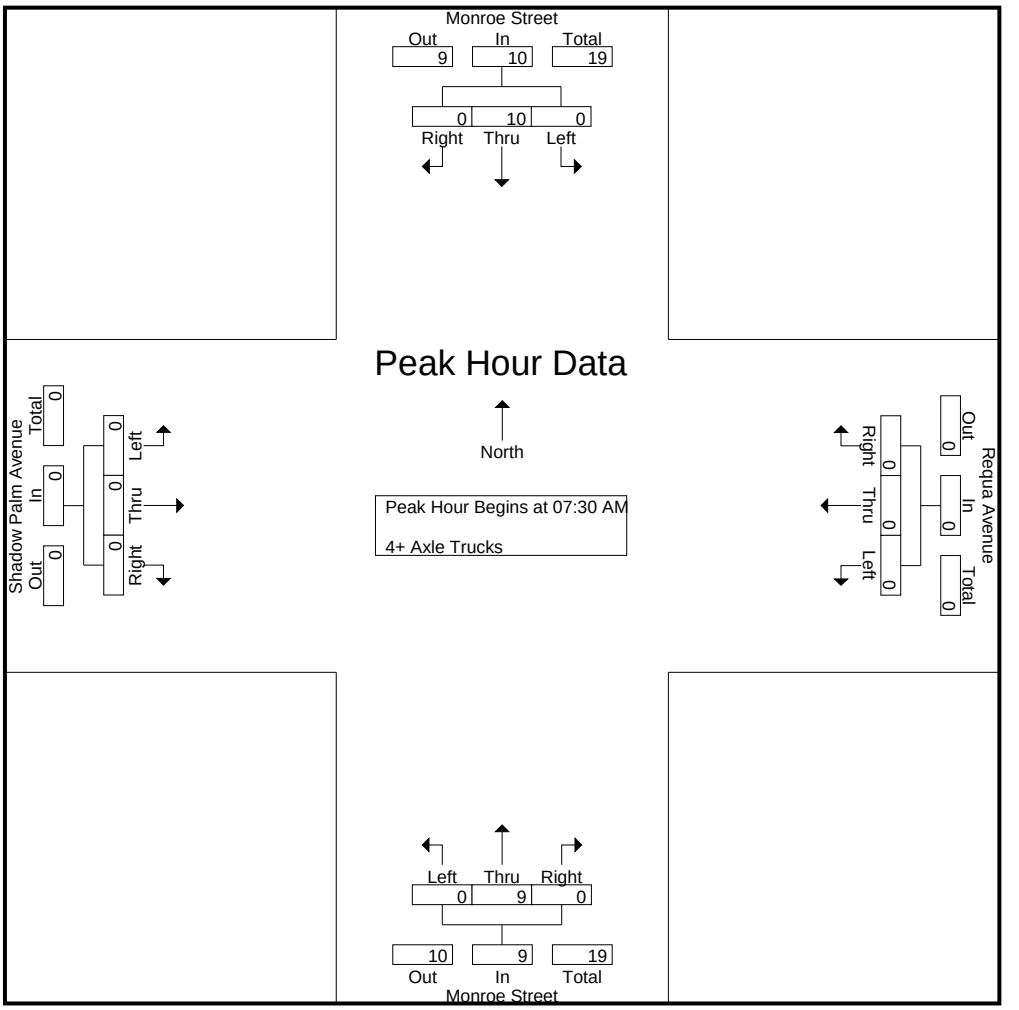
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:15 AM	0	8	0	8	0	0	0	0	0	1	0	1	0	0	0	0	9
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	13	0	13	0	0	1	1	0	5	0	5	0	0	0	0	19
08:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
08:45 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	13	0	13	0	0	0	0	0	12	0	12	0	0	0	0	25
Grand Total	0	26	0	26	0	0	1	1	0	17	0	17	0	0	0	0	44
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	59.1	0	59.1	0	0	2.3	2.3	0	38.6	0	38.6	0	0	0	0	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0	5
08:00 AM	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0	**6**
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.792

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City of Indio
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File Name : 16_IND_Mon_Shad AM
Site Code : 05723278
Start Date : 3/30/2023
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

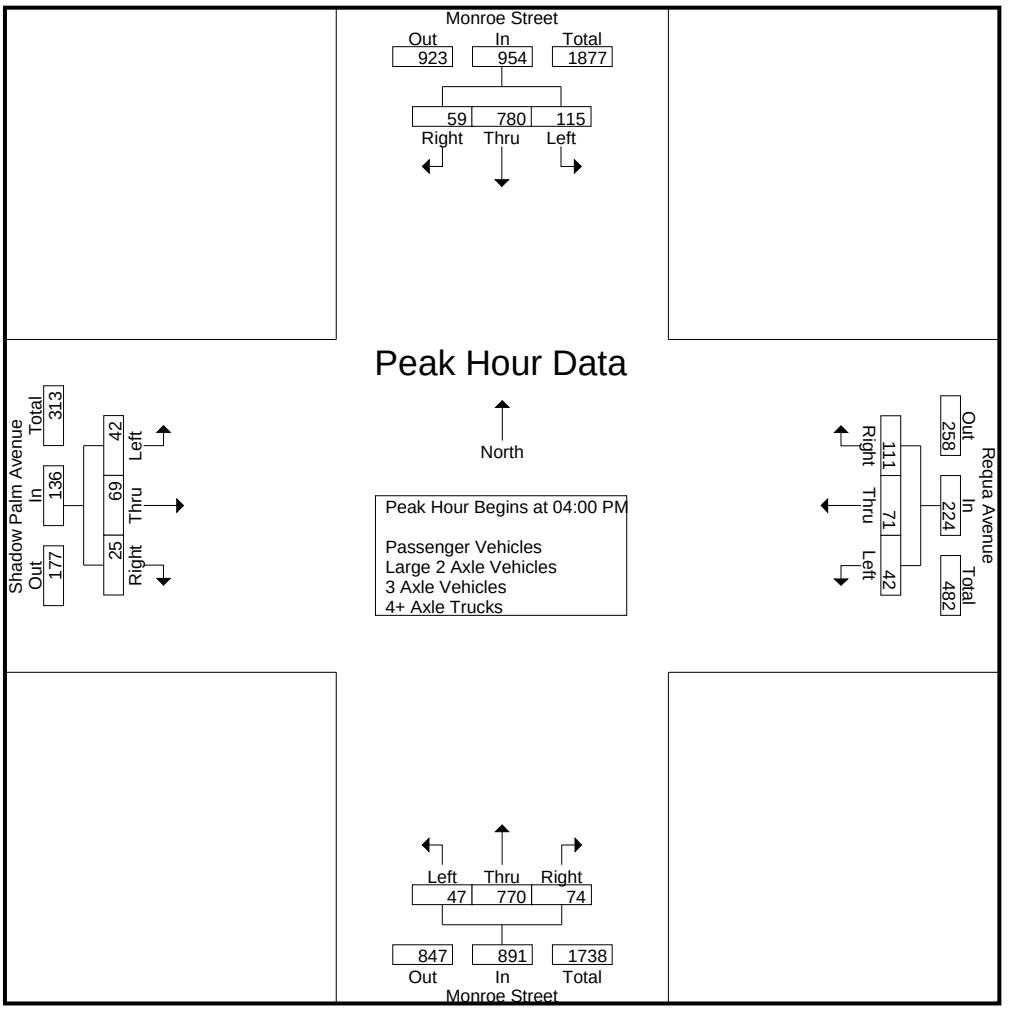
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	185	12	229	16	19	21	56	9	209	22	240	9	34	6	49	574
04:15 PM	32	203	15	250	8	15	27	50	11	167	10	188	17	11	8	36	524
04:30 PM	25	205	10	240	12	18	29	59	18	187	17	222	7	12	6	25	546
04:45 PM	26	187	22	235	6	19	34	59	9	207	25	241	9	12	5	26	561
Total	115	780	59	954	42	71	111	224	47	770	74	891	42	69	25	136	2205
05:00 PM	27	183	14	224	14	14	31	59	7	214	9	230	8	8	4	20	533
05:15 PM	23	209	15	247	10	19	29	58	4	198	11	213	8	15	4	27	545
05:30 PM	31	180	10	221	9	16	27	52	10	179	14	203	10	14	6	30	506
05:45 PM	34	179	19	232	8	28	31	67	5	186	8	199	13	27	4	44	542
Total	115	751	58	924	41	77	118	236	26	777	42	845	39	64	18	121	2126
Grand Total	230	1531	117	1878	83	148	229	460	73	1547	116	1736	81	133	43	257	4331
Apprch %	12.2	81.5	6.2		18	32.2	49.8		4.2	89.1	6.7		31.5	51.8	16.7		
Total %	5.3	35.3	2.7	43.4	1.9	3.4	5.3	10.6	1.7	35.7	2.7	40.1	1.9	3.1	1	5.9	
Passenger Vehicles	230	1517	117	1864	83	148	229	460	73	1524	116	1713	81	132	43	256	4293
% Passenger Vehicles	100	99.1	100	99.3	100	100	100	100	100	98.5	100	98.7	100	99.2	100	99.6	99.1
Large 2 Axle Vehicles	0	6	0	6	0	0	0	0	0	13	0	13	0	1	0	1	20
% Large 2 Axle Vehicles	0	0.4	0	0.3	0	0	0	0	0	0.8	0	0.7	0	0.8	0	0.4	0.5
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0.3

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**32**	185	12	229	**16**	**19**	21	56	9	**209**	22	240	9	**34**	6	**49**	**574**
04:15 PM	32	203	15	**250**	8	15	27	50	11	167	10	188	**17**	11	**8**	36	524
04:30 PM	25	**205**	10	240	12	18	29	**59**	**18**	187	17	222	7	12	6	25	546
04:45 PM	26	187	**22**	235	6	19	**34**	59	9	207	**25**	**241**	9	12	5	26	561
Total Volume	115	780	59	954	42	71	111	224	47	770	74	891	42	69	25	136	2205
% App. Total	12.1	81.8	6.2		18.8	31.7	49.6		5.3	86.4	8.3		30.9	50.7	18.4		
PHF	.898	.951	.670	.954	.656	.934	.816	.949	.653	.921	.740	.924	.618	.507	.781	.694	.960

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				05:00 PM				04:30 PM				04:00 PM			
+0 mins.	**32**	185	12	229	**14**	14	**31**	59	**18**	187	17	222	9	**34**	6	**49**
+15 mins.	32	203	15	**250**	10	19	29	58	9	207	**25**	**241**	**17**	11	**8**	36
+30 mins.	25	**205**	10	240	9	16	27	52	7	**214**	9	230	7	12	6	25
+45 mins.	26	187	**22**	235	8	**28**	31	**67**	4	198	11	213	9	12	5	26
Total Volume	115	780	59	954	41	77	118	236	38	806	62	906	42	69	25	136
% App. Total	12.1	81.8	6.2		17.4	32.6	50		4.2	89	6.8		30.9	50.7	18.4	
PHF	.898	.951	.670	.954	.732	.688	.952	.881	.528	.942	.620	.940	.618	.507	.781	.694

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

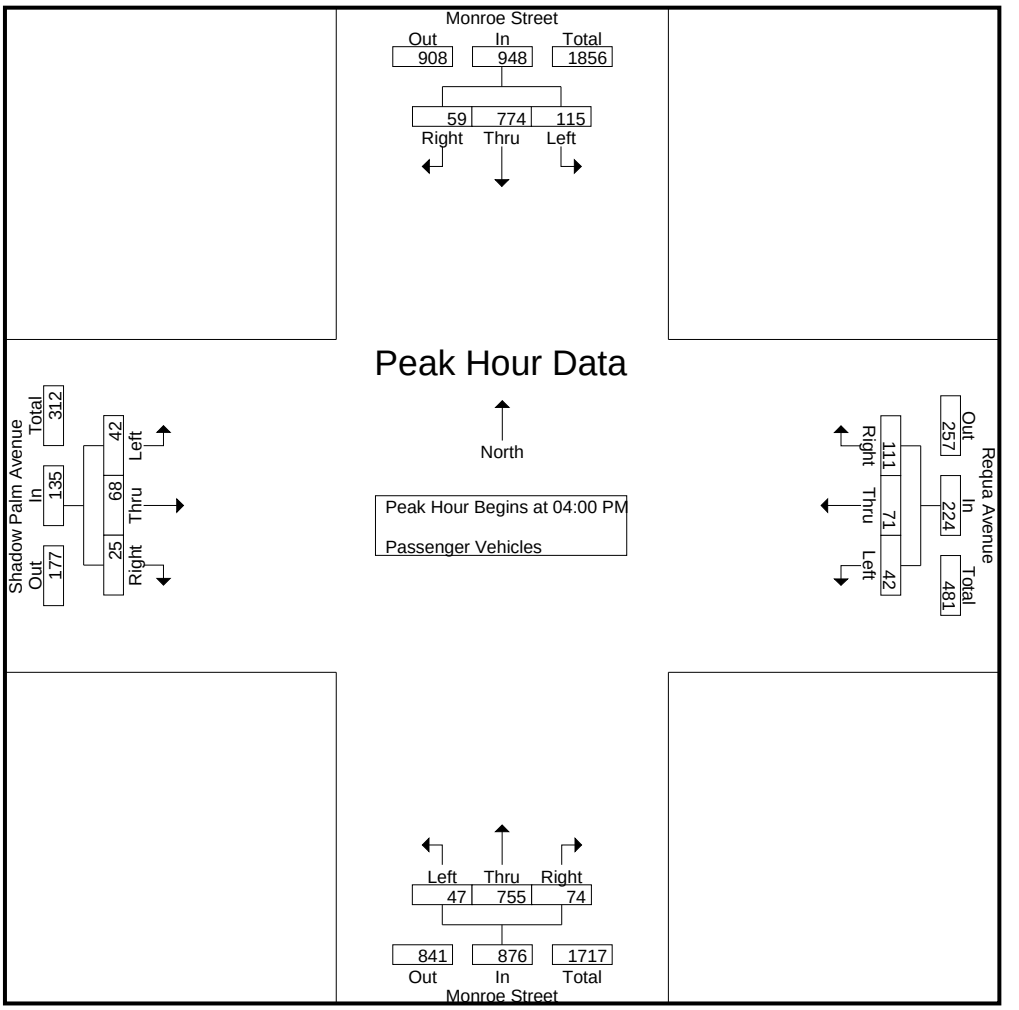
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	184	12	228	16	19	21	56	9	206	22	237	9	33	6	48	569
04:15 PM	32	202	15	249	8	15	27	50	11	163	10	184	17	11	8	36	519
04:30 PM	25	203	10	238	12	18	29	59	18	182	17	217	7	12	6	25	539
04:45 PM	26	185	22	233	6	19	34	59	9	204	25	238	9	12	5	26	556
Total	115	774	59	948	42	71	111	224	47	755	74	876	42	68	25	135	2183
05:00 PM	27	180	14	221	14	14	31	59	7	212	9	228	8	8	4	20	528
05:15 PM	23	206	15	244	10	19	29	58	4	198	11	213	8	15	4	27	542
05:30 PM	31	179	10	220	9	16	27	52	10	175	14	199	10	14	6	30	501
05:45 PM	34	178	19	231	8	28	31	67	5	184	8	197	13	27	4	44	539
Total	115	743	58	916	41	77	118	236	26	769	42	837	39	64	18	121	2110
Grand Total	230	1517	117	1864	83	148	229	460	73	1524	116	1713	81	132	43	256	4293
Apprch %	12.3	81.4	6.3		18	32.2	49.8		4.3	89	6.8		31.6	51.6	16.8		
Total %	5.4	35.3	2.7	43.4	1.9	3.4	5.3	10.7	1.7	35.5	2.7	39.9	1.9	3.1	1	6	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**32**	184	12	228	**16**	**19**	21	56	9	**206**	22	237	9	**33**	6	**48**	**569**
04:15 PM	32	202	15	**249**	8	15	27	50	11	163	10	184	**17**	11	**8**	36	519
04:30 PM	25	**203**	10	238	12	18	29	**59**	**18**	182	17	217	7	12	6	25	539
04:45 PM	26	185	**22**	233	6	19	**34**	59	9	204	**25**	**238**	9	12	5	26	556
Total Volume	115	774	59	948	42	71	111	224	47	755	74	876	42	68	25	135	2183
% App. Total	12.1	81.6	6.2		18.8	31.7	49.6		5.4	86.2	8.4		31.1	50.4	18.5		
PHF	.898	.953	.670	.952	.656	.934	.816	.949	.653	.916	.740	.920	.618	.515	.781	.703	.959

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**32**	184	12	228	**16**	**19**	21	56	9	**206**	22	237	9	**33**	6	**48**
+15 mins.	32	202	15	**249**	8	15	27	50	11	163	10	184	**17**	11	**8**	36
+30 mins.	25	**203**	10	238	12	18	29	**59**	**18**	182	17	217	7	12	6	25
+45 mins.	26	185	**22**	233	6	19	**34**	59	9	204	**25**	**238**	9	12	5	26
Total Volume	115	774	59	948	42	71	111	224	47	755	74	876	42	68	25	135
% App. Total	12.1	81.6	6.2		18.8	31.7	49.6		5.4	86.2	8.4		31.1	50.4	18.5	
PHF	.898	.953	.670	.952	.656	.934	.816	.949	.653	.916	.740	.920	.618	.515	.781	.703

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

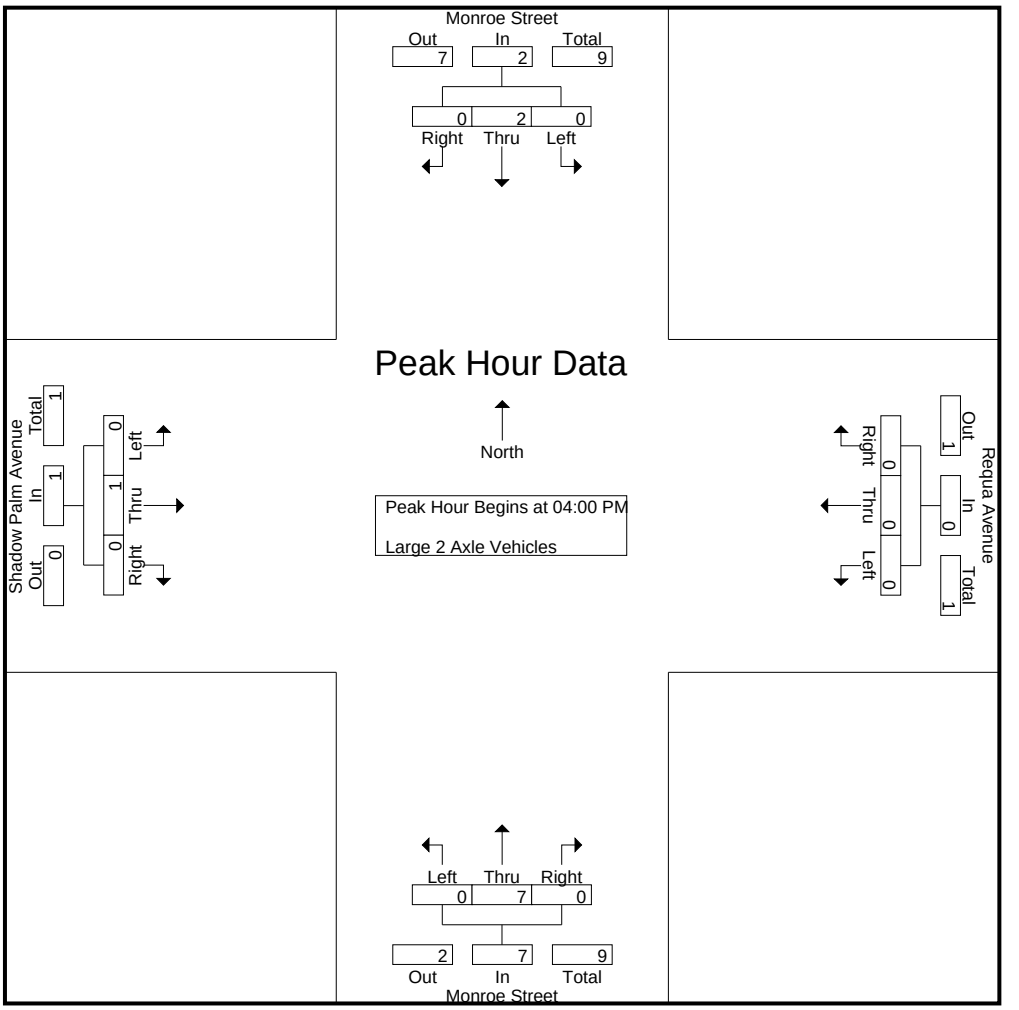
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	7	0	7	0	1	0	1	10
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
Grand Total	0	6	0	6	0	0	0	0	0	13	0	13	0	1	0	1	20
Apprch %	0	100	0		0	0	0		0	100	0		0	100	0		
Total %	0	30	0	30	0	0	0	0	0	65	0	65	0	5	0	5	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**	2
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**4**
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	1	0	1	10
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.000	.250	.625

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.583	.000	.250	.000	.250

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

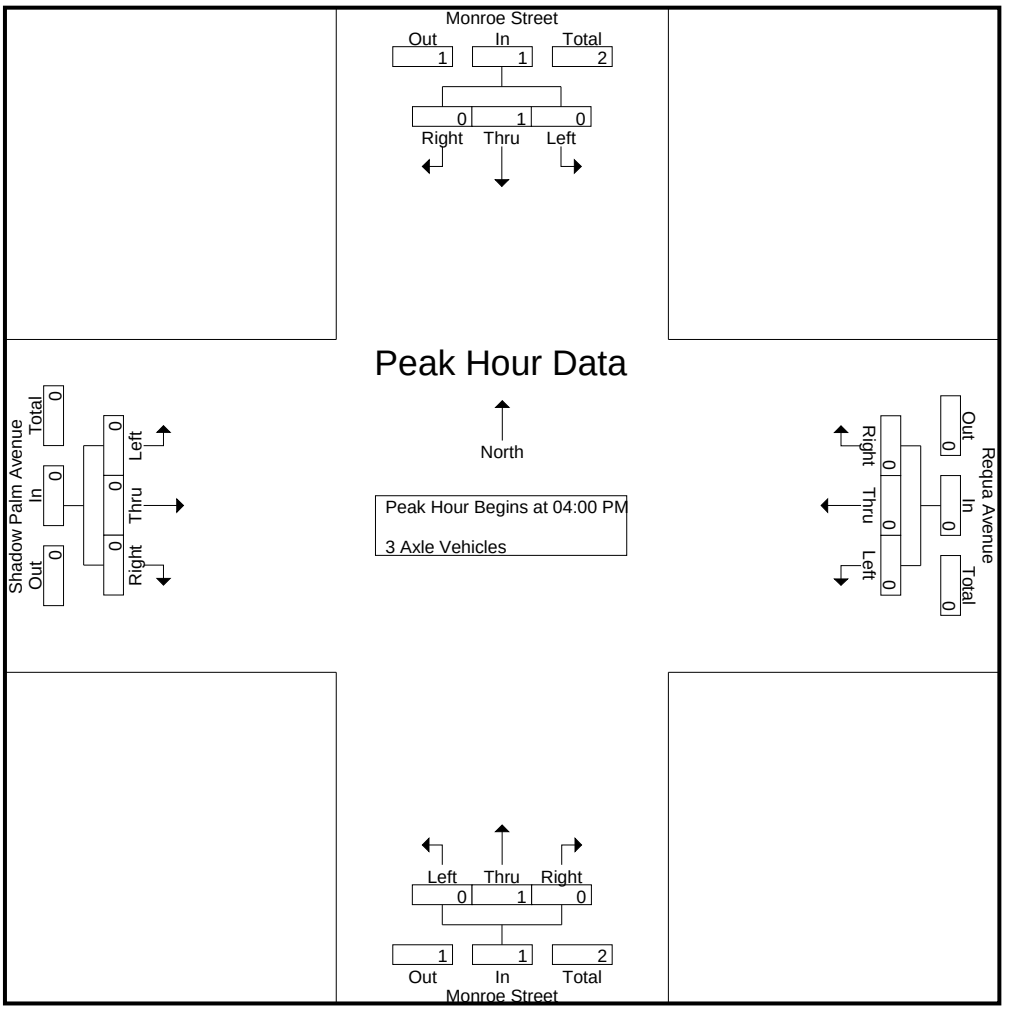
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

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

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

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

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

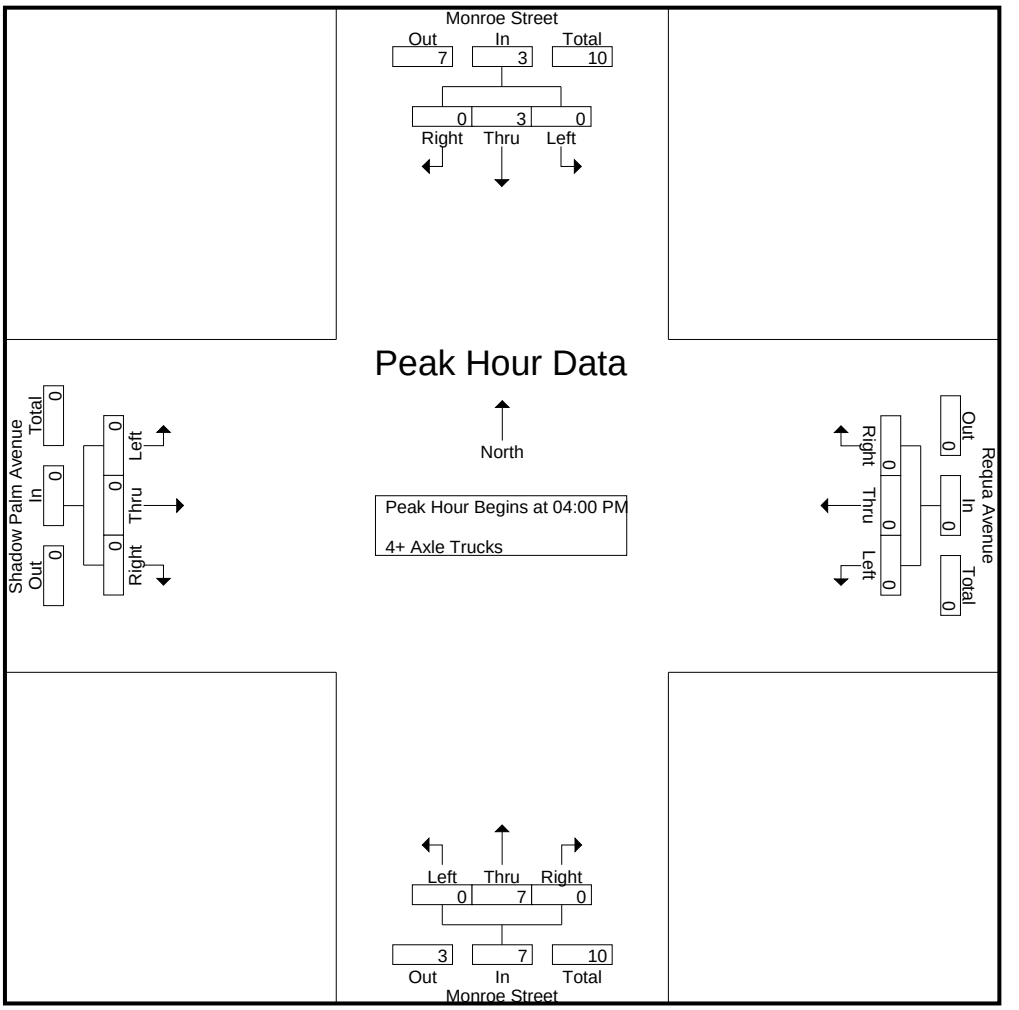
	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Grand Total	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	

	Monroe Street Southbound				Requa Avenue Westbound				Monroe Street Northbound				Shadow Palm Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	2	0	2	0	0	0	0	**3**
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.833

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City of Indio
N/S: Monroe Street
E/W: Shadow Palm Avenue/Requa Avenue
Weather: Clear

File Name : 16_IND_Mon_Shad PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

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

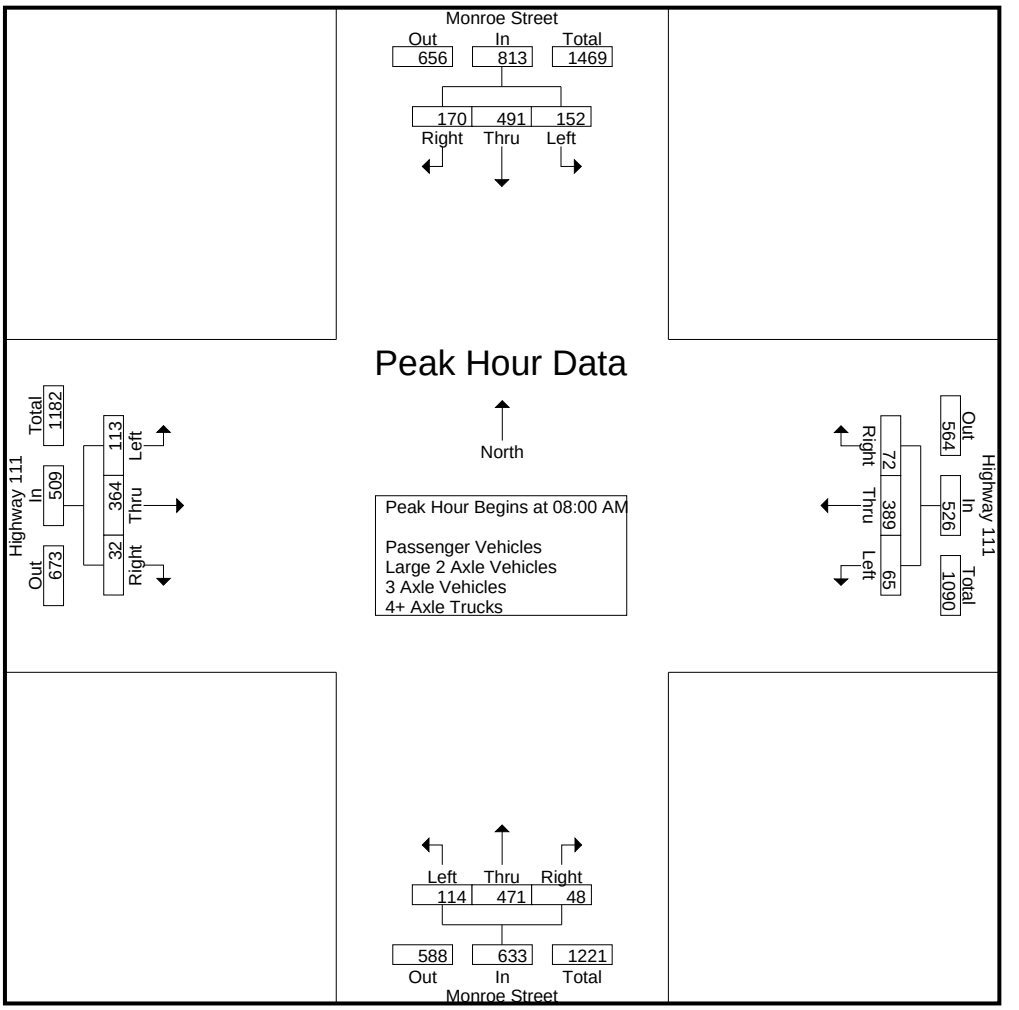
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	104	23	141	13	38	9	60	14	111	11	136	11	23	1	35	372
07:15 AM	14	111	19	144	6	49	7	62	16	116	7	139	15	31	0	46	391
07:30 AM	26	123	40	189	10	66	17	93	21	143	9	173	20	66	3	89	544
07:45 AM	20	146	34	200	14	71	9	94	23	106	6	135	28	79	2	109	538
Total	74	484	116	674	43	224	42	309	74	476	33	583	74	199	6	279	1845
08:00 AM	50	123	38	211	16	111	23	150	28	117	11	156	26	62	12	100	617
08:15 AM	34	138	38	210	16	110	23	149	43	130	10	183	24	84	7	115	657
08:30 AM	42	127	39	208	16	68	12	96	18	108	9	135	34	126	8	168	607
08:45 AM	26	103	55	184	17	100	14	131	25	116	18	159	29	92	5	126	600
Total	152	491	170	813	65	389	72	526	114	471	48	633	113	364	32	509	2481
Grand Total	226	975	286	1487	108	613	114	835	188	947	81	1216	187	563	38	788	4326
Apprch %	15.2	65.6	19.2		12.9	73.4	13.7		15.5	77.9	6.7		23.7	71.4	4.8		
Total %	5.2	22.5	6.6	34.4	2.5	14.2	2.6	19.3	4.3	21.9	1.9	28.1	4.3	13	0.9	18.2	
Passenger Vehicles	225	920	279	1424	102	593	111	806	183	920	79	1182	180	542	34	756	4168
% Passenger Vehicles	99.6	94.4	97.6	95.8	94.4	96.7	97.4	96.5	97.3	97.1	97.5	97.2	96.3	96.3	89.5	95.9	96.3
Large 2 Axle Vehicles	0	30	5	35	4	16	1	21	4	12	2	18	3	18	2	23	97
% Large 2 Axle Vehicles	0	3.1	1.7	2.4	3.7	2.6	0.9	2.5	2.1	1.3	2.5	1.5	1.6	3.2	5.3	2.9	2.2
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	3	0	3	1	0	2	3	7
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.2	0.5	0	5.3	0.4	0.2
4+ Axle Trucks	1	24	2	27	2	4	2	8	1	12	0	13	3	3	0	6	54
% 4+ Axle Trucks	0.4	2.5	0.7	1.8	1.9	0.7	1.8	1	0.5	1.3	0	1.1	1.6	0.5	0	0.8	1.2

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**50**	123	38	**211**	16	**111**	**23**	**150**	28	117	11	156	26	62	**12**	100	617
08:15 AM	34	**138**	38	210	16	110	23	149	**43**	**130**	10	**183**	24	84	7	115	**657**
08:30 AM	42	127	39	208	16	68	12	96	18	108	9	135	**34**	**126**	8	**168**	607
08:45 AM	26	103	**55**	184	**17**	100	14	131	25	116	**18**	159	29	92	5	126	600
Total Volume	152	491	170	813	65	389	72	526	114	471	48	633	113	364	32	509	2481
% App. Total	18.7	60.4	20.9		12.4	74	13.7		18	74.4	7.6		22.2	71.5	6.3		
PHF	.760	.889	.773	.963	.956	.876	.783	.877	.663	.906	.667	.865	.831	.722	.667	.757	.944

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	07:45 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	20	**146**	34	200	16	**111**	**23**	**150**	21	**143**	9	173	26	62	**12**	100
+15 mins.	**50**	123	38	**211**	16	110	23	149	23	106	6	135	24	84	7	115
+30 mins.	34	138	38	210	16	68	12	96	28	117	**11**	156	**34**	**126**	8	**168**
+45 mins.	42	127	**39**	208	**17**	100	14	131	**43**	130	10	**183**	29	92	5	126
Total Volume	146	534	149	829	65	389	72	526	115	496	36	647	113	364	32	509
% App. Total	17.6	64.4	18		12.4	74	13.7		17.8	76.7	5.6		22.2	71.5	6.3	
PHF	.730	.914	.955	.982	.956	.876	.783	.877	.669	.867	.818	.884	.831	.722	.667	.757

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Passenger Vehicles

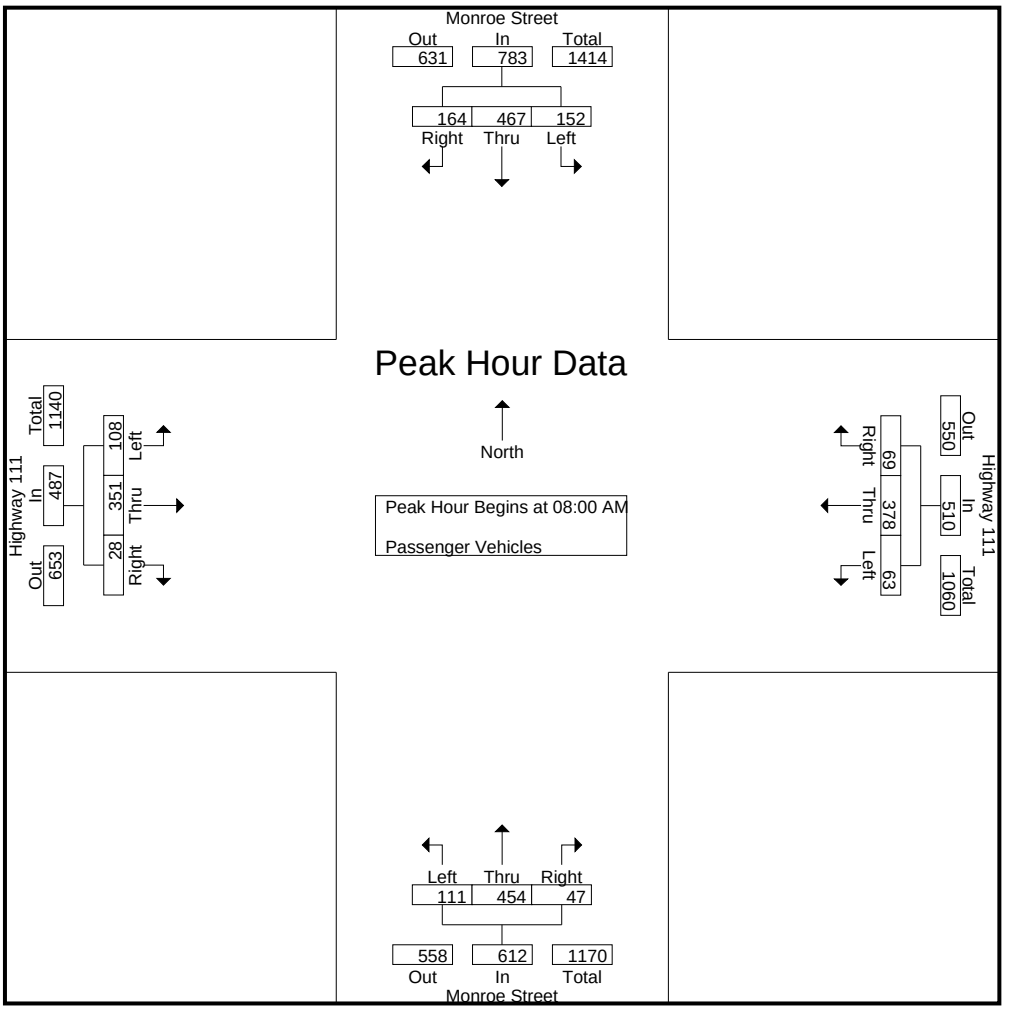
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	95	23	132	12	37	9	58	14	109	11	134	11	22	1	34	358
07:15 AM	13	99	19	131	6	47	7	60	16	114	7	137	14	30	0	44	372
07:30 AM	26	118	39	183	8	63	17	88	20	140	8	168	19	64	3	86	525
07:45 AM	20	141	34	195	13	68	9	90	22	103	6	131	28	75	2	105	521
Total	73	453	115	641	39	215	42	296	72	466	32	570	72	191	6	269	1776
08:00 AM	50	117	37	204	15	106	23	144	28	116	11	155	26	61	12	99	602
08:15 AM	34	132	36	202	16	108	23	147	42	121	10	173	23	82	6	111	633
08:30 AM	42	121	38	201	16	65	9	90	18	102	9	129	31	121	6	158	578
08:45 AM	26	97	53	176	16	99	14	129	23	115	17	155	28	87	4	119	579
Total	152	467	164	783	63	378	69	510	111	454	47	612	108	351	28	487	2392
Grand Total	225	920	279	1424	102	593	111	806	183	920	79	1182	180	542	34	756	4168
Apprch %	15.8	64.6	19.6		12.7	73.6	13.8		15.5	77.8	6.7		23.8	71.7	4.5		
Total %	5.4	22.1	6.7	34.2	2.4	14.2	2.7	19.3	4.4	22.1	1.9	28.4	4.3	13	0.8	18.1	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**50**	117	37	**204**	15	106	**23**	144	28	116	11	155	26	61	**12**	99	602
08:15 AM	34	**132**	36	202	**16**	**108**	23	**147**	**42**	**121**	10	**173**	23	82	6	111	**633**
08:30 AM	42	121	38	201	16	65	9	90	18	102	9	129	**31**	**121**	6	**158**	578
08:45 AM	26	97	**53**	176	16	99	14	129	23	115	**17**	155	28	87	4	119	579
Total Volume	152	467	164	783	63	378	69	510	111	454	47	612	108	351	28	487	2392
% App. Total	19.4	59.6	20.9		12.4	74.1	13.5		18.1	74.2	7.7		22.2	72.1	5.7		
PHF	.760	.884	.774	.960	.984	.875	.750	.867	.661	.938	.691	.884	.871	.725	.583	.771	.945

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**50**	117	37	**204**	15	106	**23**	144	28	116	11	155	26	61	**12**	99
+15 mins.	34	**132**	36	202	**16**	**108**	23	**147**	**42**	**121**	10	**173**	23	82	6	111
+30 mins.	42	121	38	201	16	65	9	90	18	102	9	129	**31**	**121**	6	**158**
+45 mins.	26	97	**53**	176	16	99	14	129	23	115	**17**	155	28	87	4	119
Total Volume	152	467	164	783	63	378	69	510	111	454	47	612	108	351	28	487
% App. Total	19.4	59.6	20.9		12.4	74.1	13.5		18.1	74.2	7.7		22.2	72.1	5.7	
PHF	.760	.884	.774	.960	.984	.875	.750	.867	.661	.938	.691	.884	.871	.725	.583	.771

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

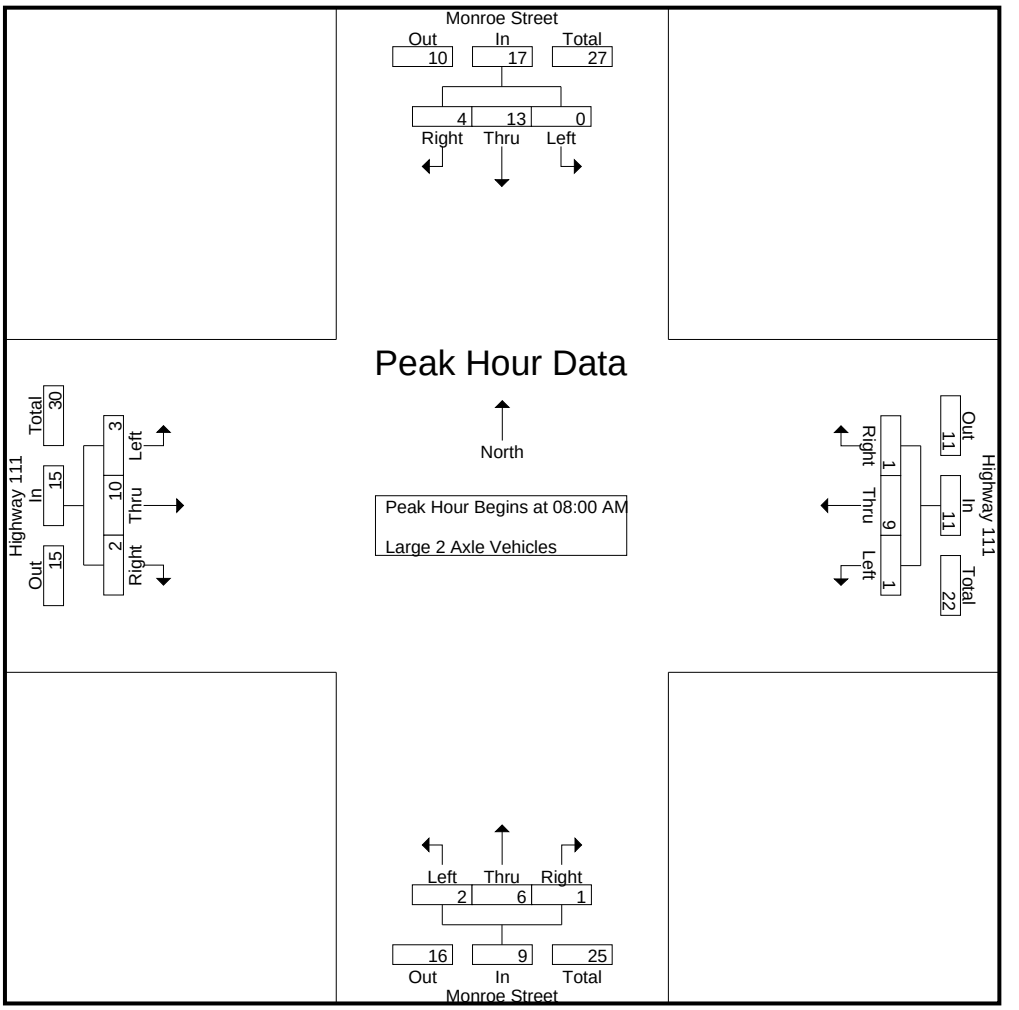
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	7	1	0	0	1	0	2	0	2	0	1	0	1	11
07:15 AM	0	5	0	5	0	2	0	2	0	2	0	2	0	1	0	1	10
07:30 AM	0	2	1	3	1	3	0	4	1	2	1	4	0	2	0	2	13
07:45 AM	0	3	0	3	1	2	0	3	1	0	0	1	0	4	0	4	11
Total	0	17	1	18	3	7	0	10	2	6	1	9	0	8	0	8	45
08:00 AM	0	3	0	3	0	4	0	4	0	0	0	0	0	1	0	1	8
08:15 AM	0	5	2	7	0	2	0	2	1	4	0	5	1	2	0	3	17
08:30 AM	0	2	1	3	0	2	1	3	0	1	0	1	1	2	2	5	12
08:45 AM	0	3	1	4	1	1	0	2	1	1	1	3	1	5	0	6	15
Total	0	13	4	17	1	9	1	11	2	6	1	9	3	10	2	15	52
Grand Total	0	30	5	35	4	16	1	21	4	12	2	18	3	18	2	23	97
Apprch %	0	85.7	14.3		19	76.2	4.8		22.2	66.7	11.1		13	78.3	8.7		
Total %	0	30.9	5.2	36.1	4.1	16.5	1	21.6	4.1	12.4	2.1	18.6	3.1	18.6	2.1	23.7	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	**4**	0	**4**	0	0	0	0	0	1	0	1	8
08:15 AM	0	**5**	**2**	**7**	0	2	0	2	**1**	**4**	0	**5**	**1**	2	0	3	**17**
08:30 AM	0	2	1	3	0	2	**1**	3	0	1	0	1	1	2	**2**	5	12
08:45 AM	0	3	1	4	**1**	1	0	2	1	1	**1**	3	1	**5**	0	**6**	15
Total Volume	0	13	4	17	1	9	1	11	2	6	1	9	3	10	2	15	52
% App. Total	0	76.5	23.5		9.1	81.8	9.1		22.2	66.7	11.1		20	66.7	13.3		
PHF	.000	.650	.500	.607	.250	.563	.250	.688	.500	.375	.250	.450	.750	.500	.250	.625	.765

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	3	0	3	0	**4**	0	**4**	0	0	0	0	0	1	0	1
+15 mins.	0	**5**	**2**	**7**	0	2	0	2	**1**	**4**	0	**5**	**1**	2	0	3
+30 mins.	0	2	1	3	0	2	**1**	3	0	1	0	1	1	2	**2**	5
+45 mins.	0	3	1	4	**1**	1	0	2	1	1	**1**	3	1	**5**	0	**6**
Total Volume	0	13	4	17	1	9	1	11	2	6	1	9	3	10	2	15
% App. Total	0	76.5	23.5		9.1	81.8	9.1		22.2	66.7	11.1		20	66.7	13.3	
PHF	.000	.650	.500	.607	.250	.563	.250	.688	.500	.375	.250	.450	.750	.500	.250	.625

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

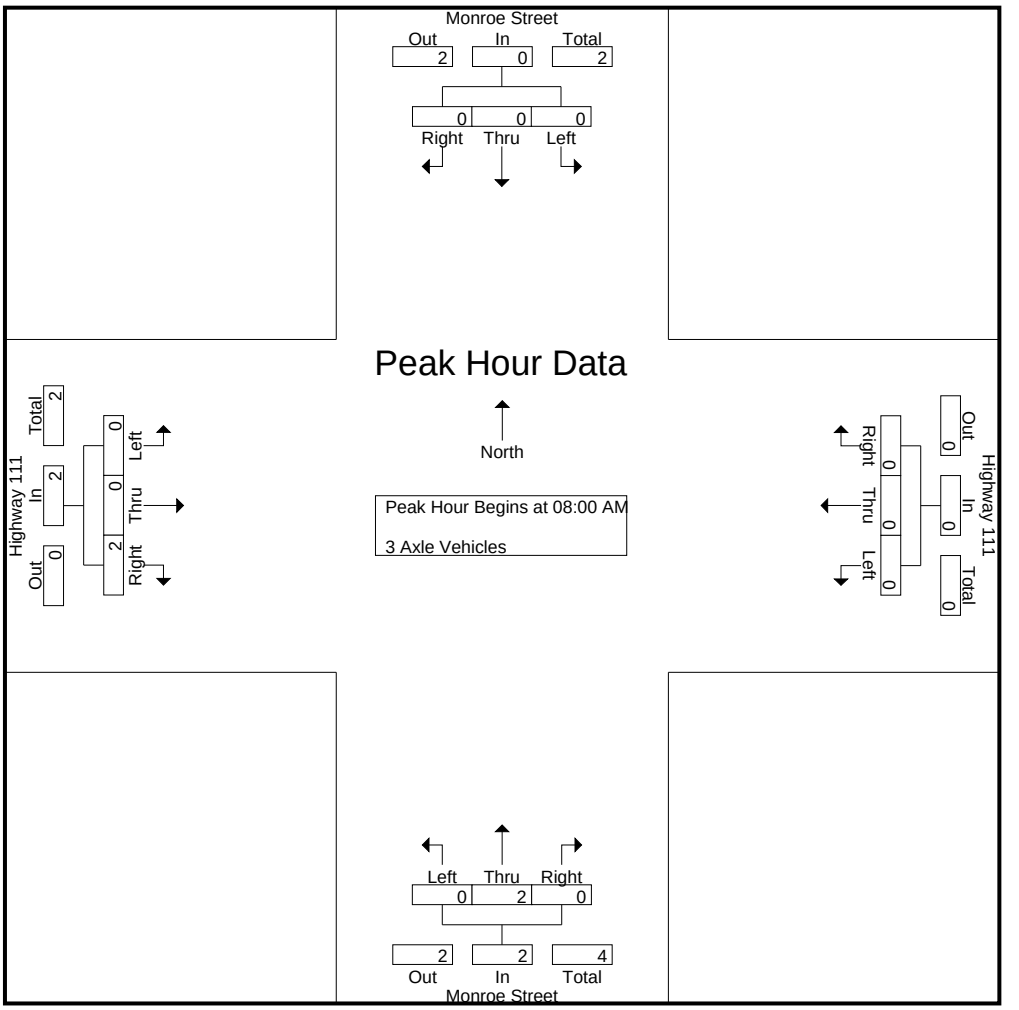
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Grand Total	0	1	0	1	0	0	0	0	0	3	0	3	1	0	2	3	7
Apprch %	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
Total %	0	14.3	0	14.3	0	0	0	0	0	42.9	0	42.9	14.3	0	28.6	42.9	

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

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City of Indio
N/S: Monroe Street
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File Name : 17_IND_Mon_111 AM
Site Code : 05723278
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

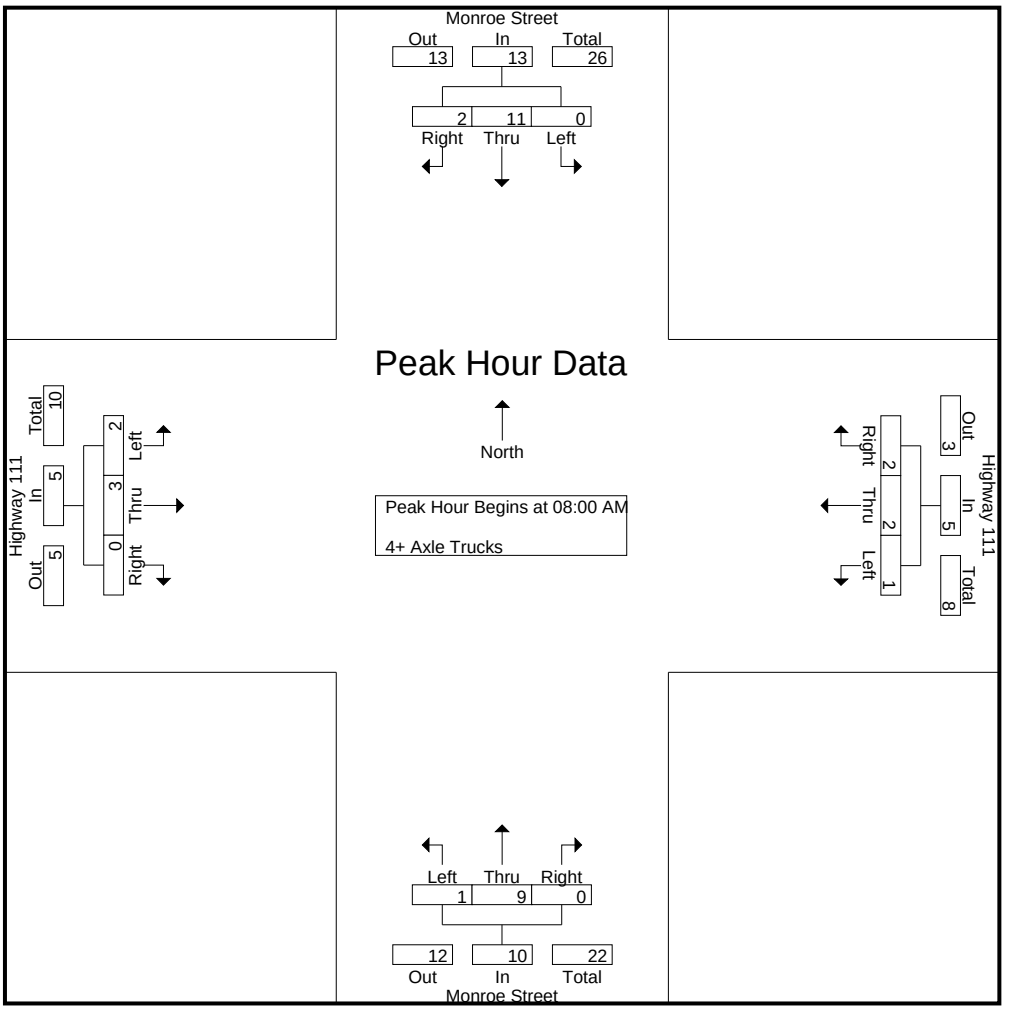
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
07:15 AM	1	7	0	8	0	0	0	0	0	0	0	0	1	0	0	1	9
07:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	0	2	0	1	0	1	0	3	0	3	0	0	0	0	6
Total	1	13	0	14	1	2	0	3	0	3	0	3	1	0	0	1	21
08:00 AM	0	3	1	4	1	1	0	2	0	1	0	1	0	0	0	0	7
08:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:30 AM	0	4	0	4	0	1	2	3	0	5	0	5	2	3	0	5	17
08:45 AM	0	3	1	4	0	0	0	0	1	0	0	1	0	0	0	0	5
Total	0	11	2	13	1	2	2	5	1	9	0	10	2	3	0	5	33
Grand Total	1	24	2	27	2	4	2	8	1	12	0	13	3	3	0	6	54
Apprch %	3.7	88.9	7.4		25	50	25		7.7	92.3	0		50	50	0		
Total %	1.9	44.4	3.7	50	3.7	7.4	3.7	14.8	1.9	22.2	0	24.1	5.6	5.6	0	11.1	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	**1**	**4**	**1**	**1**	0	2	0	1	0	1	0	0	0	0	7
08:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:30 AM	0	**4**	0	4	0	1	**2**	**3**	0	**5**	0	**5**	**2**	**3**	0	**5**	**17**
08:45 AM	0	3	1	4	0	0	0	0	**1**	0	0	1	0	0	0	0	5
Total Volume	0	11	2	13	1	2	2	5	1	9	0	10	2	3	0	5	33
% App. Total	0	84.6	15.4		20	40	40		10	90	0		40	60	0		
PHF	.000	.688	.500	.813	.250	.500	.250	.417	.250	.450	.000	.500	.250	.250	.000	.250	.485

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

File Name : 17_IND_Mon_111 AM
Site Code : 05723278
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	3	**1**	**4**	**1**	**1**	0	2	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
+30 mins.	0	**4**	0	4	0	1	**2**	**3**	0	**5**	0	**5**	**2**	**3**	0	**5**
+45 mins.	0	3	1	4	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	11	2	13	1	2	2	5	1	9	0	10	2	3	0	5
% App. Total	0	84.6	15.4		20	40	40		10	90	0		40	60	0	
PHF	.000	.688	.500	.813	.250	.500	.250	.417	.250	.450	.000	.500	.250	.250	.000	.250

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Weather: Clear

File Name : 17_IND_Mon_111 PM
Site Code : 05723278
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

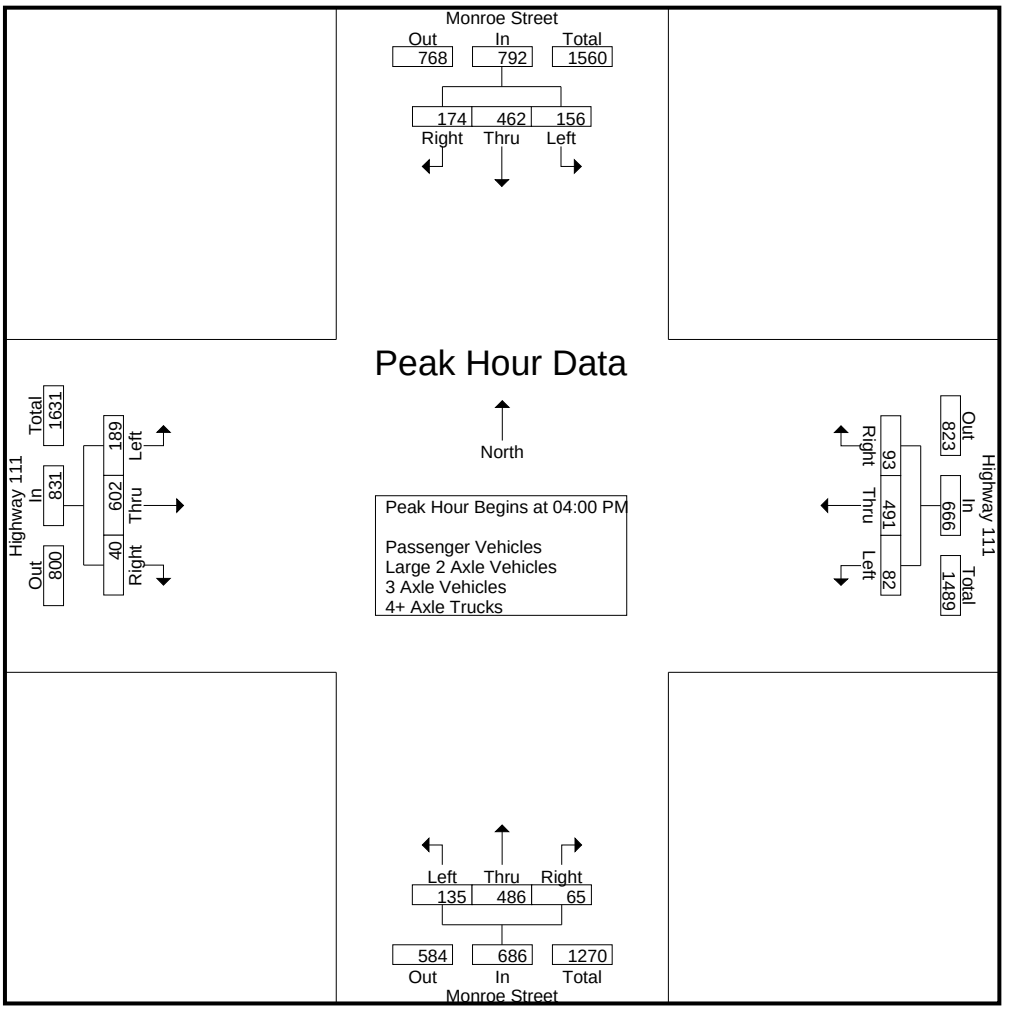
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	109	30	174	22	133	16	171	39	109	13	161	51	172	12	235	741
04:15 PM	45	111	47	203	16	134	24	174	31	113	18	162	36	144	8	188	727
04:30 PM	38	121	56	215	22	119	26	167	36	128	17	181	44	132	11	187	750
04:45 PM	38	121	41	200	22	105	27	154	29	136	17	182	58	154	9	221	757
Total	156	462	174	792	82	491	93	666	135	486	65	686	189	602	40	831	2975
05:00 PM	24	124	36	184	15	117	31	163	18	138	22	178	52	133	17	202	727
05:15 PM	47	111	41	199	22	110	17	149	31	120	23	174	52	130	8	190	712
05:30 PM	32	119	35	186	22	109	22	153	33	111	25	169	35	155	6	196	704
05:45 PM	45	100	35	180	18	111	35	164	38	93	9	140	49	118	9	176	660
Total	148	454	147	749	77	447	105	629	120	462	79	661	188	536	40	764	2803
Grand Total	304	916	321	1541	159	938	198	1295	255	948	144	1347	377	1138	80	1595	5778
Apprch %	19.7	59.4	20.8		12.3	72.4	15.3		18.9	70.4	10.7		23.6	71.3	5		
Total %	5.3	15.9	5.6	26.7	2.8	16.2	3.4	22.4	4.4	16.4	2.5	23.3	6.5	19.7	1.4	27.6	
Passenger Vehicles	302	908	318	1528	158	928	198	1284	254	934	143	1331	375	1130	80	1585	5728
% Passenger Vehicles	99.3	99.1	99.1	99.2	99.4	98.9	100	99.2	99.6	98.5	99.3	98.8	99.5	99.3	100	99.4	99.1
Large 2 Axle Vehicles	1	3	2	6	0	8	0	8	1	8	1	10	2	6	0	8	32
% Large 2 Axle Vehicles	0.3	0.3	0.6	0.4	0	0.9	0	0.6	0.4	0.8	0.7	0.7	0.5	0.5	0	0.5	0.6
3 Axle Vehicles	1	1	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
% 3 Axle Vehicles	0.3	0.1	0	0.1	0	0.1	0	0.1	0	0.2	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	4	1	5	1	1	0	2	0	4	0	4	0	2	0	2	13
% 4+ Axle Trucks	0	0.4	0.3	0.3	0.6	0.1	0	0.2	0	0.4	0	0.3	0	0.2	0	0.1	0.2

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	35	109	30	174	**22**	133	16	171	**39**	109	13	161	51	**172**	**12**	**235**	741
04:15 PM	**45**	111	47	203	16	**134**	24	**174**	31	113	**18**	162	36	144	8	188	727
04:30 PM	38	**121**	**56**	**215**	22	119	26	167	36	128	17	181	44	132	11	187	750
04:45 PM	38	121	41	200	22	105	**27**	154	29	**136**	17	**182**	**58**	154	9	221	**757**
Total Volume	156	462	174	792	82	491	93	666	135	486	65	686	189	602	40	831	2975
% App. Total	19.7	58.3	22		12.3	73.7	14		19.7	70.8	9.5		22.7	72.4	4.8		
PHF	.867	.955	.777	.921	.932	.916	.861	.957	.865	.893	.903	.942	.815	.875	.833	.884	.982

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

	04:15 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	**45**	111	47	203	**22**	133	16	171	**36**	128	17	181	51	**172**	**12**	**235**
+15 mins.	38	121	**56**	**215**	16	**134**	24	**174**	29	136	17	**182**	36	144	8	188
+30 mins.	38	121	41	200	22	119	26	167	18	**138**	22	178	44	132	11	187
+45 mins.	24	**124**	36	184	22	105	**27**	154	31	120	**23**	174	**58**	154	9	221
Total Volume	145	477	180	802	82	491	93	666	114	522	79	715	189	602	40	831
% App. Total	18.1	59.5	22.4		12.3	73.7	14		15.9	73	11		22.7	72.4	4.8	
PHF	.806	.962	.804	.933	.932	.916	.861	.957	.792	.946	.859	.982	.815	.875	.833	.884

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City of Indio
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Groups Printed- Passenger Vehicles

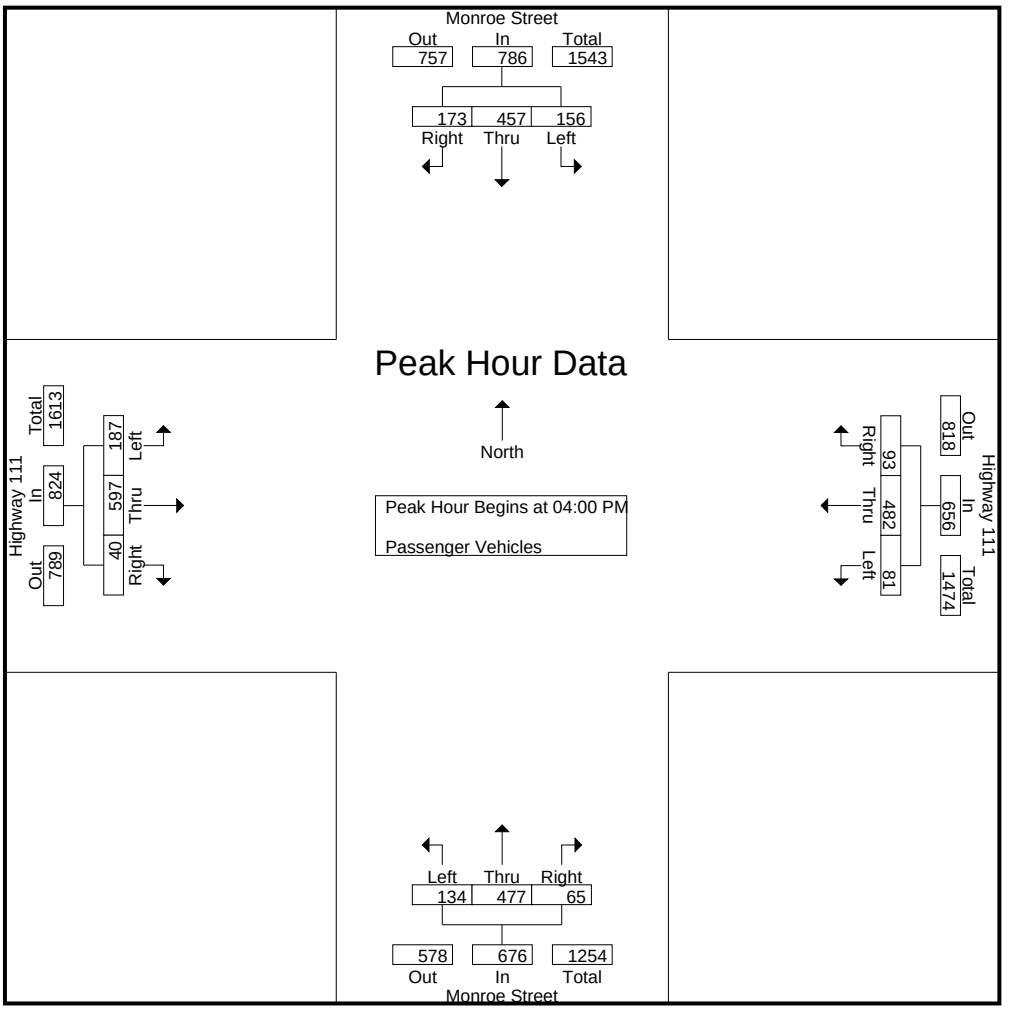
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	35	108	30	173	21	132	16	169	39	107	13	159	51	168	12	231	732
04:15 PM	45	111	46	202	16	130	24	170	30	111	18	159	35	144	8	187	718
04:30 PM	38	119	56	213	22	118	26	166	36	124	17	177	43	131	11	185	741
04:45 PM	38	119	41	198	22	102	27	151	29	135	17	181	58	154	9	221	751
Total	156	457	173	786	81	482	93	656	134	477	65	676	187	597	40	824	2942
05:00 PM	23	124	35	182	15	116	31	162	18	137	22	177	52	133	17	202	723
05:15 PM	47	110	41	198	22	110	17	149	31	120	23	174	52	130	8	190	711
05:30 PM	31	117	35	183	22	109	22	153	33	109	25	167	35	154	6	195	698
05:45 PM	45	100	34	179	18	111	35	164	38	91	8	137	49	116	9	174	654
Total	146	451	145	742	77	446	105	628	120	457	78	655	188	533	40	761	2786
Grand Total	302	908	318	1528	158	928	198	1284	254	934	143	1331	375	1130	80	1585	5728
Apprch %	19.8	59.4	20.8		12.3	72.3	15.4		19.1	70.2	10.7		23.7	71.3	5		
Total %	5.3	15.9	5.6	26.7	2.8	16.2	3.5	22.4	4.4	16.3	2.5	23.2	6.5	19.7	1.4	27.7	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	35	108	30	173	21	**132**	16	169	**39**	107	13	159	51	**168**	**12**	**231**	732
04:15 PM	**45**	111	46	202	16	130	24	**170**	30	111	**18**	159	35	144	8	187	718
04:30 PM	38	**119**	**56**	**213**	**22**	118	26	166	36	124	17	177	43	131	11	185	741
04:45 PM	38	119	41	198	22	102	**27**	151	29	**135**	17	**181**	**58**	154	9	221	**751**
Total Volume	156	457	173	786	81	482	93	656	134	477	65	676	187	597	40	824	2942
% App. Total	19.8	58.1	22		12.3	73.5	14.2		19.8	70.6	9.6		22.7	72.5	4.9		
PHF	.867	.960	.772	.923	.920	.913	.861	.965	.859	.883	.903	.934	.806	.888	.833	.892	.979

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	35	108	30	173	21	**132**	16	169	**39**	107	13	159	51	**168**	**12**	**231**
+15 mins.	**45**	111	46	202	16	130	24	**170**	30	111	**18**	159	35	144	8	187
+30 mins.	38	**119**	**56**	**213**	**22**	118	26	166	36	124	17	177	43	131	11	185
+45 mins.	38	119	41	198	22	102	**27**	151	29	**135**	17	**181**	**58**	154	9	221
Total Volume	156	457	173	786	81	482	93	656	134	477	65	676	187	597	40	824
% App. Total	19.8	58.1	22		12.3	73.5	14.2		19.8	70.6	9.6		22.7	72.5	4.9	
PHF	.867	.960	.772	.923	.920	.913	.861	.965	.859	.883	.903	.934	.806	.888	.833	.892

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Groups Printed- Large 2 Axle Vehicles

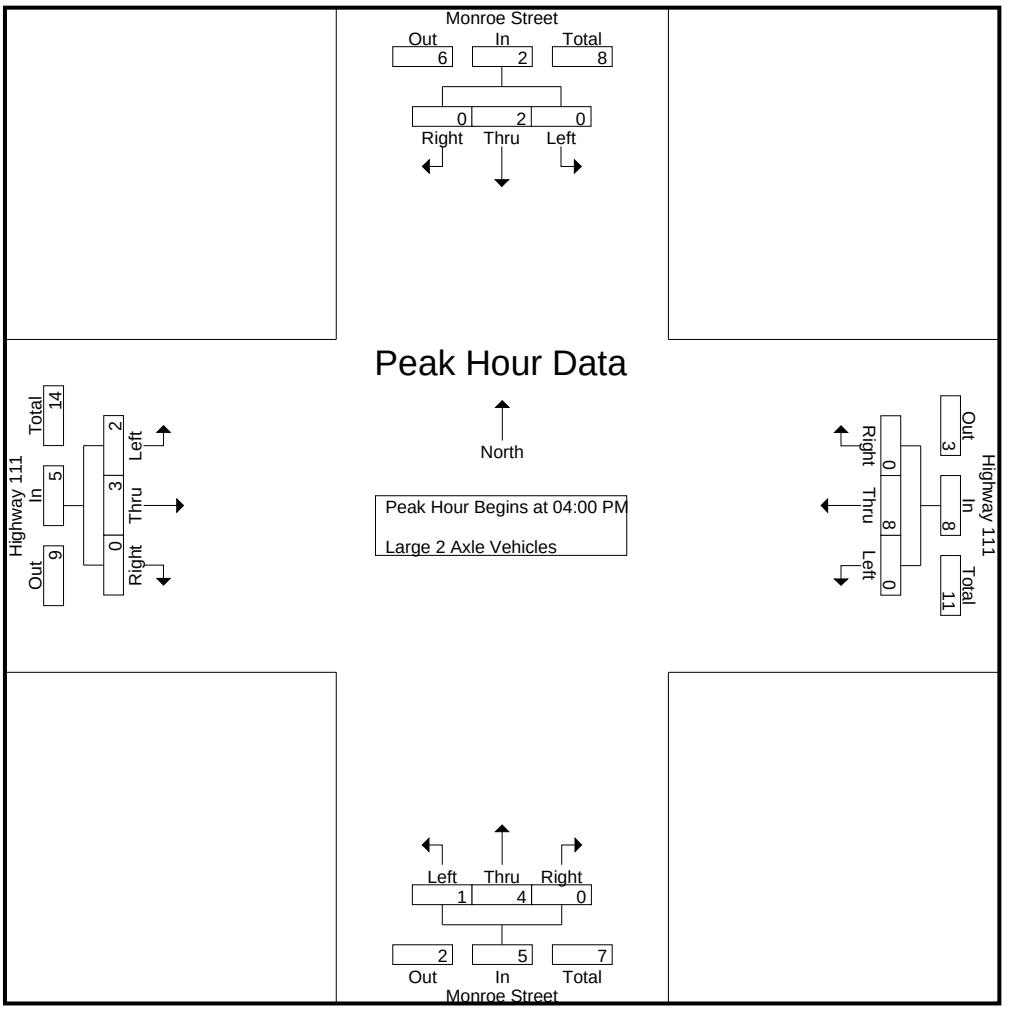
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	3	0	3	5
04:15 PM	0	0	0	0	0	4	0	4	1	1	0	2	1	0	0	1	7
04:30 PM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
04:45 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
Total	0	2	0	2	0	8	0	8	1	4	0	5	2	3	0	5	20
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
05:45 PM	0	0	1	1	0	0	0	0	0	2	1	3	0	2	0	2	6
Total	1	1	2	4	0	0	0	0	0	4	1	5	0	3	0	3	12
Grand Total	1	3	2	6	0	8	0	8	1	8	1	10	2	6	0	8	32
Apprch %	16.7	50	33.3		0	100	0		10	80	10		25	75	0		
Total %	3.1	9.4	6.2	18.8	0	25	0	25	3.1	25	3.1	31.2	6.2	18.8	0	25	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	0	**3**	0	**3**	5
04:15 PM	0	0	0	0	0	**4**	0	**4**	**1**	1	0	**2**	**1**	0	0	1	**7**
04:30 PM	0	**1**	0	**1**	0	1	0	1	0	1	0	1	1	0	0	1	4
04:45 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
Total Volume	0	2	0	2	0	8	0	8	1	4	0	5	2	3	0	5	20
% App. Total	0	100	0		0	100	0		20	80	0		40	60	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.250	1.00	.000	.625	.500	.250	.000	.417	.714

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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	**1**	0	1	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	**4**	0	**4**	**1**	1	0	**2**	**1**	0	0	1
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	1	0	1	1	0	0	1
+45 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	8	0	8	1	4	0	5	2	3	0	5
% App. Total	0	100	0		0	100	0		20	80	0		40	60	0	
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.250	1.000	.000	.625	.500	.250	.000	.417

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City of Indio
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File Name : 17_IND_Mon_111 PM
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Groups Printed- 3 Axle Vehicles

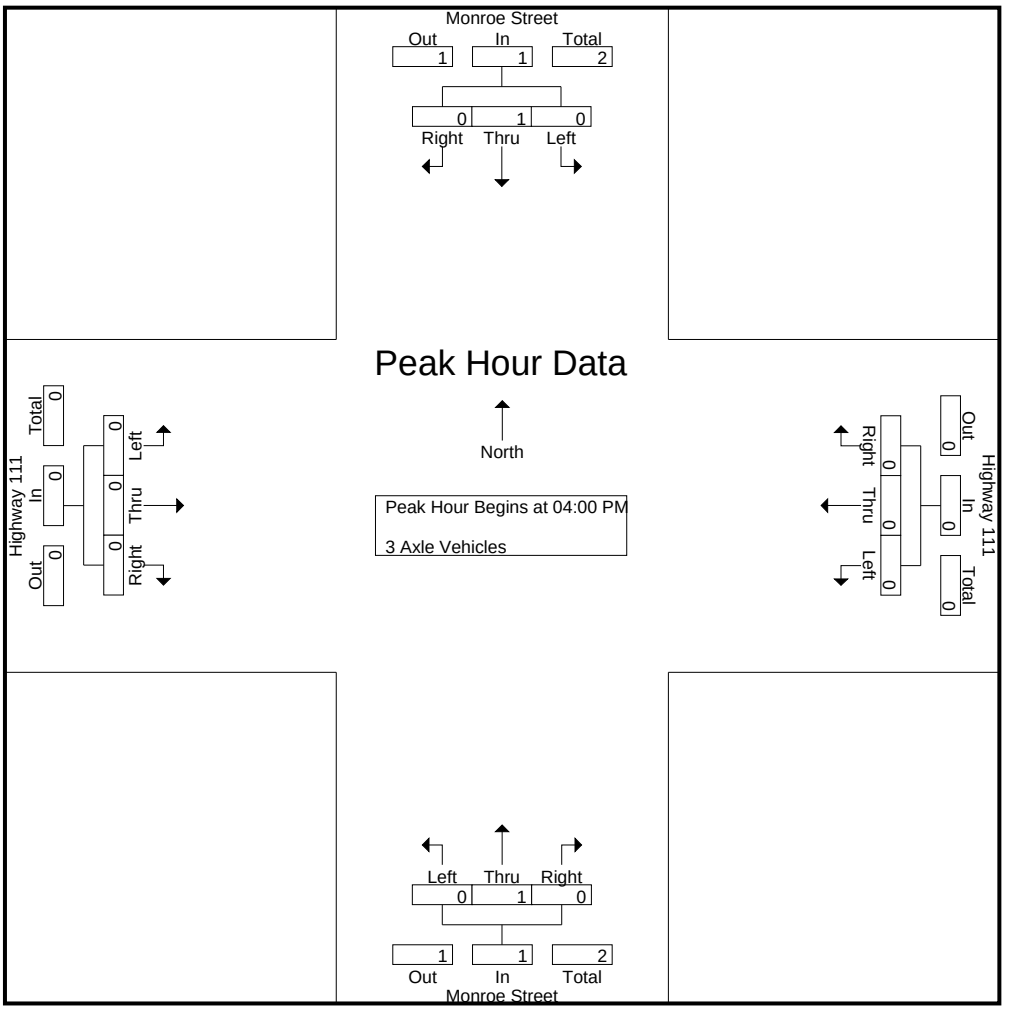
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
Grand Total	1	1	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
Apprch %	50	50	0		0	100	0		0	100	0		0	0	0		
Total %	20	20	0	40	0	20	0	20	0	40	0	40	0	0	0	0	

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

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

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

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

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

File Name : 17_IND_Mon_111 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

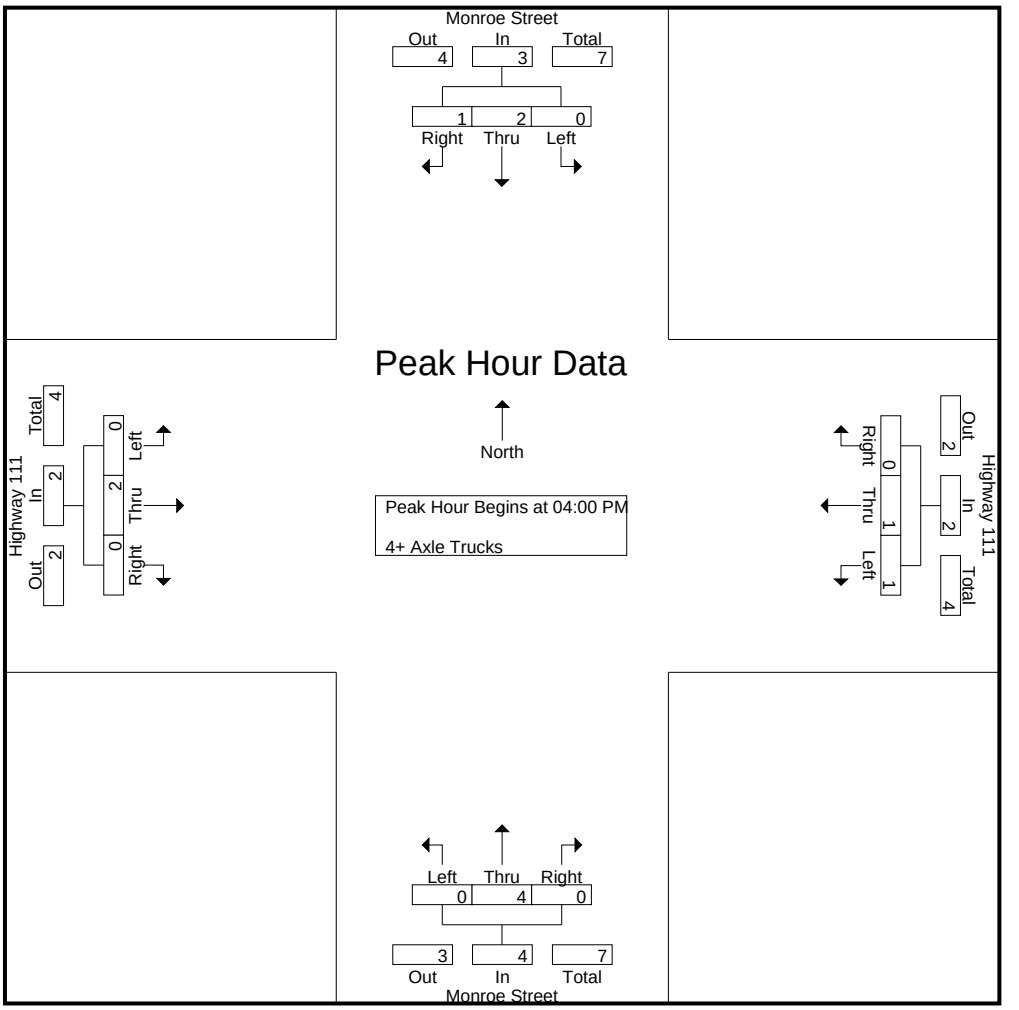
	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
04:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	2	1	3	1	1	0	2	0	4	0	4	0	2	0	2	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	1	5	1	1	0	2	0	4	0	4	0	2	0	2	13
Apprch %	0	80	20		50	50	0		0	100	0		0	100	0		
Total %	0	30.8	7.7	38.5	7.7	7.7	0	15.4	0	30.8	0	30.8	0	15.4	0	15.4	

	Monroe Street Southbound				Highway 111 Westbound				Monroe Street Northbound				Highway 111 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	**1**	0	**1**	3
04:15 PM	0	0	**1**	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	0	1	0	1	**4**
04:45 PM	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	1	3	1	1	0	2	0	4	0	4	0	2	0	2	11
% App. Total	0	66.7	33.3		50	50	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.750	.250	.250	.000	.500	.000	.500	.000	.500	.000	.500	.000	.500	.688

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

File Name : 17_IND_Mon_111 PM
Site Code : 05723278
Start Date : 3/30/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	**1**	0	**1**
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	0	1	0	1
+45 mins.	0	1	0	1	0	**1**	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	1	1	0	2	0	4	0	4	0	2	0	2
% App. Total	0	66.7	33.3		50	50	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.750	.250	.250	.000	.500	.000	.500	.000	.500	.000	.500	.000	.500

APPENDIX C

MODEL POST-PROCESSING WORKSHEETS

1. Jefferson Street at Varner Road

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	398	NORTHBOUND	
	THRU	319	IN ...	1184
	RIGHT	82	OUT ...	898
SOUTH BOUND	LEFT	12	SOUTHBOUND	
	THRU	444	IN ...	781
	RIGHT	103	OUT ...	582
EAST BOUND	LEFT	51	EASTBOUND	
	THRU	94	IN ...	486
	RIGHT	175	OUT ...	980
WEST BOUND	LEFT	103	WESTBOUND	
	THRU	156	IN ...	256
	RIGHT	19	OUT ...	248

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	398	626
	THRU	319	466
	RIGHT	82	108
SOUTH BOUND	LEFT	12	18
	THRU	444	573
	RIGHT	103	191
EAST BOUND	LEFT	51	97
	THRU	94	139
	RIGHT	175	290
WEST BOUND	LEFT	103	142
	THRU	156	211
	RIGHT	19	27

2. Jefferson Street at I-10 WB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	675	IN ...	2164
	RIGHT	974	OUT ...	1207
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	590	IN ...	892
	RIGHT	126	OUT ...	1179
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	158
WEST BOUND	LEFT	346	WESTBOUND	
	THRU	0	IN ...	599
	RIGHT	119	OUT ...	1109

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	675	1,034
	RIGHT	974	1,227
SOUTH BOUND	LEFT	0	15
	THRU	590	810
	RIGHT	126	158
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	346	460
	THRU	0	0
	RIGHT	119	165

3. Jefferson Street at I-10 EB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	114	NORTHBOUND	
	THRU	1541	IN ...	2,124
	RIGHT	0	OUT ...	2,107
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	844	IN ...	1,200
	RIGHT	85	OUT ...	2,147
EAST BOUND	LEFT	91	EASTBOUND	
	THRU	0	IN ...	1,192
	RIGHT	791	OUT ...	262
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	114	139
	THRU	1,541	2,001
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	844	1,068
	RIGHT	85	123
EAST BOUND	LEFT	91	146
	THRU	0	0
	RIGHT	791	1,039
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

4. Jefferson Street at Indio Boulevard

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1013	NORTHBOUND	
	THRU	0	IN ...	1,522
	RIGHT	260	OUT ...	2,140
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	449	IN ...	2,101
	RIGHT	1180	OUT ...	2,118
WEST BOUND	LEFT	466	WESTBOUND	
	THRU	636	IN ...	1,593
	RIGHT	0	OUT ...	960

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1,013	1,307
	THRU	0	0
	RIGHT	260	333
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	449	627
	RIGHT	1,180	1,475
WEST BOUND	LEFT	466	665
	THRU	636	929
	RIGHT	0	0

5. Madison Street at Avenue 42

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	18	NORTHBOUND	
	THRU	0	IN ...	240
	RIGHT	12	OUT ...	449
SOUTH BOUND	LEFT	2	SOUTHBOUND	
	THRU	0	IN ...	4
	RIGHT	2	OUT ...	1
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	165	IN ...	228
	RIGHT	26	OUT ...	408
WEST BOUND	LEFT	18	WESTBOUND	
	THRU	260	IN ...	774
	RIGHT	1	OUT ...	388

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	18	39
	THRU	0	0
	RIGHT	12	206
SOUTH BOUND	LEFT	2	4
	THRU	0	0
	RIGHT	2	2
EAST BOUND	LEFT	0	0
	THRU	165	230
	RIGHT	26	55
WEST BOUND	LEFT	18	394
	THRU	260	368
	RIGHT	1	1

6. Monroe Street at Avenue 42

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	72	NORTHBOUND	
	THRU	190	IN ...	858
	RIGHT	129	OUT ...	886
SOUTH BOUND	LEFT	99	SOUTHBOUND	
	THRU	392	IN ...	843
	RIGHT	57	OUT ...	456
EAST BOUND	LEFT	23	EASTBOUND	
	THRU	121	IN ...	363
	RIGHT	22	OUT ...	887
WEST BOUND	LEFT	293	WESTBOUND	
	THRU	162	IN ...	626
	RIGHT	31	OUT ...	461

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	72	345
	THRU	190	361
	RIGHT	129	169
SOUTH BOUND	LEFT	99	132
	THRU	392	561
	RIGHT	57	198
EAST BOUND	LEFT	23	69
	THRU	121	225
	RIGHT	22	69
WEST BOUND	LEFT	293	376
	THRU	162	344
	RIGHT	31	43

7. Gore Street/Spectrum Street at Avenue 42

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	10	NORTHBOUND	
	THRU	35	IN ...	47
	RIGHT	2	OUT ...	71
SOUTH BOUND	LEFT	143	SOUTHBOUND	
	THRU	47	IN ...	257
	RIGHT	257	OUT ...	204
EAST BOUND	LEFT	90	EASTBOUND	
	THRU	226	IN ...	365
	RIGHT	16	OUT ...	610
WEST BOUND	LEFT	8	WESTBOUND	
	THRU	301	IN ...	648
	RIGHT	126	OUT ...	433

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	10	13
	THRU	35	44
	RIGHT	2	5
SOUTH BOUND	LEFT	143	183
	THRU	47	59
	RIGHT	257	324
EAST BOUND	LEFT	90	114
	THRU	226	310
	RIGHT	16	20
WEST BOUND	LEFT	8	21
	THRU	301	490
	RIGHT	126	161

8. Jackson Street at Avenue 42

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	90	NORTHBOUND	
	THRU	143	IN ...	495
	RIGHT	62	OUT ...	803
SOUTH BOUND	LEFT	62	SOUTHBOUND	
	THRU	352	IN ...	587
	RIGHT	66	OUT ...	369
EAST BOUND	LEFT	49	EASTBOUND	
	THRU	171	IN ...	480
	RIGHT	110	OUT ...	708
WEST BOUND	LEFT	189	WESTBOUND	
	THRU	224	IN ...	747
	RIGHT	55	OUT ...	429

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	90	181
	THRU	143	218
	RIGHT	62	96
SOUTH BOUND	LEFT	62	77
	THRU	352	444
	RIGHT	66	107
EAST BOUND	LEFT	49	73
	THRU	171	256
	RIGHT	110	151
WEST BOUND	LEFT	189	249
	THRU	224	420
	RIGHT	55	78

9. Monroe Street at Showcase Parkway

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	421	IN ...	1088
	RIGHT	200	OUT ...	1200
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	711	IN ...	891
	RIGHT	0	OUT ...	916
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	310	WESTBOUND	
	THRU	0	IN ...	338
	RIGHT	28	OUT ...	201

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	421	884
	RIGHT	200	282
SOUTH BOUND	LEFT	1	17
	THRU	711	975
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	310	421
	THRU	0	0
	RIGHT	28	49

10. Monroe Street at I-10 WB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	421	NORTHBOUND	
	THRU	511	IN ...	1075
	RIGHT	0	OUT ...	1349
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	561	IN ...	1156
	RIGHT	457	OUT ...	951
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	871
WEST BOUND	LEFT	123	WESTBOUND	
	THRU	1	IN ...	940
	RIGHT	110	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	421	582
	THRU	511	692
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	561	762
	RIGHT	457	611
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	123	587
	THRU	1	3
	RIGHT	110	350

11. Monroe Street at I-10 EB Ramps

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	745	IN ...	1,265
	RIGHT	128	OUT ...	1,562
SOUTH BOUND	LEFT	85	SOUTHBOUND	
	THRU	591	IN ...	1,341
	RIGHT	0	OUT ...	1,073
EAST BOUND	LEFT	185	EASTBOUND	
	THRU	2	IN ...	604
	RIGHT	419	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	574

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	745	1,023
	RIGHT	128	332
SOUTH BOUND	LEFT	85	239
	THRU	591	1,106
	RIGHT	0	0
EAST BOUND	LEFT	185	250
	THRU	2	3
	RIGHT	419	643
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

12. Monroe Street at Oleander Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	64	NORTHBOUND	
	THRU	704	IN ...	1,209
	RIGHT	50	OUT ...	1,562
SOUTH BOUND	LEFT	48	SOUTHBOUND	
	THRU	837	IN ...	1,527
	RIGHT	90	OUT ...	1,239
EAST BOUND	LEFT	49	EASTBOUND	
	THRU	2	IN ...	86
	RIGHT	33	OUT ...	176
WEST BOUND	LEFT	153	WESTBOUND	
	THRU	8	IN ...	256
	RIGHT	95	OUT ...	100

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	64	83
	THRU	704	1,092
	RIGHT	50	63
SOUTH BOUND	LEFT	48	62
	THRU	837	1,374
	RIGHT	90	133
EAST BOUND	LEFT	49	66
	THRU	2	2
	RIGHT	33	42
WEST BOUND	LEFT	153	193
	THRU	8	11
	RIGHT	95	121

13. Monroe Street at Industrial Place/Avenue 44

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	51	NORTHBOUND	
	THRU	720	IN ...	1,444
	RIGHT	319	OUT ...	2,010
SOUTH BOUND	LEFT	42	SOUTHBOUND	
	THRU	944	IN ...	1,544
	RIGHT	19	OUT ...	1,257
EAST BOUND	LEFT	16	EASTBOUND	
	THRU	5	IN ...	73
	RIGHT	52	OUT ...	79
WEST BOUND	LEFT	448	WESTBOUND	
	THRU	9	IN ...	675
	RIGHT	130	OUT ...	390

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	51	64
	THRU	720	1,067
	RIGHT	319	402
SOUTH BOUND	LEFT	42	54
	THRU	944	1,464
	RIGHT	19	23
EAST BOUND	LEFT	16	20
	THRU	5	6
	RIGHT	52	65
WEST BOUND	LEFT	448	565
	THRU	9	12
	RIGHT	130	171

14. Monroe Street at Fred Waring Drive

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	88	NORTHBOUND	
	THRU	703	IN ...	1,086
	RIGHT	78	OUT ...	1,061
SOUTH BOUND	LEFT	57	SOUTHBOUND	
	THRU	830	IN ...	2,032
	RIGHT	579	OUT ...	1,455
EAST BOUND	LEFT	285	EASTBOUND	
	THRU	89	IN ...	644
	RIGHT	44	OUT ...	1,083
WEST BOUND	LEFT	36	WESTBOUND	
	THRU	36	IN ...	266
	RIGHT	113	OUT ...	429

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	88	141
	THRU	703	962
	RIGHT	78	127
SOUTH BOUND	LEFT	57	125
	THRU	830	1,201
	RIGHT	579	925
EAST BOUND	LEFT	285	423
	THRU	89	177
	RIGHT	44	65
WEST BOUND	LEFT	36	45
	THRU	36	54
	RIGHT	113	173

15. Monroe Street at Miles Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	117	NORTHBOUND	
	THRU	756	IN ...	1,099
	RIGHT	17	OUT ...	1,191
SOUTH BOUND	LEFT	14	SOUTHBOUND	
	THRU	785	IN ...	1,092
	RIGHT	196	OUT ...	1,185
EAST BOUND	LEFT	214	EASTBOUND	
	THRU	157	IN ...	631
	RIGHT	205	OUT ...	566
WEST BOUND	LEFT	69	WESTBOUND	
	THRU	155	IN ...	420
	RIGHT	36	OUT ...	299

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	117	185
	THRU	756	1,055
	RIGHT	17	35
SOUTH BOUND	LEFT	14	25
	THRU	785	1,152
	RIGHT	196	248
EAST BOUND	LEFT	214	271
	THRU	157	239
	RIGHT	205	339
WEST BOUND	LEFT	69	121
	THRU	155	239
	RIGHT	36	60

16. Monroe Street at Shadow Palm Avenue/Requa Avenue

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	24	NORTHBOUND	
	THRU	660	IN ...	892
	RIGHT	49	OUT ...	990
SOUTH BOUND	LEFT	74	SOUTHBOUND	
	THRU	869	IN ...	1,217
	RIGHT	142	OUT ...	1,077
EAST BOUND	LEFT	102	EASTBOUND	
	THRU	67	IN ...	211
	RIGHT	31	OUT ...	322
WEST BOUND	LEFT	56	WESTBOUND	
	THRU	95	IN ...	350
	RIGHT	106	OUT ...	280

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	24	30
	THRU	660	873
	RIGHT	49	70
SOUTH BOUND	LEFT	74	258
	THRU	869	1,169
	RIGHT	142	175
EAST BOUND	LEFT	102	128
	THRU	67	82
	RIGHT	31	39
WEST BOUND	LEFT	56	87
	THRU	95	123
	RIGHT	106	218

17. Monroe Street at Highway 111

AM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	117	NORTHBOUND	
	THRU	494	IN ...	895
	RIGHT	49	OUT ...	659
SOUTH BOUND	LEFT	152	SOUTHBOUND	
	THRU	520	IN ...	882
	RIGHT	176	OUT ...	849
EAST BOUND	LEFT	119	EASTBOUND	
	THRU	375	IN ...	472
	RIGHT	35	OUT ...	631
WEST BOUND	LEFT	68	WESTBOUND	
	THRU	398	IN ...	344
	RIGHT	77	OUT ...	455

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	117	176
	THRU	494	672
	RIGHT	49	113
SOUTH BOUND	LEFT	152	196
	THRU	520	716
	RIGHT	176	247
EAST BOUND	LEFT	119	161
	THRU	375	607
	RIGHT	35	46
WEST BOUND	LEFT	68	103
	THRU	398	559
	RIGHT	77	101

1. Jefferson Street at Varner Road

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	207	NORTHBOUND	
	THRU	585	IN ...	1142
	RIGHT	145	OUT ...	1247
SOUTH BOUND	LEFT	75	SOUTHBOUND	
	THRU	513	IN ...	926
	RIGHT	150	OUT ...	953
EAST BOUND	LEFT	129	EASTBOUND	
	THRU	249	IN ...	941
	RIGHT	389	OUT ...	425
WEST BOUND	LEFT	49	WESTBOUND	
	THRU	76	IN ...	220
	RIGHT	51	OUT ...	604

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	207	319
	THRU	585	739
	RIGHT	145	199
SOUTH BOUND	LEFT	75	98
	THRU	513	686
	RIGHT	150	197
EAST BOUND	LEFT	129	171
	THRU	249	327
	RIGHT	389	548
WEST BOUND	LEFT	49	72
	THRU	76	107
	RIGHT	51	68

2. Jefferson Street at I-10 WB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	850	IN ...	2109
	RIGHT	863	OUT ...	1320
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	845	IN ...	1248
	RIGHT	107	OUT ...	1165
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	211
WEST BOUND	LEFT	232	WESTBOUND	
	THRU	0	IN ...	394
	RIGHT	110	OUT ...	1054

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	850	1,130
	RIGHT	863	1,054
SOUTH BOUND	LEFT	0	13
	THRU	845	1,117
	RIGHT	107	211
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	232	292
	THRU	0	0
	RIGHT	110	151

3. Jefferson Street at I-10 EB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	139	NORTHBOUND	
	THRU	1537	IN ...	2,104
	RIGHT	0	OUT ...	2,122
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	966	IN ...	1,330
	RIGHT	121	OUT ...	2,089
EAST BOUND	LEFT	156	EASTBOUND	
	THRU	0	IN ...	1,161
	RIGHT	798	OUT ...	385
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	139	208
	THRU	1,537	1,897
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	966	1,258
	RIGHT	121	177
EAST BOUND	LEFT	156	209
	THRU	0	0
	RIGHT	798	969
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

4. Jefferson Street at Indio Boulevard

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	1146	NORTHBOUND	
	THRU	0	IN ...	1,969
	RIGHT	359	OUT ...	1,613
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	731	IN ...	2,157
	RIGHT	1068	OUT ...	2,123
WEST BOUND	LEFT	279	WESTBOUND	
	THRU	549	IN ...	1,100
	RIGHT	0	OUT ...	1,490

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	1,146	1,418
	THRU	0	0
	RIGHT	359	551
SOUTH BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	731	939
	RIGHT	1,068	1,374
WEST BOUND	LEFT	279	394
	THRU	549	705
	RIGHT	0	0

5. Madison Street at Avenue 42

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	4	NORTHBOUND	
	THRU	0	IN ...	304
	RIGHT	6	OUT ...	219
SOUTH BOUND	LEFT	1	SOUTHBOUND	
	THRU	0	IN ...	1
	RIGHT	0	OUT ...	5
EAST BOUND	LEFT	3	EASTBOUND	
	THRU	475	IN ...	586
	RIGHT	6	OUT ...	200
WEST BOUND	LEFT	2	WESTBOUND	
	THRU	165	IN ...	372
	RIGHT	2	OUT ...	839

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	4	19
	THRU	0	0
	RIGHT	6	292
SOUTH BOUND	LEFT	1	1
	THRU	0	0
	RIGHT	0	0
EAST BOUND	LEFT	3	4
	THRU	475	627
	RIGHT	6	50
WEST BOUND	LEFT	2	169
	THRU	165	229
	RIGHT	2	4

6. Monroe Street at Avenue 42

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	44	NORTHBOUND	
	THRU	294	IN ...	765
	RIGHT	197	OUT ...	783
SOUTH BOUND	LEFT	163	SOUTHBOUND	
	THRU	220	IN ...	605
	RIGHT	26	OUT ...	750
EAST BOUND	LEFT	74	EASTBOUND	
	THRU	341	IN ...	898
	RIGHT	67	OUT ...	415
WEST BOUND	LEFT	138	WESTBOUND	
	THRU	114	IN ...	421
	RIGHT	81	OUT ...	742

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	44	138
	THRU	294	472
	RIGHT	197	252
SOUTH BOUND	LEFT	163	211
	THRU	220	406
	RIGHT	26	77
EAST BOUND	LEFT	74	206
	THRU	341	465
	RIGHT	67	227
WEST BOUND	LEFT	138	179
	THRU	114	199
	RIGHT	81	107

7. Gore Street/Spectrum Street at Avenue 42

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	20	NORTHBOUND	
	THRU	47	IN ...	76
	RIGHT	9	OUT ...	55
SOUTH BOUND	LEFT	68	SOUTHBOUND	
	THRU	22	IN ...	97
	RIGHT	77	OUT ...	66
EAST BOUND	LEFT	131	EASTBOUND	
	THRU	569	IN ...	676
	RIGHT	22	OUT ...	402
WEST BOUND	LEFT	11	WESTBOUND	
	THRU	290	IN ...	435
	RIGHT	70	OUT ...	761

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	20	25
	THRU	47	59
	RIGHT	9	34
SOUTH BOUND	LEFT	68	88
	THRU	22	27
	RIGHT	77	98
EAST BOUND	LEFT	131	166
	THRU	569	734
	RIGHT	22	27
WEST BOUND	LEFT	11	27
	THRU	290	382
	RIGHT	70	89

8. Jackson Street at Avenue 42

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	106	NORTHBOUND	
	THRU	278	IN ...	660
	RIGHT	98	OUT ...	620
SOUTH BOUND	LEFT	117	SOUTHBOUND	
	THRU	202	IN ...	464
	RIGHT	42	OUT ...	583
EAST BOUND	LEFT	117	EASTBOUND	
	THRU	345	IN ...	827
	RIGHT	149	OUT ...	487
WEST BOUND	LEFT	122	WESTBOUND	
	THRU	186	IN ...	533
	RIGHT	88	OUT ...	793

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	106	164
	THRU	278	346
	RIGHT	98	150
SOUTH BOUND	LEFT	117	154
	THRU	202	254
	RIGHT	42	56
EAST BOUND	LEFT	117	148
	THRU	345	489
	RIGHT	149	202
WEST BOUND	LEFT	122	165
	THRU	186	267
	RIGHT	88	111

9. Monroe Street at Showcase Parkway

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	569	IN ...	1115
	RIGHT	316	OUT ...	1157
SOUTH BOUND	LEFT	6	SOUTHBOUND	
	THRU	424	IN ...	788
	RIGHT	0	OUT ...	831
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0
WEST BOUND	LEFT	375	WESTBOUND	
	THRU	0	IN ...	407
	RIGHT	32	OUT ...	322

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	569	797
	RIGHT	316	419
SOUTH BOUND	LEFT	6	18
	THRU	424	782
	RIGHT	0	0
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	375	491
	THRU	0	0
	RIGHT	32	50

10. Monroe Street at I-10 WB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	272	NORTHBOUND	
	THRU	740	IN ...	1098
	RIGHT	0	OUT ...	1290
SOUTH BOUND	LEFT	0	SOUTHBOUND	
	THRU	593	IN ...	1076
	RIGHT	217	OUT ...	1041
EAST BOUND	LEFT	0	EASTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	511
WEST BOUND	LEFT	143	WESTBOUND	
	THRU	2	IN ...	670
	RIGHT	136	OUT ...	0

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	272	428
	THRU	740	1,030
	RIGHT	0	0
SOUTH BOUND	LEFT	0	0
	THRU	593	872
	RIGHT	217	296
EAST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0
WEST BOUND	LEFT	143	418
	THRU	2	4
	RIGHT	136	248

11. Monroe Street at I-10 EB Ramps

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	0	NORTHBOUND	
	THRU	705	IN ...	1,301
	RIGHT	97	OUT ...	1,397
SOUTH BOUND	LEFT	91	SOUTHBOUND	
	THRU	626	IN ...	1,271
	RIGHT	0	OUT ...	1,122
EAST BOUND	LEFT	331	EASTBOUND	
	THRU	1	IN ...	692
	RIGHT	353	OUT ...	0
WEST BOUND	LEFT	0	WESTBOUND	
	THRU	0	IN ...	0
	RIGHT	0	OUT ...	743

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	0	0
	THRU	705	1,034
	RIGHT	97	429
SOUTH BOUND	LEFT	91	311
	THRU	626	961
	RIGHT	0	0
EAST BOUND	LEFT	331	455
	THRU	1	3
	RIGHT	353	533
WEST BOUND	LEFT	0	0
	THRU	0	0
	RIGHT	0	0

12. Monroe Street at Oleander Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	29	NORTHBOUND	
	THRU	692	IN ...	1,318
	RIGHT	110	OUT ...	1,393
SOUTH BOUND	LEFT	145	SOUTHBOUND	
	THRU	819	IN ...	1,407
	RIGHT	25	OUT ...	1,313
EAST BOUND	LEFT	50	EASTBOUND	
	THRU	10	IN ...	120
	RIGHT	49	OUT ...	64
WEST BOUND	LEFT	110	WESTBOUND	
	THRU	7	IN ...	189
	RIGHT	72	OUT ...	265

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	29	37
	THRU	692	1,177
	RIGHT	110	139
SOUTH BOUND	LEFT	145	184
	THRU	819	1,232
	RIGHT	25	36
EAST BOUND	LEFT	50	81
	THRU	10	13
	RIGHT	49	64
WEST BOUND	LEFT	110	139
	THRU	7	8
	RIGHT	72	91

13. Monroe Street at Industrial Place/Avenue 44

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	32	NORTHBOUND	
	THRU	763	IN ...	1,728
	RIGHT	370	OUT ...	1,659
SOUTH BOUND	LEFT	71	SOUTHBOUND	
	THRU	901	IN ...	1,396
	RIGHT	9	OUT ...	1,375
EAST BOUND	LEFT	14	EASTBOUND	
	THRU	10	IN ...	78
	RIGHT	54	OUT ...	48
WEST BOUND	LEFT	317	WESTBOUND	
	THRU	7	IN ...	430
	RIGHT	111	OUT ...	550

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	32	40
	THRU	763	1,240
	RIGHT	370	455
SOUTH BOUND	LEFT	71	91
	THRU	901	1,299
	RIGHT	9	12
EAST BOUND	LEFT	14	18
	THRU	10	13
	RIGHT	54	68
WEST BOUND	LEFT	317	399
	THRU	7	8
	RIGHT	111	142

14. Monroe Street at Fred Waring Drive

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	119	NORTHBOUND	
	THRU	690	IN ...	1,037
	RIGHT	83	OUT ...	1,045
SOUTH BOUND	LEFT	114	SOUTHBOUND	
	THRU	708	IN ...	1,608
	RIGHT	399	OUT ...	1,757
EAST BOUND	LEFT	386	EASTBOUND	
	THRU	151	IN ...	1,064
	RIGHT	94	OUT ...	783
WEST BOUND	LEFT	38	WESTBOUND	
	THRU	21	IN ...	348
	RIGHT	118	OUT ...	471

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	119	168
	THRU	690	996
	RIGHT	83	105
SOUTH BOUND	LEFT	114	152
	THRU	708	1,010
	RIGHT	399	603
EAST BOUND	LEFT	386	697
	THRU	151	235
	RIGHT	94	149
WEST BOUND	LEFT	38	61
	THRU	21	43
	RIGHT	118	244

15. Monroe Street at Miles Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	105	NORTHBOUND	
	THRU	820	IN ...	1,081
	RIGHT	24	OUT ...	1,140
SOUTH BOUND	LEFT	31	SOUTHBOUND	
	THRU	762	IN ...	1,109
	RIGHT	151	OUT ...	1,134
EAST BOUND	LEFT	179	EASTBOUND	
	THRU	120	IN ...	507
	RIGHT	131	OUT ...	415
WEST BOUND	LEFT	51	WESTBOUND	
	THRU	117	IN ...	305
	RIGHT	35	OUT ...	311

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	105	186
	THRU	820	1,177
	RIGHT	24	50
SOUTH BOUND	LEFT	31	58
	THRU	762	1,107
	RIGHT	151	191
EAST BOUND	LEFT	179	227
	THRU	120	203
	RIGHT	131	236
WEST BOUND	LEFT	51	90
	THRU	117	163
	RIGHT	35	52

16. Monroe Street at Shadow Palm Avenue/Requa Avenue

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	47	NORTHBOUND	
	THRU	789	IN ...	969
	RIGHT	74	OUT ...	988
SOUTH BOUND	LEFT	115	SOUTHBOUND	
	THRU	788	IN ...	1,158
	RIGHT	59	OUT ...	1,074
EAST BOUND	LEFT	42	EASTBOUND	
	THRU	70	IN ...	181
	RIGHT	25	OUT ...	199
WEST BOUND	LEFT	42	WESTBOUND	
	THRU	71	IN ...	305
	RIGHT	111	OUT ...	354

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	47	59
	THRU	789	1,069
	RIGHT	74	111
SOUTH BOUND	LEFT	115	301
	THRU	788	1,042
	RIGHT	59	75
EAST BOUND	LEFT	42	57
	THRU	70	98
	RIGHT	25	32
WEST BOUND	LEFT	42	63
	THRU	71	88
	RIGHT	111	252

17. Monroe Street at Highway 111

PM PEAK HOUR

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** INPUT DATA *** Modified by: COMSIS Corp. (M. Roskin) 4/9/86
Modified by: FHWA 12/21/87

APPROACH	TURN MOVEMENT	BY COUNT	APPROACH	FY TOTAL
NORTH BOUND	LEFT	136	NORTHBOUND	
	THRU	497	IN ...	763
	RIGHT	65	OUT ...	764
SOUTH BOUND	LEFT	156	SOUTHBOUND	
	THRU	468	IN ...	933
	RIGHT	176	OUT ...	839
EAST BOUND	LEFT	190	EASTBOUND	
	THRU	608	IN ...	773
	RIGHT	40	OUT ...	742
WEST BOUND	LEFT	84	WESTBOUND	
	THRU	497	IN ...	532
	RIGHT	93	OUT ...	655

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255, PAGE 105 Written by: FHWA (C. Fleet)
*** RESULTS *** Modified by: COMSIS Corp. (M. Roskin) 2/13/86

APPROACH	TURN MOVEMENT	BY COUNT	FY FORECAST
NORTH BOUND	LEFT	136	175
	THRU	497	687
	RIGHT	65	123
SOUTH BOUND	LEFT	156	201
	THRU	468	626
	RIGHT	176	238
EAST BOUND	LEFT	190	266
	THRU	608	881
	RIGHT	40	60
WEST BOUND	LEFT	84	137
	THRU	497	711
	RIGHT	93	122

APPENDIX D

OPTION A LEVEL OF SERVICE CALCULATION WORKSHEETS

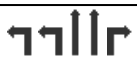
APPENDIX D-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	398	319	82	12	444	103	51	94	175	103	156	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	319	82	12	444	103	51	94	175	103	156	19
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	86	22	3	120	28	14	25	47	28	42	5
Total Analysis Volume [veh/h]	429	344	88	13	479	111	55	101	189	111	168	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	24	0	14	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	57	2	45	45	5	8	8	7	10	10
g / C, Green / Cycle	0.16	0.63	0.02	0.50	0.50	0.06	0.09	0.09	0.07	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.12	0.07	0.00	0.09	0.07	0.02	0.03	0.07	0.03	0.05	0.01
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	542	3214	80	2532	790	206	337	266	256	389	174
d1, Uniform Delay [s]	36.60	6.59	43.20	12.59	12.26	40.53	38.03	39.62	39.95	37.55	36.23
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.64	0.07	0.95	0.17	0.37	0.69	0.49	3.47	1.16	0.76	0.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.11	0.16	0.19	0.14	0.27	0.30	0.71	0.43	0.43	0.12
d, Delay for Lane Group [s/veh]	39.24	6.65	44.15	12.75	12.63	41.22	38.53	43.09	41.11	38.31	36.52
Lane Group LOS	D	A	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.66	0.80	0.15	1.74	1.24	0.60	1.05	2.13	1.21	1.75	0.41
50th-Percentile Queue Length [ft/ln]	116.59	19.92	3.78	43.57	30.88	14.93	26.28	53.31	30.13	43.81	10.18
95th-Percentile Queue Length [veh/ln]	8.21	1.43	0.27	3.14	2.22	1.08	1.89	3.84	2.17	3.15	0.73
95th-Percentile Queue Length [ft/ln]	205.13	35.85	6.81	78.42	55.59	26.88	47.30	95.96	54.24	78.86	18.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.24	6.65	0.00	44.15	12.75	12.63	41.22	38.53	43.09	41.11	38.31	36.52
Movement LOS	D	A		D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	24.74			13.41			41.45			39.23		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	26.36											
Intersection LOS	C											
Intersection V/C	0.386											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.959	0.000	2.651
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	444	511
d_b, Bicycle Delay [s]	15.64	38.32	27.26	24.98
l_b,int, Bicycle LOS Score for Intersection	1.985	1.891	1.844	1.806
Bicycle LOS	A	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	675	974	0	590	126	0	0	0	346	0	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	675	974	0	590	126	0	0	0	346	0	119
Peak Hour Factor	0.9500	0.9180	0.9180	0.9500	0.9180	0.9180	0.9500	0.9500	0.9500	0.9180	0.9500	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	184	265	0	161	34	0	0	0	94	0	32
Total Analysis Volume [veh/h]	0	735	1061	0	643	137	0	0	0	377	0	130
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	36	0	0	36	0	0	0	0	54	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	70	70	70		12	12	12
g / C, Green / Cycle	0.77	0.77	0.77		0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.14	0.13	0.09		0.11	0.11	0.08
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3938	3938	1229		245	245	219
d1, Uniform Delay [s]	2.70	2.65	2.53		37.34	37.34	36.36
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.09	0.18		5.00	5.00	2.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.16	0.11		0.77	0.77	0.59
d, Delay for Lane Group [s/veh]	2.81	2.74	2.71		42.34	42.34	38.91
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.83	0.71	0.48		4.27	4.27	2.80
50th-Percentile Queue Length [ft/ln]	20.86	17.87	11.99		106.81	106.81	69.89
95th-Percentile Queue Length [veh/ln]	1.50	1.29	0.86		7.66	7.66	5.03
95th-Percentile Queue Length [ft/ln]	37.56	32.16	21.59		191.56	191.56	125.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	2.81	0.00	0.00	2.74	2.71	0.00	0.00	0.00	42.34	0.00	38.91
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.81			2.73			0.00			41.46		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.47											
Intersection LOS	B											
Intersection V/C	0.275											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.63
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.254
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	712	712	0	1112
d_b, Bicycle Delay [s]	18.65	18.65	44.96	8.86
l_b,int, Bicycle LOS Score for Intersection	1.964	1.989	4.132	2.396
Bicycle LOS	A	A	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.630

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	114	1541	844	85	91	791
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1541	844	85	91	791
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	411	225	23	24	211
Total Analysis Volume [veh/h]	122	1643	900	91	97	843
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	28	61	33	0	29	29
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	21	60	35	35	22	47
g / C, Green / Cycle	0.23	0.67	0.39	0.39	0.24	0.52
(v / s)_i Volume / Saturation Flow Rate	0.04	0.32	0.18	0.06	0.03	0.30
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	799	3393	1990	621	847	1464
d1, Uniform Delay [s]	27.60	7.41	20.30	17.73	26.41	14.78
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.50	0.74	0.50	0.06	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.48	0.45	0.15	0.11	0.58
d, Delay for Lane Group [s/veh]	27.68	7.90	21.05	18.23	26.47	15.14
Lane Group LOS	C	A	C	B	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.04	4.57	4.64	1.28	0.81	5.56
50th-Percentile Queue Length [ft/ln]	26.08	114.32	115.93	31.94	20.13	138.91
95th-Percentile Queue Length [veh/ln]	1.88	8.08	8.17	2.30	1.45	9.42
95th-Percentile Queue Length [ft/ln]	46.95	202.00	204.21	57.50	36.23	235.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.68	7.90	21.05	18.23	26.47	15.14
Movement LOS	C	A	C	B	C	B
d_A, Approach Delay [s/veh]	9.27		20.79		16.31	
Approach LOS	A		C		B	
d_I, Intersection Delay [s/veh]	14.15					
Intersection LOS	B					
Intersection V/C	0.630					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1266	644	555
d_b, Bicycle Delay [s]	6.06	20.68	23.48
l_b,int, Bicycle LOS Score for Intersection	2.530	2.105	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1013	260	449	1180	466	636
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1013	260	449	1180	466	636
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	268	69	119	312	123	168
Total Analysis Volume [veh/h]	1072	275	475	1249	493	673
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	49	0	11	11	30	41
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	25	66	16	45
g / C, Green / Cycle	0.41	0.41	0.28	0.74	0.17	0.50
(v / s)_i Volume / Saturation Flow Rate	0.31	0.10	0.13	0.44	0.14	0.19
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1425	1159	1001	2075	600	1777
d1, Uniform Delay [s]	22.55	17.25	26.85	5.57	35.87	13.93
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.82	0.10	1.61	1.30	2.88	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.24	0.47	0.60	0.82	0.38
d, Delay for Lane Group [s/veh]	23.38	17.35	28.46	6.88	38.75	14.55
Lane Group LOS	C	B	C	A	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	9.34	1.82	4.36	4.50	5.35	4.15
50th-Percentile Queue Length [ft/ln]	233.61	45.45	108.96	112.47	133.85	103.80
95th-Percentile Queue Length [veh/ln]	14.36	3.27	7.78	7.98	9.15	7.47
95th-Percentile Queue Length [ft/ln]	358.94	81.82	194.55	199.43	228.71	186.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.38	17.35	28.46	6.88	38.75	14.55
Movement LOS	C	B	C	A	D	B
d_A, Approach Delay [s/veh]	22.15		12.82		24.78	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	19.08					
Intersection LOS	B					
Intersection V/C	0.812					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	156	822
d_b, Bicycle Delay [s]	11.26	38.28	15.62
l_b,int, Bicycle LOS Score for Intersection	1.560	2.982	2.522
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	18	0	12	2	0	2	0	165	26	18	260	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	0	12	2	0	2	0	165	26	18	260	1
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	3	1	0	1	0	48	8	5	75	0
Total Analysis Volume [veh/h]	21	0	14	2	0	2	0	191	30	21	302	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	13.74	13.76	9.78	13.52	13.51	9.93	7.86	0.00	0.00	7.69	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.21	0.02	0.02	0.02	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	5.20	5.20	5.20	0.56	0.56	0.56	0.00	0.00	0.00	0.89	0.89	0.89
d_A, Approach Delay [s/veh]	12.15			11.73			0.00			0.50		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.09											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.530

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	72	190	129	99	392	57	23	121	22	293	162	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	190	129	99	392	57	23	121	22	293	162	31
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	52	35	27	107	16	6	33	6	80	44	8
Total Analysis Volume [veh/h]	78	207	140	108	427	62	25	132	24	319	176	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	17	0	0	30	0	11	25	25	18	32	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	19	19	3	29	63	14	39
g / C, Green / Cycle	0.14	0.14	0.14	0.21	0.21	0.04	0.32	0.70	0.16	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.11	0.09	0.16	0.18	0.01	0.03	0.02	0.12	0.12
s, saturation flow rate [veh/h]	1781	1870	1589	1837	1641	1781	5094	1589	2693	1818
c, Capacity [veh/h]	248	260	221	385	344	67	1626	1116	442	794
d1, Uniform Delay [s]	34.96	37.59	36.66	33.70	34.39	42.36	21.46	4.07	38.33	16.18
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.72	5.52	2.99	3.50	6.75	3.42	0.10	0.04	2.25	0.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.80	0.63	0.78	0.86	0.37	0.08	0.02	0.72	0.26
d, Delay for Lane Group [s/veh]	35.68	43.11	39.65	37.20	41.14	45.78	21.55	4.10	40.58	17.00
Lane Group LOS	D	D	D	D	D	D	C	A	D	B
Critical Lane Group	No	Yes	No	No	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.57	4.75	3.05	6.46	6.76	0.60	0.65	0.12	3.53	2.83
50th-Percentile Queue Length [ft/ln]	39.32	118.63	76.26	161.49	168.92	15.04	16.34	3.06	88.37	70.83
95th-Percentile Queue Length [veh/ln]	2.83	8.32	5.49	10.63	11.02	1.08	1.18	0.22	6.36	5.10
95th-Percentile Queue Length [ft/ln]	70.78	207.94	137.26	265.70	275.50	27.07	29.40	5.50	159.06	127.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.68	43.11	39.65	37.20	39.36	41.14	45.78	21.55	4.10	40.58	17.00	17.00
Movement LOS	D	D	D	D	D	D	D	C	A	D	B	B
d_A, Approach Delay [s/veh]	40.61			39.16			22.59			31.22		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	35.36											
Intersection LOS	D											
Intersection V/C	0.530											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.986	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	577	466	622
d_b, Bicycle Delay [s]	32.98	22.80	26.49	21.40
l_b,int, Bicycle LOS Score for Intersection	2.261	2.052	1.659	2.432
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	10	35	2	143	47	257	90	226	16	8	301	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	35	2	143	47	257	90	226	16	8	301	126
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	10	1	40	13	72	25	63	4	2	84	35
Total Analysis Volume [veh/h]	11	39	2	160	53	288	101	253	18	9	337	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	59	0	0	59	0	11	20	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	19	19	19	19	7	58	58	1	52	52
g / C, Green / Cycle	0.21	0.21	0.21	0.21	0.21	0.21	0.07	0.64	0.64	0.02	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.12	0.03	0.18	0.06	0.05	0.05	0.01	0.18	0.09
s, saturation flow rate [veh/h]	1039	1870	1838	1366	1870	1589	1781	3560	1808	1781	1870	1589
c, Capacity [veh/h]	254	396	389	328	396	337	129	2272	1153	30	1089	926
d1, Uniform Delay [s]	31.52	28.29	28.29	34.14	28.79	34.17	41.04	6.21	6.22	43.73	9.58	8.62
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.05	0.06	1.12	0.15	6.25	9.70	0.07	0.14	5.38	0.74	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.05	0.05	0.49	0.13	0.86	0.78	0.08	0.08	0.30	0.31	0.15
d, Delay for Lane Group [s/veh]	31.59	28.34	28.35	35.26	28.94	40.42	50.74	6.28	6.35	49.11	10.32	8.97
Lane Group LOS	C	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	0.36	0.35	3.29	0.93	6.50	2.52	0.60	0.64	0.24	3.33	1.26
50th-Percentile Queue Length [ft/ln]	5.11	8.88	8.87	82.21	23.37	162.62	63.10	14.98	16.05	6.04	83.14	31.43
95th-Percentile Queue Length [veh/ln]	0.37	0.64	0.64	5.92	1.68	10.69	4.54	1.08	1.16	0.43	5.99	2.26
95th-Percentile Queue Length [ft/ln]	9.19	15.98	15.96	147.98	42.07	267.19	113.58	26.97	28.90	10.87	149.66	56.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.59	28.34	28.35	35.26	28.94	40.42	50.74	6.30	6.35	49.11	10.32	8.97
Movement LOS	C	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	29.03			37.56			18.37			10.65		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	22.91											
Intersection LOS	C											
Intersection V/C	0.482											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.325	2.452	0.000	2.827
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	1222	355	355
d_b, Bicycle Delay [s]	6.81	6.81	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	1.603	2.386	1.764	2.363
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	90	143	62	62	352	66	49	171	110	189	224	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	143	62	62	352	66	49	171	110	189	224	55
Peak Hour Factor	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	40	17	17	98	18	14	48	31	53	62	15
Total Analysis Volume [veh/h]	100	159	69	69	392	73	55	190	122	210	249	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	13	27	0	26	26	0	26	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	51	51	6	50	50	5	9	9	8	12	12
g / C, Green / Cycle	0.07	0.57	0.57	0.06	0.56	0.56	0.06	0.10	0.10	0.09	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.03	0.04	0.04	0.02	0.11	0.05	0.02	0.05	0.08	0.06	0.09	0.09
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1745
c, Capacity [veh/h]	251	2011	898	225	1985	886	206	375	168	302	249	233
d1, Uniform Delay [s]	39.95	8.94	8.93	40.21	9.92	9.26	40.53	38.12	39.09	39.99	37.03	37.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.03	0.08	0.17	0.76	0.22	0.18	0.69	1.06	5.94	2.89	2.72	3.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.08	0.08	0.31	0.20	0.08	0.27	0.51	0.73	0.70	0.64	0.65
d, Delay for Lane Group [s/veh]	40.97	9.02	9.10	40.97	10.15	9.44	41.22	39.18	45.02	42.88	39.75	40.11
Lane Group LOS	D	A	A	D	B	A	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.08	0.68	0.62	0.75	1.86	0.67	0.60	2.01	2.86	2.35	3.46	3.30
50th-Percentile Queue Length [ft/ln]	27.08	17.12	15.41	18.66	46.44	16.72	14.93	50.34	71.38	58.84	86.58	82.53
95th-Percentile Queue Length [veh/ln]	1.95	1.23	1.11	1.34	3.34	1.20	1.08	3.62	5.14	4.24	6.23	5.94
95th-Percentile Queue Length [ft/ln]	48.74	30.81	27.74	33.58	83.59	30.10	26.88	90.62	128.48	105.91	155.84	148.56

Movement, Approach, & Intersection Results

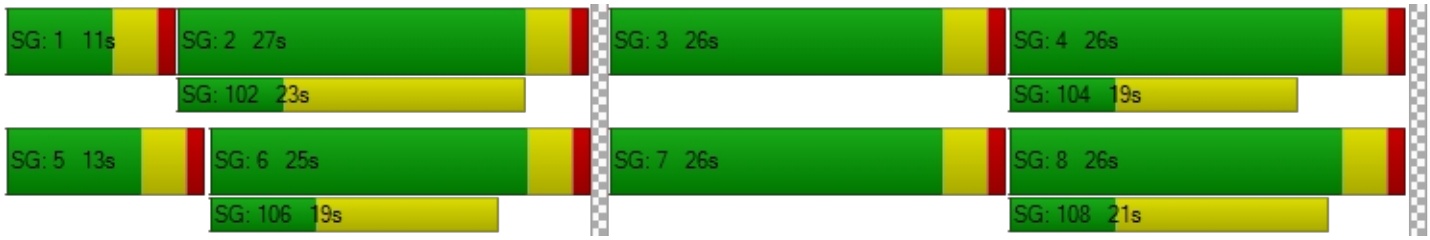
d_M, Delay for Movement [s/veh]	40.97	9.02	9.10	40.97	10.15	9.44	41.22	39.18	45.02	42.88	39.88	40.11
Movement LOS	D	A	A	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.78			14.03			41.43			41.11		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	28.72											
Intersection LOS	C											
Intersection V/C	0.336											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.853	2.706	2.703	2.712
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	511	488	488
d_b, Bicycle Delay [s]	26.49	24.98	25.73	25.73
l_b,int, Bicycle LOS Score for Intersection	1.830	2.000	1.862	1.989
Bicycle LOS	A	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Monroe Street		Monroe Street		Showcase Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Monroe Street		Monroe Street		Showcase Parkway	
Base Volume Input [veh/h]	421	200	1	711	310	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	200	1	711	310	28
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	53	0	188	82	7
Total Analysis Volume [veh/h]	444	211	1	750	327	30
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	20	0	11	31	59	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	9	0	0	9	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	0	71	11	11
g / C, Green / Cycle	0.74	0.74	0.00	0.79	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.12	0.13	0.00	0.21	0.09	0.02
s, saturation flow rate [veh/h]	3560	1589	3459	3560	3459	1589
c, Capacity [veh/h]	2627	1173	11	2797	435	200
d1, Uniform Delay [s]	3.53	3.57	44.75	2.62	38.01	35.08
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.34	3.42	0.24	2.66	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.18	0.09	0.27	0.75	0.15
d, Delay for Lane Group [s/veh]	3.67	3.90	48.16	2.86	40.67	35.43
Lane Group LOS	A	A	D	A	D	D
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.98	1.00	0.02	1.27	3.59	0.60
50th-Percentile Queue Length [ft/ln]	24.41	24.93	0.41	31.67	89.72	14.99
95th-Percentile Queue Length [veh/ln]	1.76	1.80	0.03	2.28	6.46	1.08
95th-Percentile Queue Length [ft/ln]	43.93	44.88	0.73	57.00	161.50	26.98

Movement, Approach, & Intersection Results

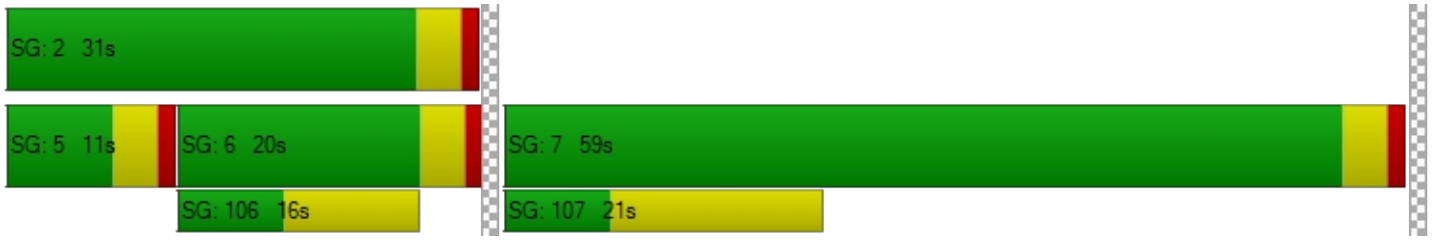
d_M, Delay for Movement [s/veh]	3.67	3.90	48.16	2.86	40.67	35.43
Movement LOS	A	A	D	A	D	D
d_A, Approach Delay [s/veh]	3.75		2.92		40.23	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.78					
Intersection LOS	B					
Intersection V/C	0.352					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.835	2.764	2.545
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	600	1222
d_b, Bicycle Delay [s]	30.43	22.06	6.81
l_b,int, Bicycle LOS Score for Intersection	2.100	2.179	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	421	511	0	0	561	457	0	0	0	123	1	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	421	511	0	0	561	457	0	0	0	123	1	110
Peak Hour Factor	0.9360	0.9360	0.9500	0.9500	0.9360	0.9360	0.9500	0.9500	0.9500	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	136	0	0	150	122	0	0	0	33	0	29
Total Analysis Volume [veh/h]	450	546	0	0	599	488	0	0	0	131	1	118
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	0	15	0	0	0	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	73	73	62	62		9
g / C, Green / Cycle	0.82	0.82	0.69	0.69		0.09
(v / s)_i Volume / Saturation Flow Rate	0.67	0.29	0.32	0.31		0.07
s, saturation flow rate [veh/h]	675	1870	1870	1589		1782
c, Capacity [veh/h]	589	1526	1296	1101		169
d1, Uniform Delay [s]	8.83	2.15	6.25	6.13		39.82
k, delay calibration	0.50	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	9.08	0.66	1.19	1.29		7.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.76	0.36	0.46	0.44		0.78
d, Delay for Lane Group [s/veh]	17.91	2.81	7.44	7.42		47.35
Lane Group LOS	B	A	A	A		D
Critical Lane Group	Yes	No	Yes	No		Yes
50th-Percentile Queue Length [veh/ln]	2.51	1.59	4.64	3.76		3.17
50th-Percentile Queue Length [ft/ln]	62.87	39.86	115.90	93.96		79.26
95th-Percentile Queue Length [veh/ln]	4.53	2.87	8.17	6.77		5.71
95th-Percentile Queue Length [ft/ln]	113.16	71.75	204.18	169.13		142.67

Movement, Approach, & Intersection Results

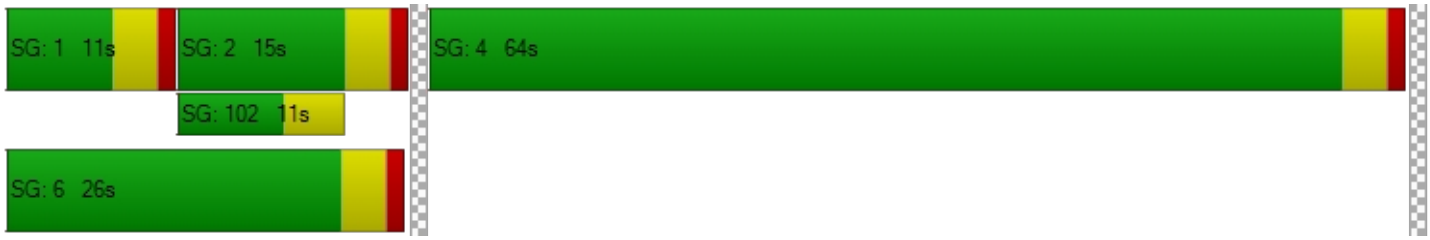
d_M, Delay for Movement [s/veh]	17.91	2.81	0.00	0.00	7.44	7.42	0.00	0.00	0.00	47.35	47.35	0.00
Movement LOS	B	A			A	A				D	D	
d_A, Approach Delay [s/veh]	9.63			7.43			0.00			47.35		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	10.80											
Intersection LOS	B											
Intersection V/C	0.538											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.630	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	244	0	1333
d_b, Bicycle Delay [s]	25.70	34.68	45.01	5.01
I_b,int, Bicycle LOS Score for Intersection	3.203	3.353	4.132	1.777
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	36.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.900

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	745	128	85	591	0	185	2	419	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	745	128	85	591	0	185	2	419	0	0	0
Peak Hour Factor	0.9500	0.9430	0.9430	0.9430	0.9430	0.9500	0.9430	0.9430	0.9430	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	198	34	23	157	0	49	1	111	0	0	0
Total Analysis Volume [veh/h]	0	790	136	90	627	0	196	2	444	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	61	0	11	72	0	0	48	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	65	76	76	36	36	
g / C, Green / Cycle	0.54	0.63	0.63	0.30	0.30	
(v / s)_i Volume / Saturation Flow Rate	0.51	0.12	0.34	0.11	0.28	
s, saturation flow rate [veh/h]	1823	739	1870	1782	1589	
c, Capacity [veh/h]	992	272	1186	533	476	
d1, Uniform Delay [s]	25.29	24.27	12.08	33.12	40.85	
k, delay calibration	0.50	0.50	0.50	0.11	0.29	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	16.38	3.23	1.69	0.43	18.72	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.93	0.33	0.53	0.37	0.93	
d, Delay for Lane Group [s/veh]	41.67	27.50	13.77	33.55	59.58	
Lane Group LOS	D	C	B	C	E	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	27.65	1.13	9.35	4.62	15.08	
50th-Percentile Queue Length [ft/ln]	691.13	28.19	233.66	115.53	376.98	
95th-Percentile Queue Length [veh/ln]	36.27	2.03	14.36	8.15	21.45	
95th-Percentile Queue Length [ft/ln]	906.70	50.74	359.00	203.66	536.19	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	41.67	41.67	27.50	13.77	0.00	33.55	33.55	59.58	0.00	0.00	0.00
Movement LOS		D	D	C	B		C	C	E			
d_A, Approach Delay [s/veh]	41.67			15.50			51.55			0.00		
Approach LOS	D			B			D			A		
d_I, Intersection Delay [s/veh]	36.23											
Intersection LOS	D											
Intersection V/C	0.900											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.042	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	1134	734	0
d_b, Bicycle Delay [s]	16.52	11.25	24.05	59.98
l_b,int, Bicycle LOS Score for Intersection	3.088	2.743	2.619	4.132
Bicycle LOS	C	B	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	64	704	50	48	837	90	49	2	33	153	8	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	704	50	48	837	90	49	2	33	153	8	95
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	185	13	13	220	24	13	1	9	40	2	25
Total Analysis Volume [veh/h]	67	739	52	50	878	94	51	2	35	161	8	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	40	0	11	40	0	0	39	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	5	54	54	19	19	19
g / C, Green / Cycle	0.06	0.60	0.60	0.06	0.60	0.60	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.04	0.21	0.21	0.03	0.26	0.26	0.21	0.15	0.06
s, saturation flow rate [veh/h]	1781	1870	1827	1781	1870	1807	418	1123	1589
c, Capacity [veh/h]	113	1132	1106	99	1118	1080	149	309	327
d1, Uniform Delay [s]	41.03	8.91	8.91	41.30	9.90	9.90	38.08	33.38	30.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.94	0.87	0.89	3.96	1.27	1.31	3.97	1.51	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.35	0.35	0.51	0.44	0.44	0.59	0.55	0.31
d, Delay for Lane Group [s/veh]	45.98	9.78	9.80	45.26	11.17	11.21	42.06	34.88	30.82
Lane Group LOS	D	A	A	D	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.58	3.84	3.76	1.18	5.23	5.07	2.09	3.50	1.86
50th-Percentile Queue Length [ft/ln]	39.61	95.93	93.92	29.38	130.76	126.72	52.37	87.49	46.40
95th-Percentile Queue Length [veh/ln]	2.85	6.91	6.76	2.12	8.98	8.76	3.77	6.30	3.34
95th-Percentile Queue Length [ft/ln]	71.29	172.67	169.06	52.88	224.53	219.02	94.27	157.48	83.52

Movement, Approach, & Intersection Results

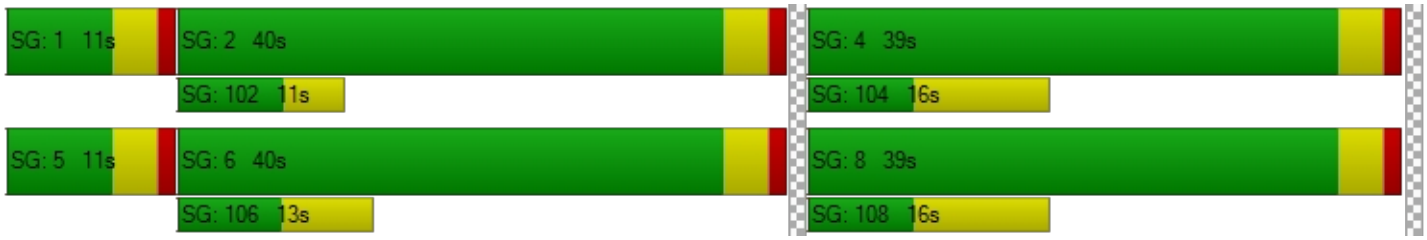
d_M, Delay for Movement [s/veh]	45.98	9.79	9.80	45.26	11.19	11.21	42.06	42.06	42.06	34.88	34.88	30.82
Movement LOS	D	A	A	D	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	12.62			12.86			42.06			33.37		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	16.38											
Intersection LOS	B											
Intersection V/C	0.591											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.67	34.67	34.67	34.67
l_p,int, Pedestrian LOS Score for Intersection	2.905	2.745	1.840	2.061
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	778	778
d_b, Bicycle Delay [s]	16.20	16.20	16.81	16.81
l_b,int, Bicycle LOS Score for Intersection	2.267	2.403	1.705	2.003
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	51	720	319	42	944	19	16	5	52	448	9	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	720	319	42	944	19	16	5	52	448	9	130
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	196	87	11	257	5	4	1	14	122	2	35
Total Analysis Volume [veh/h]	55	783	347	46	1027	21	17	5	57	487	10	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	18	0	11	16	0	0	20	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	47	47	5	47	47	6	16	16	16
g / C, Green / Cycle	0.06	0.53	0.53	0.05	0.52	0.52	0.07	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.03	0.32	0.32	0.03	0.28	0.28	0.05	0.14	0.14	0.09
s, saturation flow rate [veh/h]	1781	1870	1678	1781	1870	1857	1643	1781	1784	1589
c, Capacity [veh/h]	106	982	882	97	973	966	112	311	311	277
d1, Uniform Delay [s]	41.16	14.89	14.93	41.38	14.43	14.43	41.13	35.70	35.70	33.71
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.90	2.76	3.11	3.55	2.15	2.17	7.85	4.72	4.70	1.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.60	0.61	0.47	0.54	0.54	0.71	0.80	0.80	0.51
d, Delay for Lane Group [s/veh]	45.07	17.65	18.03	44.93	16.58	16.60	48.98	40.41	40.40	35.15
Lane Group LOS	D	B	B	D	B	B	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.29	8.55	7.81	1.08	7.22	7.18	1.94	5.54	5.55	2.86
50th-Percentile Queue Length [ft/ln]	32.20	213.79	195.25	26.94	180.56	179.41	48.53	138.47	138.68	71.57
95th-Percentile Queue Length [veh/ln]	2.32	13.35	12.39	1.94	11.63	11.57	3.49	9.40	9.41	5.15
95th-Percentile Queue Length [ft/ln]	57.95	333.69	309.83	48.49	290.74	289.25	87.35	234.96	235.24	128.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.07	17.74	18.03	44.93	16.59	16.60	48.98	48.98	48.98	40.41	40.40	35.15
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.10			17.78			48.98			39.25		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	23.69											
Intersection LOS	C											
Intersection V/C	0.648											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.837	2.696	1.795	2.383
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	266	355	821
d_b, Bicycle Delay [s]	32.13	33.84	30.47	15.64
l_b,int, Bicycle LOS Score for Intersection	2.537	2.462	1.690	2.612
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	22.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	88	703	78	57	830	579	285	89	44	36	36	113
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	703	78	57	830	579	285	89	44	36	36	113
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	192	21	16	226	158	78	24	12	10	10	31
Total Analysis Volume [veh/h]	96	767	85	62	905	631	311	97	48	39	39	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	23	0	11	23	0	24	38	0	18	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	49	49	6	48	48	11	15	15	4	9	9
g / C, Green / Cycle	0.07	0.54	0.54	0.06	0.53	0.53	0.12	0.17	0.17	0.05	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.03	0.25	0.40	0.09	0.05	0.03	0.02	0.02	0.08
s, saturation flow rate [veh/h]	1781	1870	1805	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	128	1011	976	111	1892	845	408	317	269	89	190	161
d1, Uniform Delay [s]	41.06	12.38	12.38	41.06	13.27	16.41	38.56	32.81	32.08	41.62	37.18	39.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.48	1.33	1.38	4.29	0.87	5.98	2.99	0.54	0.31	3.39	0.53	7.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.43	0.43	0.56	0.48	0.75	0.76	0.31	0.18	0.44	0.21	0.76
d, Delay for Lane Group [s/veh]	49.54	13.71	13.75	45.35	14.14	22.39	41.55	33.35	32.39	45.01	37.71	46.74
Lane Group LOS	D	B	B	D	B	C	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.37	5.21	5.04	1.46	5.57	10.61	3.45	1.88	0.91	0.92	0.81	2.94
50th-Percentile Queue Length [ft/ln]	59.18	130.21	126.03	36.39	139.23	265.34	86.27	47.01	22.75	22.93	20.23	73.53
95th-Percentile Queue Length [veh/ln]	4.26	8.95	8.72	2.62	9.44	15.96	6.21	3.38	1.64	1.65	1.46	5.29
95th-Percentile Queue Length [ft/ln]	106.52	223.78	218.08	65.49	235.98	398.91	155.29	84.61	40.95	41.28	36.42	132.35

Movement, Approach, & Intersection Results

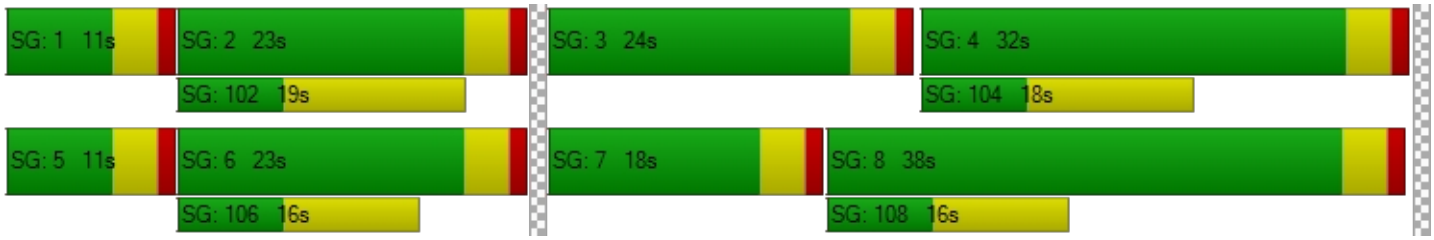
d_M, Delay for Movement [s/veh]	49.54	13.73	13.75	45.35	14.14	22.39	41.55	33.35	32.39	45.01	37.71	46.74
Movement LOS	D	B	B	D	B	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	17.36			18.61			38.84			44.65		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	22.75											
Intersection LOS	C											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.678	2.907	2.764	2.239
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	422	422	755	622
d_b, Bicycle Delay [s]	28.05	28.05	17.46	21.40
l_b,int, Bicycle LOS Score for Intersection	2.342	2.878	2.312	1.891
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	117	756	17	14	785	196	214	157	205	69	155	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	756	17	14	785	196	214	157	205	69	155	36
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	202	5	4	210	52	57	42	55	18	41	10
Total Analysis Volume [veh/h]	125	809	18	15	840	210	229	168	219	74	166	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	36	0	11	35	0	23	31	0	12	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	46	46	2	40	40	14	20	20	6	12
g / C, Green / Cycle	0.09	0.51	0.51	0.03	0.45	0.45	0.15	0.22	0.22	0.07	0.14
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.22	0.01	0.29	0.29	0.13	0.09	0.14	0.04	0.11
s, saturation flow rate [veh/h]	1781	1870	1856	1781	1870	1743	1781	1870	1589	1781	1809
c, Capacity [veh/h]	157	952	945	46	835	778	269	413	351	119	247
d1, Uniform Delay [s]	40.30	13.96	13.96	43.16	19.46	19.46	37.27	30.08	31.75	40.97	37.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.73	1.45	1.46	4.07	3.91	4.20	7.37	0.64	1.82	5.23	7.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.44	0.44	0.33	0.65	0.65	0.85	0.41	0.62	0.62	0.83
d, Delay for Lane Group [s/veh]	49.04	15.41	15.42	47.23	23.37	23.66	44.65	30.72	33.57	46.20	45.05
Lane Group LOS	D	B	B	D	C	C	D	C	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.06	5.38	5.34	0.38	9.28	8.71	5.38	3.14	4.40	1.75	4.82
50th-Percentile Queue Length [ft/ln]	76.57	134.40	133.45	9.43	231.92	217.82	134.48	78.58	110.02	43.86	120.50
95th-Percentile Queue Length [veh/ln]	5.51	9.18	9.13	0.68	14.27	13.55	9.18	5.66	7.84	3.16	8.42
95th-Percentile Queue Length [ft/ln]	137.83	229.47	228.17	16.98	356.79	338.84	229.57	141.44	196.02	78.95	210.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.04	15.41	15.42	47.23	23.48	23.66	44.65	30.72	33.57	46.20	45.05	45.05
Movement LOS	D	B	B	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	19.83			23.85			36.91			45.35		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	27.36											
Intersection LOS	C											
Intersection V/C	0.733											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.706	2.717	2.517	2.096
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	710	688	599	355
d_b, Bicycle Delay [s]	18.73	19.38	22.09	30.47
l_b,int, Bicycle LOS Score for Intersection	2.345	2.438	2.576	2.020
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	24	660	49	74	869	142	102	67	31	56	95	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	660	49	74	869	142	102	67	31	56	95	106
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	184	14	21	242	40	28	19	9	16	26	30
Total Analysis Volume [veh/h]	27	736	55	82	969	158	114	75	35	62	106	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	52	0	12	53	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	50	50	6	53	53	22	22	22	22
g / C, Green / Cycle	0.04	0.55	0.55	0.07	0.58	0.58	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.02	0.21	0.21	0.05	0.31	0.31	0.10	0.06	0.05	0.13
s, saturation flow rate [veh/h]	1781	1870	1825	1781	1870	1780	1157	1771	1283	1711
c, Capacity [veh/h]	70	1035	1010	123	1090	1037	206	433	302	418
d1, Uniform Delay [s]	42.18	11.43	11.43	40.92	11.33	11.35	39.63	27.40	32.36	29.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.42	1.09	1.12	6.15	1.84	1.94	2.30	0.31	0.33	1.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.39	0.39	0.67	0.53	0.53	0.55	0.25	0.21	0.54
d, Delay for Lane Group [s/veh]	45.61	12.52	12.55	47.08	13.17	13.29	41.94	27.70	32.69	30.63
Lane Group LOS	D	B	B	D	B	B	D	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.65	4.53	4.43	1.96	6.84	6.56	2.58	1.91	1.19	4.25
50th-Percentile Queue Length [ft/ln]	16.17	113.15	110.69	49.11	170.95	164.07	64.61	47.86	29.68	106.24
95th-Percentile Queue Length [veh/ln]	1.16	8.02	7.88	3.54	11.13	10.76	4.65	3.45	2.14	7.63
95th-Percentile Queue Length [ft/ln]	29.10	200.38	196.96	88.39	278.16	269.10	116.31	86.14	53.43	190.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.61	12.54	12.55	47.08	13.22	13.29	41.94	27.70	27.70	32.69	30.63	30.63
Movement LOS	D	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.63			15.53			34.95			31.08		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	18.38											
Intersection LOS	B											
Intersection V/C	0.525											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.755	2.886	2.107	2.102
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	1089	489	489
d_b, Bicycle Delay [s]	9.81	9.35	25.70	25.70
l_b,int, Bicycle LOS Score for Intersection	2.234	2.557	1.929	2.032
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	117	494	49	152	520	176	119	375	35	68	398	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	117	494	49	152	520	176	119	375	35	68	398	77
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	131	13	40	138	47	32	99	9	18	105	20
Total Analysis Volume [veh/h]	124	523	52	161	551	186	126	397	37	72	422	82
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	20	46	0	11	37	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	21	21	7	22	22	7	40	40	6	39	50
g / C, Green / Cycle	0.07	0.24	0.24	0.08	0.24	0.24	0.07	0.44	0.44	0.07	0.43	0.55
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.16	0.05	0.21	0.21	0.04	0.08	0.08	0.02	0.08	0.05
s, saturation flow rate [veh/h]	3459	1870	1811	3459	1870	1711	3459	3560	1790	3459	5094	1589
c, Capacity [veh/h]	260	446	432	267	450	412	261	1568	789	229	2196	879
d1, Uniform Delay [s]	39.99	30.96	30.98	40.26	32.73	32.73	40.00	15.36	15.38	40.16	15.91	9.51
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.35	1.63	1.69	2.18	4.74	5.17	1.38	0.26	0.52	0.78	0.19	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.65	0.66	0.60	0.85	0.86	0.48	0.18	0.19	0.31	0.19	0.09
d, Delay for Lane Group [s/veh]	41.34	32.59	32.67	42.44	37.47	37.90	41.38	15.61	15.90	40.94	16.10	9.72
Lane Group LOS	D	C	C	D	D	D	D	B	B	D	B	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.35	5.80	5.64	1.79	8.41	7.75	1.38	1.79	1.89	0.78	1.78	0.77
50th-Percentile Queue Length [ft/ln]	33.81	144.88	140.93	44.69	210.22	193.64	34.38	44.68	47.16	19.46	44.38	19.19
95th-Percentile Queue Length [veh/ln]	2.43	9.74	9.53	3.22	13.16	12.31	2.48	3.22	3.40	1.40	3.20	1.38
95th-Percentile Queue Length [ft/ln]	60.85	243.58	238.27	80.45	329.12	307.74	61.88	80.42	84.88	35.03	79.89	34.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.34	32.62	32.67	42.44	37.60	37.90	41.38	15.69	15.90	40.94	16.10	9.72
Movement LOS	D	C	C	D	D	D	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	34.17			38.53			21.49			18.30		
Approach LOS	C			D			C			B		
d_I, Intersection Delay [s/veh]	29.66											
Intersection LOS	C											
Intersection V/C	0.439											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.673	2.717	2.882	2.977
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	932	733	400	400
d_b, Bicycle Delay [s]	12.84	18.09	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.136	2.300	1.868	1.876
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	207	585	145	75	513	150	129	249	389	49	76	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	585	145	75	513	150	129	249	389	49	76	51
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	174	43	22	152	45	38	74	115	15	23	15
Total Analysis Volume [veh/h]	246	695	172	89	609	178	153	296	462	58	90	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	25	0	11	11	0	17	43	0	11	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	44	6	42	42	7	18	18	5	17	17
g / C, Green / Cycle	0.10	0.49	0.07	0.46	0.46	0.08	0.20	0.20	0.06	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.07	0.14	0.03	0.12	0.11	0.04	0.08	0.16	0.02	0.03	0.04
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	340	2493	244	2351	734	266	719	568	210	661	295
d1, Uniform Delay [s]	39.47	13.61	39.98	14.85	14.72	40.19	31.33	34.37	40.45	30.67	31.09
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.28	0.91	0.27	0.78	1.95	0.38	2.89	0.70	0.09	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.28	0.36	0.26	0.24	0.57	0.41	0.81	0.28	0.14	0.21
d, Delay for Lane Group [s/veh]	42.39	13.89	40.90	15.12	15.51	42.14	31.71	37.25	41.15	30.77	31.44
Lane Group LOS	D	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.75	2.71	0.96	2.49	2.27	1.69	2.80	4.95	0.63	0.82	1.14
50th-Percentile Queue Length [ft/ln]	68.65	67.71	24.06	62.28	56.87	42.27	69.96	123.87	15.73	20.42	28.47
95th-Percentile Queue Length [veh/ln]	4.94	4.87	1.73	4.48	4.09	3.04	5.04	8.61	1.13	1.47	2.05
95th-Percentile Queue Length [ft/ln]	123.56	121.87	43.30	112.10	102.37	76.09	125.93	215.13	28.31	36.76	51.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.39	13.89	0.00	40.90	15.12	15.51	42.14	31.71	37.25	41.15	30.77	31.44
Movement LOS	D	B		D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	21.34			17.81			36.27			33.84		
Approach LOS	C			B			D			C		
d_I, Intersection Delay [s/veh]	25.81											
Intersection LOS	C											
Intersection V/C	0.452											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
I_p,int, Pedestrian LOS Score for Intersection	0.000	3.042	0.000	2.676
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	155	866	733
d_b, Bicycle Delay [s]	26.49	38.32	14.49	18.09
I_b,int, Bicycle LOS Score for Intersection	2.077	2.041	2.311	1.732
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.292

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	850	863	0	845	107	0	0	0	232	0	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	850	863	0	845	107	0	0	0	232	0	110
Peak Hour Factor	0.9500	0.8770	0.8770	0.9500	0.8770	0.8770	0.9500	0.9500	0.9500	0.8770	0.9500	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	242	246	0	241	31	0	0	0	66	0	31
Total Analysis Volume [veh/h]	0	969	984	0	964	122	0	0	0	265	0	125
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	17	0	0	17	0	0	0	0	73	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	72		10	10	10
g / C, Green / Cycle	0.80	0.80	0.80		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.08		0.08	0.08	0.08
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1774	1589
c, Capacity [veh/h]	4099	4099	1279		190	189	169
d1, Uniform Delay [s]	2.12	2.12	1.86		38.84	38.84	38.85
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.14	0.15		4.88	4.90	5.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.24	0.10		0.71	0.71	0.71
d, Delay for Lane Group [s/veh]	2.26	2.25	2.01		43.72	43.74	44.37
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.85	0.84	0.32		3.09	3.08	2.80
50th-Percentile Queue Length [ft/ln]	21.18	21.05	7.91		77.34	77.09	70.05
95th-Percentile Queue Length [veh/ln]	1.53	1.52	0.57		5.57	5.55	5.04
95th-Percentile Queue Length [ft/ln]	38.13	37.88	14.23		139.21	138.76	126.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	2.26	0.00	0.00	2.25	2.01	0.00	0.00	0.00	43.73	0.00	44.37
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.26			2.22			0.00			43.92		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	8.89											
Intersection LOS	A											
Intersection V/C	0.292											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.65
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.226
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	289	0	1534
d_b, Bicycle Delay [s]	32.92	32.92	44.98	2.44
I_b,int, Bicycle LOS Score for Intersection	2.093	2.157	4.132	2.203
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	139	1537	966	121	156	798
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	1537	966	121	156	798
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	441	277	35	45	229
Total Analysis Volume [veh/h]	159	1763	1108	139	179	915
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	27	63	36	0	27	27
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	22	60	33	33	23	49
g / C, Green / Cycle	0.25	0.66	0.37	0.37	0.25	0.54
(v / s)_i Volume / Saturation Flow Rate	0.05	0.35	0.22	0.09	0.05	0.33
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	848	3368	1892	590	865	1519
d1, Uniform Delay [s]	26.88	7.91	22.74	19.49	26.71	14.13
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.59	1.34	0.94	0.12	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.52	0.59	0.24	0.21	0.60
d, Delay for Lane Group [s/veh]	26.98	8.49	24.07	20.43	26.82	14.52
Lane Group LOS	C	A	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.34	5.21	6.29	2.11	1.51	5.93
50th-Percentile Queue Length [ft/ln]	33.62	130.13	157.27	52.70	37.80	148.30
95th-Percentile Queue Length [veh/ln]	2.42	8.95	10.40	3.79	2.72	9.93
95th-Percentile Queue Length [ft/ln]	60.52	223.67	260.10	94.87	68.05	248.15

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.98	8.49	24.07	20.43	26.82	14.52
Movement LOS	C	A	C	C	C	B
d_A, Approach Delay [s/veh]	10.02		23.66		16.53	
Approach LOS	B		C		B	
d_I, Intersection Delay [s/veh]	15.68					
Intersection LOS	B					
Intersection V/C	0.674					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1311	711	511
d_b, Bicycle Delay [s]	5.35	18.70	24.95
l_b,int, Bicycle LOS Score for Intersection	2.617	2.245	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1146	359	731	1068	279	549
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1146	359	731	1068	279	549
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	326	102	208	303	79	156
Total Analysis Volume [veh/h]	1302	408	831	1214	317	624
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	59	0	19	19	22	41
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	29	81	11	45
g / C, Green / Cycle	0.47	0.47	0.29	0.81	0.11	0.45
(v / s)_i Volume / Saturation Flow Rate	0.38	0.15	0.23	0.43	0.09	0.18
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1630	1326	1046	2265	398	1598
d1, Uniform Delay [s]	22.42	16.35	32.54	3.35	43.11	18.42
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.94	0.13	6.25	0.91	3.67	0.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.31	0.79	0.54	0.80	0.39
d, Delay for Lane Group [s/veh]	23.36	16.48	38.79	4.26	46.78	19.15
Lane Group LOS	C	B	D	A	D	B
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.54	2.84	9.98	2.99	3.99	4.86
50th-Percentile Queue Length [ft/ln]	313.38	71.01	249.40	74.72	99.75	121.55
95th-Percentile Queue Length [veh/ln]	18.34	5.11	15.16	5.38	7.18	8.48
95th-Percentile Queue Length [ft/ln]	458.54	127.81	378.90	134.49	179.56	211.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.36	16.48	38.79	4.26	46.78	19.15
Movement LOS	C	B	D	A	D	B
d_A, Approach Delay [s/veh]	21.72		18.29		28.45	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	21.58					
Intersection LOS	C					
Intersection V/C	0.797					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	300	740
d_b, Bicycle Delay [s]	10.13	36.13	19.85
l_b,int, Bicycle LOS Score for Intersection	1.560	3.247	2.336
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	4	0	6	1	0	0	3	475	6	2	165	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	6	1	0	0	3	475	6	2	165	2
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	142	2	1	49	1
Total Analysis Volume [veh/h]	5	0	7	1	0	0	4	568	7	2	197	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.89	16.40	12.19	16.88	16.20	9.31	7.63	0.00	0.00	8.61	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.28	2.28	2.28	0.25	0.25	0.25	0.17	0.17	0.17	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	14.15			16.88			0.05			0.09		
Approach LOS	B			C			A			A		
d_I, Intersection Delay [s/veh]	0.30											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	33.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.615

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	44	294	197	163	220	26	74	341	67	138	114	81
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	294	197	163	220	26	74	341	67	138	114	81
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	86	57	47	64	8	22	99	20	40	33	24
Total Analysis Volume [veh/h]	51	343	230	190	256	30	86	397	78	161	133	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	29	0	0	24	0	12	25	25	12	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	19	15	15	6	31	67	8	33
g / C, Green / Cycle	0.22	0.22	0.22	0.17	0.17	0.07	0.35	0.74	0.09	0.37
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.14	0.13	0.14	0.05	0.08	0.05	0.06	0.13
s, saturation flow rate [veh/h]	1781	1870	1589	1798	1665	1781	5094	1589	2565	1743
c, Capacity [veh/h]	385	405	344	306	283	124	1765	1178	260	638
d1, Uniform Delay [s]	28.50	33.91	32.37	35.76	36.28	40.99	20.89	3.18	41.58	20.82
k, delay calibration	0.11	0.12	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	5.55	2.25	4.17	6.87	6.67	0.30	0.11	2.39	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.85	0.67	0.77	0.85	0.69	0.22	0.07	0.62	0.36
d, Delay for Lane Group [s/veh]	28.66	39.46	34.62	39.93	43.15	47.66	21.18	3.28	43.97	22.37
Lane Group LOS	C	D	C	D	D	D	C	A	D	C
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	7.65	4.72	5.23	5.55	2.07	1.98	0.33	1.84	3.65
50th-Percentile Queue Length [ft/ln]	22.38	191.37	117.89	130.68	138.72	51.87	49.43	8.23	45.94	91.29
95th-Percentile Queue Length [veh/ln]	1.61	12.19	8.28	8.98	9.41	3.73	3.56	0.59	3.31	6.57
95th-Percentile Queue Length [ft/ln]	40.29	304.81	206.93	224.42	235.30	93.36	88.97	14.81	82.70	164.33

Movement, Approach, & Intersection Results

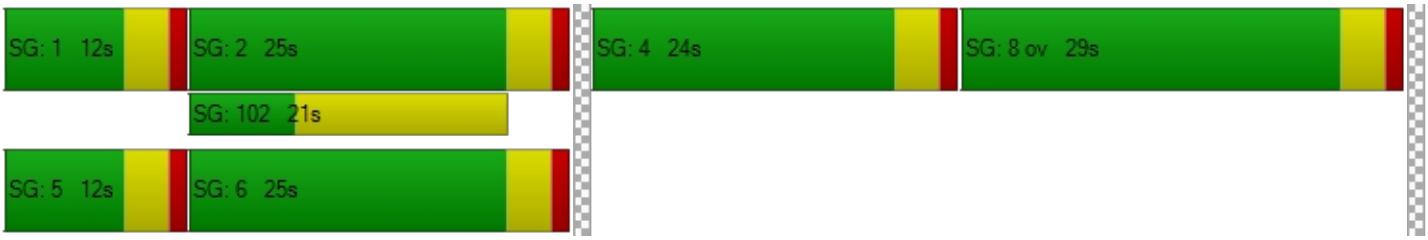
d_M, Delay for Movement [s/veh]	28.66	39.46	34.62	39.93	42.56	43.15	47.66	21.18	3.28	43.97	22.37	22.37
Movement LOS	C	D	C	D	D	D	D	C	A	D	C	C
d_A, Approach Delay [s/veh]	36.79			41.55			22.75			31.33		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	33.02											
Intersection LOS	C											
Intersection V/C	0.615											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.747	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	555	444	466	466
d_b, Bicycle Delay [s]	23.51	27.26	26.49	26.49
l_b,int, Bicycle LOS Score for Intersection	2.589	1.952	1.868	2.200
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	20	47	9	68	22	77	131	569	22	11	290	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	47	9	68	22	77	131	569	22	11	290	70
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	13	2	19	6	21	36	156	6	3	79	19
Total Analysis Volume [veh/h]	22	52	10	75	24	84	144	624	24	12	318	77
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	53	0	12	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	11	11	11	11	11	9	65	65	2	58	58
g / C, Green / Cycle	0.12	0.12	0.12	0.12	0.12	0.12	0.10	0.73	0.73	0.02	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.06	0.01	0.05	0.08	0.12	0.12	0.01	0.17	0.05
s, saturation flow rate [veh/h]	1285	1870	1769	1340	1870	1589	1781	3560	1835	1781	1870	1589
c, Capacity [veh/h]	185	222	210	183	222	189	182	2591	1335	36	1208	1027
d1, Uniform Delay [s]	38.64	35.55	35.58	40.60	35.42	36.91	39.49	3.80	3.80	43.47	6.79	5.92
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.29	0.32	1.46	0.21	1.65	7.57	0.14	0.27	5.14	0.53	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.14	0.15	0.41	0.11	0.45	0.79	0.16	0.17	0.33	0.26	0.07
d, Delay for Lane Group [s/veh]	38.93	35.84	35.90	42.06	35.63	38.56	47.06	3.93	4.06	48.61	7.32	6.07
Lane Group LOS	D	D	D	D	D	D	D	A	A	D	A	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.46	0.62	0.62	1.68	0.48	1.78	3.45	1.01	1.09	0.31	2.47	0.52
50th-Percentile Queue Length [ft/ln]	11.59	15.59	15.48	41.91	11.95	44.57	86.20	25.16	27.25	7.83	61.79	13.12
95th-Percentile Queue Length [veh/ln]	0.83	1.12	1.11	3.02	0.86	3.21	6.21	1.81	1.96	0.56	4.45	0.94
95th-Percentile Queue Length [ft/ln]	20.86	28.06	27.87	75.44	21.52	80.22	155.16	45.30	49.05	14.09	111.22	23.62

Movement, Approach, & Intersection Results

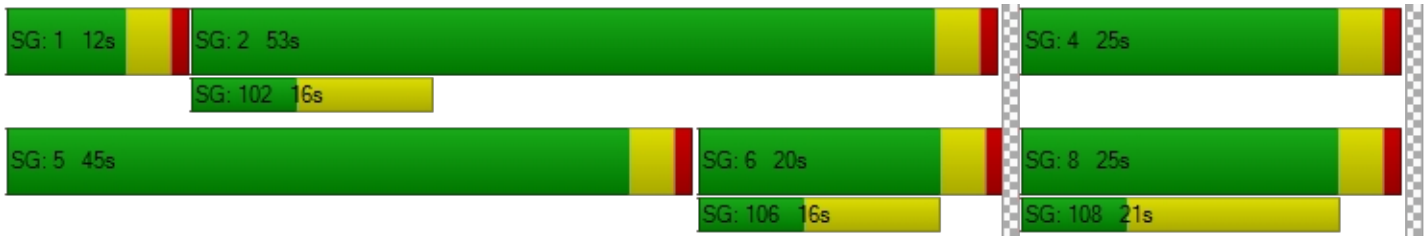
d_M, Delay for Movement [s/veh]	38.93	35.86	35.90	42.06	35.63	38.56	47.06	3.97	4.06	48.61	7.32	6.07
Movement LOS	D	D	D	D	D	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	36.67			39.61			11.81			8.30		
Approach LOS	D			D			B			A		
d_I, Intersection Delay [s/veh]	15.73											
Intersection LOS	B											
Intersection V/C	0.354											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.327	2.388	0.000	2.740
Crosswalk LOS	B	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1089	356
d_b, Bicycle Delay [s]	26.45	26.45	9.34	30.43
l_b,int, Bicycle LOS Score for Intersection	1.629	1.862	1.995	2.231
Bicycle LOS	A	A	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.312

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	106	278	98	117	202	42	117	345	149	122	186	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	278	98	117	202	42	117	345	149	122	186	88
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	73	26	31	53	11	31	91	39	32	49	23
Total Analysis Volume [veh/h]	111	292	103	123	212	44	123	362	157	128	195	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	14	34	0	18	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	49	49	7	49	49	7	12	12	7	12	12
g / C, Green / Cycle	0.07	0.54	0.54	0.07	0.54	0.54	0.07	0.13	0.13	0.08	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.03	0.08	0.06	0.04	0.06	0.03	0.04	0.10	0.10	0.04	0.08	0.08
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1673
c, Capacity [veh/h]	256	1913	854	260	1917	856	260	479	214	261	252	226
d1, Uniform Delay [s]	39.95	10.52	10.33	39.99	10.21	9.88	39.99	37.59	37.47	40.01	36.66	36.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	0.17	0.29	1.33	0.12	0.11	1.33	2.45	4.82	1.42	2.19	2.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.15	0.12	0.47	0.11	0.05	0.47	0.76	0.73	0.49	0.59	0.61
d, Delay for Lane Group [s/veh]	41.11	10.69	10.61	41.32	10.33	9.99	41.32	40.05	42.30	41.43	38.85	39.44
Lane Group LOS	D	B	B	D	B	A	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.21	1.42	1.02	1.34	1.00	0.42	1.34	3.95	3.56	1.40	3.19	2.99
50th-Percentile Queue Length [ft/ln]	30.13	35.57	25.57	33.52	25.10	10.44	33.52	98.71	88.98	34.95	79.81	74.81
95th-Percentile Queue Length [veh/ln]	2.17	2.56	1.84	2.41	1.81	0.75	2.41	7.11	6.41	2.52	5.75	5.39
95th-Percentile Queue Length [ft/ln]	54.24	64.03	46.02	60.34	45.18	18.80	60.34	177.68	160.17	62.91	143.66	134.66

Movement, Approach, & Intersection Results

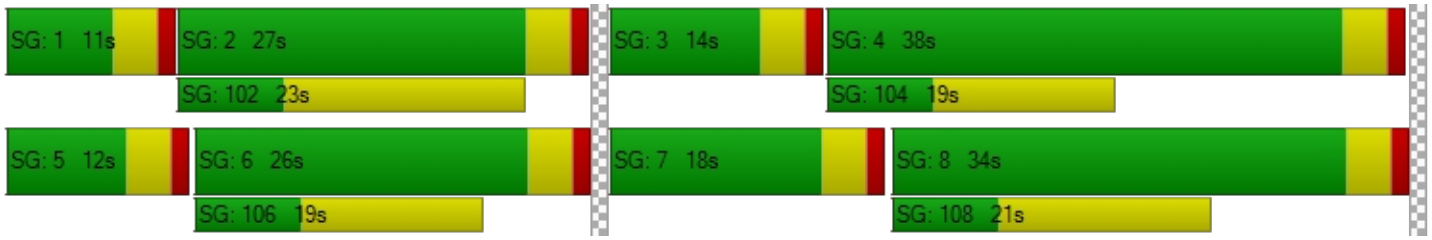
d_M, Delay for Movement [s/veh]	41.11	10.69	10.61	41.32	10.33	9.99	41.32	40.05	42.30	41.43	38.99	39.44
Movement LOS	D	B	B	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	17.35			20.35			40.84			39.84		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.51											
Intersection LOS	C											
Intersection V/C	0.312											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.847	2.717	2.732	2.733
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	666	755
d_b, Bicycle Delay [s]	25.73	24.98	20.04	17.46
l_b,int, Bicycle LOS Score for Intersection	1.977	1.872	2.089	1.902
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.384

Intersection Setup

Name	Monroe Street		Monroe Street		Showcase Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Monroe Street		Monroe Street		Showcase Parkway	
Base Volume Input [veh/h]	569	316	6	424	375	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	569	316	6	424	375	32
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	85	2	114	101	9
Total Analysis Volume [veh/h]	612	340	6	456	404	34
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	20	0	11	31	59	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	9	0	0	9	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	64	64	1	69	13	13
g / C, Green / Cycle	0.71	0.71	0.01	0.76	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.17	0.21	0.00	0.13	0.12	0.02
s, saturation flow rate [veh/h]	3560	1589	3459	3560	3459	1589
c, Capacity [veh/h]	2510	1121	42	2711	517	238
d1, Uniform Delay [s]	4.73	4.98	44.01	2.94	36.87	33.27
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.70	1.54	0.13	2.61	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.30	0.14	0.17	0.78	0.14
d, Delay for Lane Group [s/veh]	4.96	5.68	45.56	3.07	39.47	33.54
Lane Group LOS	A	A	D	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.73	2.15	0.07	0.85	4.39	0.66
50th-Percentile Queue Length [ft/ln]	43.33	53.79	1.87	21.36	109.82	16.42
95th-Percentile Queue Length [veh/ln]	3.12	3.87	0.13	1.54	7.83	1.18
95th-Percentile Queue Length [ft/ln]	77.99	96.82	3.36	38.44	195.75	29.56

Movement, Approach, & Intersection Results

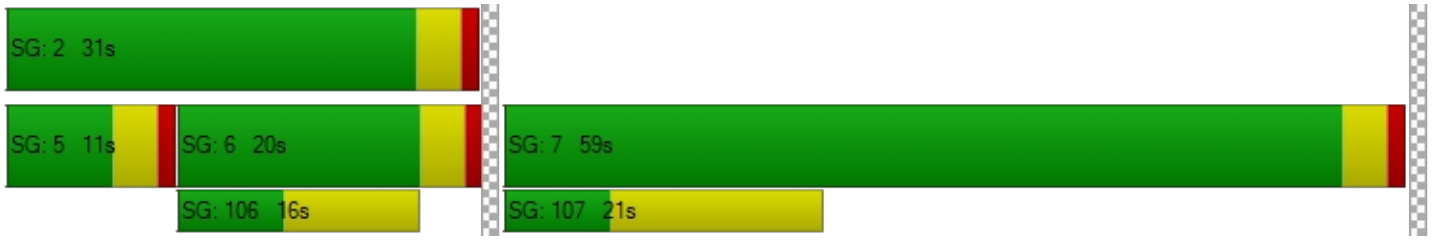
d_M, Delay for Movement [s/veh]	4.96	5.68	45.56	3.07	39.47	33.54
Movement LOS	A	A	D	A	D	C
d_A, Approach Delay [s/veh]	5.22		3.62		39.01	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.81					
Intersection LOS	B					
Intersection V/C	0.384					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.846	2.748	2.580
Crosswalk LOS	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	600	1222
d_b, Bicycle Delay [s]	30.43	22.06	6.81
l_b,int, Bicycle LOS Score for Intersection	2.345	1.941	1.560
Bicycle LOS	B	A	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.582

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	272	740	0	0	593	217	0	0	0	143	2	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	272	740	0	0	593	217	0	0	0	143	2	136
Peak Hour Factor	0.9460	0.9460	0.9500	0.9500	0.9460	0.9460	0.9500	0.9500	0.9500	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	196	0	0	157	57	0	0	0	38	1	36
Total Analysis Volume [veh/h]	288	782	0	0	627	229	0	0	0	151	2	144
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Unsigna
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	11	26	0	0	15	0	0	0	0	0	64	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		C
C, Cycle Length [s]	90	90	90	90		90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00
l2, Clearance Lost Time [s]	0.00	2.00	2.00	2.00		2.00
g_i, Effective Green Time [s]	72	72	61	61		10
g / C, Green / Cycle	0.80	0.80	0.68	0.68		0.11
(v / s)_i Volume / Saturation Flow Rate	0.37	0.42	0.34	0.14		0.09
s, saturation flow rate [veh/h]	788	1870	1870	1589		1782
c, Capacity [veh/h]	641	1502	1271	1081		193
d1, Uniform Delay [s]	4.50	3.00	6.94	5.39		39.18
k, delay calibration	0.50	0.50	0.50	0.50		0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00
d2, Incremental Delay [s]	2.27	1.29	1.37	0.45		7.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00

Lane Group Results

X, volume / capacity	0.45	0.52	0.49	0.21		0.79
d, Delay for Lane Group [s/veh]	6.77	4.30	8.31	5.84		46.39
Lane Group LOS	A	A	A	A		D
Critical Lane Group	No	Yes	No	No		Yes
50th-Percentile Queue Length [veh/ln]	1.10	3.27	5.30	1.50		3.64
50th-Percentile Queue Length [ft/ln]	27.58	81.86	132.38	37.48		90.94
95th-Percentile Queue Length [veh/ln]	1.99	5.89	9.07	2.70		6.55
95th-Percentile Queue Length [ft/ln]	49.65	147.35	226.73	67.46		163.69

Movement, Approach, & Intersection Results

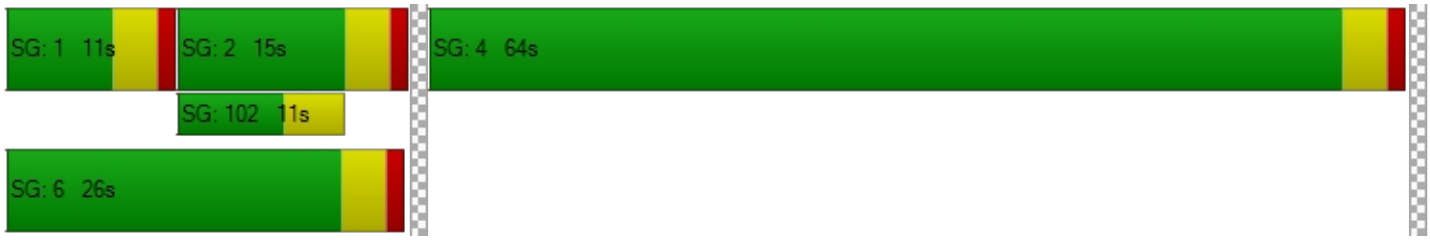
d_M, Delay for Movement [s/veh]	6.77	4.30	0.00	0.00	8.31	5.84	0.00	0.00	0.00	46.39	46.39	0.00
Movement LOS	A	A			A	A				D	D	
d_A, Approach Delay [s/veh]	4.96			7.65			0.00			46.39		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.12											
Intersection LOS	A											
Intersection V/C	0.582											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.255	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	489	244	0	1333
d_b, Bicycle Delay [s]	25.70	34.68	45.01	5.01
l_b,int, Bicycle LOS Score for Intersection	3.325	2.972	4.132	1.812
Bicycle LOS	C	C	D	A

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.810

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	705	97	91	626	0	331	1	353	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	705	97	91	626	0	331	1	353	0	0	0
Peak Hour Factor	0.9500	0.9720	0.9720	0.9720	0.9720	0.9500	0.9720	0.9720	0.9720	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	181	25	23	161	0	85	0	91	0	0	0
Total Analysis Volume [veh/h]	0	725	100	94	644	0	341	1	363	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	11	0	11	22	0	0	68	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	7	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	L	C	C	R	
C, Cycle Length [s]	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	58	58	24	24	
g / C, Green / Cycle	0.53	0.65	0.65	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.45	0.11	0.34	0.19	0.23	
s, saturation flow rate [veh/h]	1831	825	1870	1781	1589	
c, Capacity [veh/h]	976	396	1213	468	417	
d1, Uniform Delay [s]	17.88	13.85	8.48	30.31	31.74	
k, delay calibration	0.50	0.50	0.50	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	8.96	1.41	1.67	2.23	5.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.85	0.24	0.53	0.73	0.87	
d, Delay for Lane Group [s/veh]	26.84	15.26	10.14	32.53	37.43	
Lane Group LOS	C	B	B	C	D	
Critical Lane Group	Yes	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.62	0.74	6.36	6.88	7.98	
50th-Percentile Queue Length [ft/ln]	390.38	18.51	158.88	171.90	199.51	
95th-Percentile Queue Length [veh/ln]	22.10	1.33	10.49	11.18	12.61	
95th-Percentile Queue Length [ft/ln]	552.39	33.32	262.24	279.41	315.33	

Movement, Approach, & Intersection Results

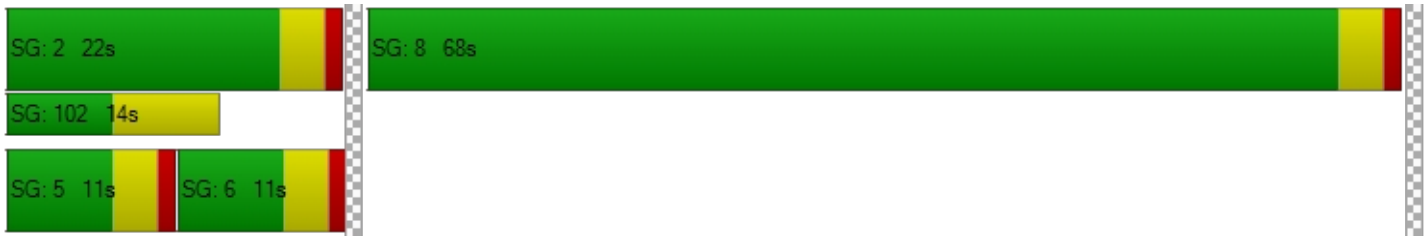
d_M, Delay for Movement [s/veh]	0.00	26.84	26.84	15.26	10.14	0.00	32.53	32.53	37.43	0.00	0.00	0.00
Movement LOS		C	C	B	B		C	C	D			
d_A, Approach Delay [s/veh]	26.84			10.79			35.05			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	24.17											
Intersection LOS	C											
Intersection V/C	0.810											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058	0.000
Crosswalk LOS	F	F	B	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	400	1422	0
d_b, Bicycle Delay [s]	38.28	28.81	3.76	45.01
I_b,int, Bicycle LOS Score for Intersection	2.921	2.777	2.723	4.132
Bicycle LOS	C	C	B	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	29	692	110	145	819	25	50	10	49	110	7	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	692	110	145	819	25	50	10	49	110	7	72
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	189	30	40	224	7	14	3	13	30	2	20
Total Analysis Volume [veh/h]	32	756	120	158	895	27	55	11	54	120	8	79
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	51	17	0	52	18	0	0	21	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	51	51	10	57	57	17	17	17
g / C, Green / Cycle	0.04	0.57	0.57	0.11	0.63	0.63	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.02	0.24	0.24	0.09	0.25	0.25	0.21	0.13	0.05
s, saturation flow rate [veh/h]	1781	1870	1782	1781	1870	1851	568	949	1589
c, Capacity [veh/h]	78	1059	1009	198	1185	1173	166	257	301
d1, Uniform Delay [s]	41.90	11.13	11.13	39.03	8.04	8.04	38.06	34.15	31.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.18	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.37	1.24	1.30	7.19	0.97	0.98	9.60	1.49	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.42	0.42	0.80	0.39	0.39	0.72	0.50	0.26
d, Delay for Lane Group [s/veh]	45.27	12.37	12.44	46.22	9.01	9.02	47.66	35.65	31.61
Lane Group LOS	D	B	B	D	A	A	D	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.76	5.06	4.84	3.75	4.18	4.14	3.09	2.68	1.48
50th-Percentile Queue Length [ft/ln]	18.97	126.38	120.88	93.76	104.43	103.45	77.36	66.98	37.12
95th-Percentile Queue Length [veh/ln]	1.37	8.74	8.44	6.75	7.52	7.45	5.57	4.82	2.67
95th-Percentile Queue Length [ft/ln]	34.15	218.57	211.04	168.77	187.97	186.21	139.25	120.57	66.81

Movement, Approach, & Intersection Results

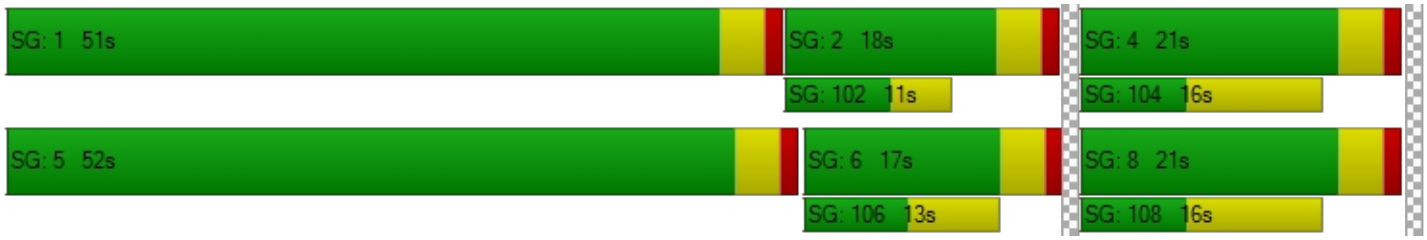
d_M, Delay for Movement [s/veh]	45.27	12.40	12.44	46.22	9.01	9.02	47.66	47.66	47.66	35.65	35.65	31.61
Movement LOS	D	B	B	D	A	A	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	13.56			14.46			47.66			34.11		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	17.58											
Intersection LOS	B											
Intersection V/C	0.623											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.856	2.762	1.806	2.101
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	311	378	378
d_b, Bicycle Delay [s]	32.95	32.10	29.62	29.62
l_b,int, Bicycle LOS Score for Intersection	2.309	2.451	1.758	1.901
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	32	763	370	71	901	9	14	10	54	317	7	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	763	370	71	901	9	14	10	54	317	7	111
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	195	95	18	230	2	4	3	14	81	2	28
Total Analysis Volume [veh/h]	33	780	378	73	921	9	14	10	55	324	7	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	18	0	11	18	0	0	20	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	51	51	6	53	53	6	11	11	11
g / C, Green / Cycle	0.04	0.56	0.56	0.07	0.59	0.59	0.07	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.02	0.33	0.33	0.04	0.25	0.25	0.05	0.09	0.09	0.07
s, saturation flow rate [veh/h]	1781	1870	1667	1781	1870	1864	1652	1781	1785	1589
c, Capacity [veh/h]	80	1053	939	118	1093	1089	113	222	223	198
d1, Uniform Delay [s]	41.89	12.78	12.81	40.98	10.37	10.37	41.12	38.07	38.07	37.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.33	2.33	2.64	5.14	1.22	1.22	7.67	4.88	4.87	2.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.58	0.58	0.62	0.43	0.43	0.70	0.74	0.74	0.57
d, Delay for Lane Group [s/veh]	45.22	15.11	15.46	46.11	11.58	11.59	48.79	42.95	42.94	39.74
Lane Group LOS	D	B	B	D	B	B	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.78	7.95	7.22	1.73	5.01	4.99	1.94	3.77	3.78	2.46
50th-Percentile Queue Length [ft/ln]	19.54	198.63	180.42	43.22	125.14	124.74	48.42	94.24	94.41	61.41
95th-Percentile Queue Length [veh/ln]	1.41	12.57	11.62	3.11	8.67	8.65	3.49	6.79	6.80	4.42
95th-Percentile Queue Length [ft/ln]	35.16	314.20	290.57	77.79	216.87	216.33	87.15	169.63	169.94	110.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.22	15.18	15.46	46.11	11.59	11.59	48.79	48.79	48.79	42.94	42.94	39.74
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	16.10			14.10			48.79			42.13		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	20.57											
Intersection LOS	C											
Intersection V/C	0.620											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.785	2.672	1.777	2.351
Crosswalk LOS	C	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	355	821
d_b, Bicycle Delay [s]	32.13	32.13	30.47	15.64
l_b,int, Bicycle LOS Score for Intersection	2.542	2.387	1.690	2.292
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	119	690	83	114	708	399	386	151	94	38	21	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	690	83	114	708	399	386	151	94	38	21	118
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	179	22	30	184	103	100	39	24	10	5	31
Total Analysis Volume [veh/h]	123	716	86	118	734	414	400	157	98	39	22	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	31	0	12	31	0	25	35	0	12	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	45	45	8	44	44	13	17	17	4	9	9
g / C, Green / Cycle	0.09	0.50	0.50	0.08	0.49	0.49	0.14	0.19	0.19	0.05	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.07	0.22	0.22	0.07	0.21	0.26	0.12	0.08	0.06	0.02	0.01	0.08
s, saturation flow rate [veh/h]	1781	1870	1801	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	155	925	891	150	1751	782	500	362	308	89	185	157
d1, Uniform Delay [s]	40.36	14.72	14.72	40.51	14.67	15.74	37.30	32.00	31.24	41.62	37.04	39.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.75	1.53	1.59	8.83	0.74	2.56	3.00	0.82	0.59	3.39	0.28	7.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.44	0.44	0.79	0.42	0.53	0.80	0.43	0.32	0.44	0.12	0.78
d, Delay for Lane Group [s/veh]	49.11	16.25	16.31	49.34	15.41	18.31	40.31	32.81	31.82	45.01	37.33	47.58
Lane Group LOS	D	B	B	D	B	B	D	C	C	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.02	5.47	5.28	2.90	4.71	6.04	4.40	3.05	1.86	0.92	0.45	2.95
50th-Percentile Queue Length [ft/ln]	75.41	136.81	132.10	72.54	117.68	150.96	110.01	76.20	46.44	22.93	11.32	73.67
95th-Percentile Queue Length [veh/ln]	5.43	9.31	9.05	5.22	8.27	10.07	7.84	5.49	3.34	1.65	0.81	5.30
95th-Percentile Queue Length [ft/ln]	135.74	232.72	226.35	130.57	206.64	251.71	196.02	137.16	83.59	41.28	20.37	132.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.11	16.27	16.31	49.34	15.41	18.31	40.31	32.81	31.82	45.01	37.33	47.58
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	20.64			19.52			37.24			45.80		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	25.28											
Intersection LOS	C											
Intersection V/C	0.635											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.650	2.859	2.763	2.263
Crosswalk LOS	B	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	599	599	688	400
d_b, Bicycle Delay [s]	22.09	22.09	19.38	28.84
l_b,int, Bicycle LOS Score for Intersection	2.323	2.604	2.640	1.862
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	105	820	24	31	762	151	179	120	131	51	117	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	820	24	31	762	151	179	120	131	51	117	35
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	210	6	8	195	39	46	31	33	13	30	9
Total Analysis Volume [veh/h]	107	838	25	32	779	154	183	123	134	52	120	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	20	0	11	20	0	44	48	0	16	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	53	53	4	50	50	12	17	17	5	10
g / C, Green / Cycle	0.07	0.56	0.56	0.04	0.52	0.52	0.13	0.18	0.18	0.06	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.23	0.23	0.02	0.26	0.26	0.10	0.07	0.08	0.03	0.09
s, saturation flow rate [veh/h]	1781	1870	1851	1781	1870	1764	1781	1870	1589	1781	1797
c, Capacity [veh/h]	133	1036	1026	77	978	923	224	333	283	100	195
d1, Uniform Delay [s]	43.36	12.31	12.31	44.34	14.57	14.57	40.55	34.40	35.09	43.66	41.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.86	1.24	1.26	3.53	1.76	1.87	7.19	0.68	1.23	4.12	7.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.42	0.42	0.41	0.49	0.49	0.82	0.37	0.47	0.52	0.80
d, Delay for Lane Group [s/veh]	54.22	13.56	13.57	47.87	16.33	16.43	47.74	35.08	36.32	47.77	48.66
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.86	5.36	5.31	0.81	6.73	6.38	4.57	2.54	2.85	1.30	3.93
50th-Percentile Queue Length [ft/ln]	71.39	133.91	132.63	20.14	168.28	159.43	114.29	63.56	71.31	32.40	98.14
95th-Percentile Queue Length [veh/ln]	5.14	9.15	9.08	1.45	10.99	10.52	8.08	4.58	5.13	2.33	7.07
95th-Percentile Queue Length [ft/ln]	128.50	228.79	227.07	36.25	274.66	262.97	201.95	114.42	128.36	58.32	176.66

Movement, Approach, & Intersection Results

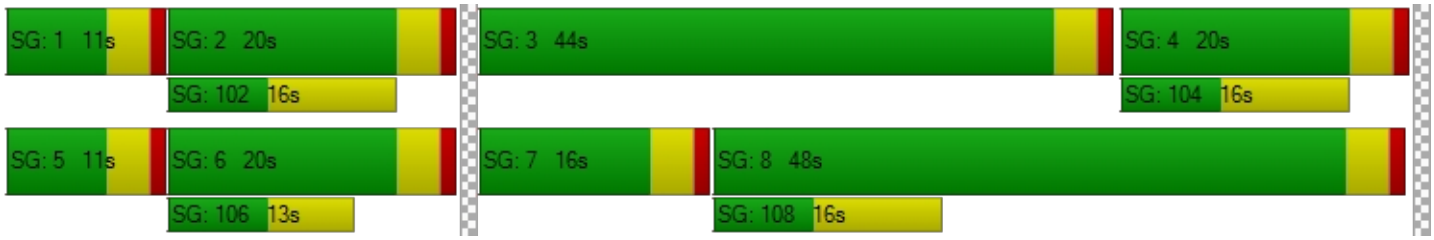
d_M, Delay for Movement [s/veh]	54.22	13.56	13.57	47.87	16.37	16.43	47.74	35.08	36.32	47.77	48.66	48.66
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	18.05			17.42			40.72			48.44		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	24.12											
Intersection LOS	C											
Intersection V/C	0.609											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.679	2.696	2.462	2.069
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	337	337	926	337
d_b, Bicycle Delay [s]	32.89	32.89	13.72	32.89
l_b,int, Bicycle LOS Score for Intersection	2.360	2.356	2.286	1.903
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	47	789	74	115	788	59	42	70	25	42	71	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	789	74	115	788	59	42	70	25	42	71	111
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	205	19	30	205	15	11	18	7	11	18	29
Total Analysis Volume [veh/h]	49	822	77	120	821	61	44	73	26	44	74	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	36	50	0	25	39	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	59	59	8	62	62	16	16	16	16
g / C, Green / Cycle	0.05	0.62	0.62	0.09	0.65	0.65	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.24	0.07	0.24	0.24	0.04	0.06	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1814	1781	1870	1825	1193	1787	1296	1688
c, Capacity [veh/h]	97	1158	1123	153	1216	1187	128	302	206	285
d1, Uniform Delay [s]	43.68	9.12	9.12	42.57	7.63	7.63	45.09	34.75	39.79	36.99
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.01	1.01	1.04	8.52	0.86	0.88	1.57	0.63	0.51	2.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.39	0.39	0.78	0.37	0.37	0.34	0.33	0.21	0.67
d, Delay for Lane Group [s/veh]	47.68	10.13	10.16	51.09	8.48	8.50	46.66	35.38	40.30	39.67
Lane Group LOS	D	B	B	D	A	A	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.22	4.64	4.52	3.10	4.00	3.91	1.08	2.05	0.98	4.29
50th-Percentile Queue Length [ft/ln]	30.52	116.09	112.88	77.41	99.93	97.70	26.93	51.25	24.49	107.32
95th-Percentile Queue Length [veh/ln]	2.20	8.18	8.00	5.57	7.20	7.03	1.94	3.69	1.76	7.69
95th-Percentile Queue Length [ft/ln]	54.94	204.44	200.00	139.33	179.88	175.86	48.48	92.25	44.07	192.27

Movement, Approach, & Intersection Results

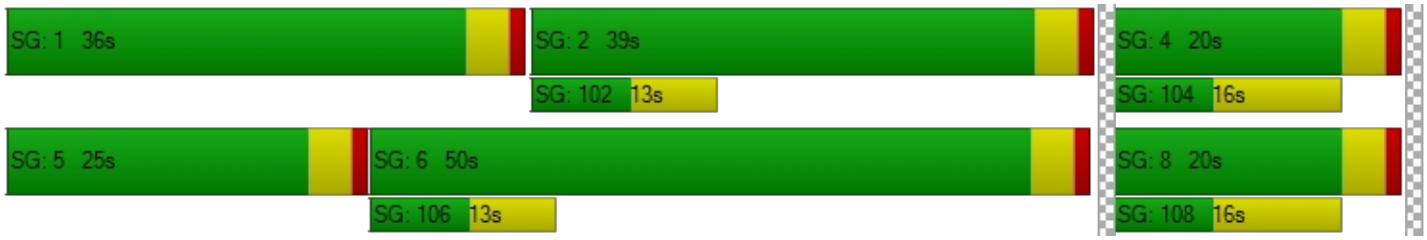
d_M, Delay for Movement [s/veh]	47.68	10.14	10.16	51.09	8.49	8.50	46.66	35.38	35.38	40.30	39.67	39.67
Movement LOS	D	B	B	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	12.08			13.60			38.85			39.79		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	17.17											
Intersection LOS	B											
Intersection V/C	0.485											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.723	2.752	2.049	2.106
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	968	737	337	337
d_b, Bicycle Delay [s]	12.64	18.95	32.85	32.85
l_b,int, Bicycle LOS Score for Intersection	2.342	2.386	1.796	1.946
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	136	497	65	156	468	176	190	608	40	84	497	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	497	65	156	468	176	190	608	40	84	497	93
Peak Hour Factor	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	127	17	40	119	45	48	155	10	21	127	24
Total Analysis Volume [veh/h]	138	506	66	159	477	179	193	619	41	86	506	95
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	16	44	0	13	41	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	19	19	7	20	20	7	41	41	6	41	52
g / C, Green / Cycle	0.08	0.22	0.22	0.08	0.22	0.22	0.08	0.46	0.46	0.07	0.45	0.57
(v / s)_i Volume / Saturation Flow Rate	0.04	0.16	0.16	0.05	0.18	0.18	0.06	0.12	0.12	0.02	0.10	0.06
s, saturation flow rate [veh/h]	3459	1870	1795	3459	1870	1698	3459	3560	1811	3459	5094	1589
c, Capacity [veh/h]	264	406	389	267	407	370	270	1633	831	242	2294	909
d1, Uniform Delay [s]	40.07	32.75	32.77	40.24	33.78	33.80	40.59	15.07	15.08	40.00	15.12	8.79
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.61	2.40	2.52	2.12	4.79	5.31	3.52	0.40	0.80	0.89	0.22	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.72	0.72	0.60	0.84	0.84	0.71	0.27	0.27	0.36	0.22	0.10
d, Delay for Lane Group [s/veh]	41.68	35.15	35.29	42.36	38.57	39.12	44.11	15.47	15.87	40.89	15.35	9.02
Lane Group LOS	D	D	D	D	D	D	D	B	B	D	B	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.51	6.04	5.84	1.76	7.57	6.95	2.20	2.74	2.89	0.93	2.08	0.85
50th-Percentile Queue Length [ft/ln]	37.84	151.11	145.90	44.08	189.19	173.65	54.91	68.41	72.29	23.24	51.92	21.17
95th-Percentile Queue Length [veh/ln]	2.72	10.08	9.80	3.17	12.08	11.27	3.95	4.93	5.20	1.67	3.74	1.52
95th-Percentile Queue Length [ft/ln]	68.12	251.91	244.95	79.35	301.97	281.70	98.83	123.14	130.12	41.83	93.45	38.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.68	35.21	35.29	42.36	38.73	39.12	44.11	15.59	15.87	40.89	15.35	9.02
Movement LOS	D	D	D	D	D	D	D	B	B	D	B	A
d_A, Approach Delay [s/veh]	36.48			39.52			22.05			17.67		
Approach LOS	D			D			C			B		
d_I, Intersection Delay [s/veh]	29.06											
Intersection LOS	C											
Intersection V/C	0.461											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.666	2.714	2.929	3.015
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	888	821	400	400
d_b, Bicycle Delay [s]	13.92	15.64	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.145	2.232	2.029	1.937
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-II

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.568

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	478	383	289	30	533	124	61	135	210	399	211	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	478	383	289	30	533	124	61	135	210	399	211	28
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	103	78	8	144	33	16	36	57	108	57	8
Total Analysis Volume [veh/h]	516	413	312	32	575	134	66	146	227	430	228	30
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	11	0	27	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	47	4	34	34	6	10	10	14	18	18
g / C, Green / Cycle	0.18	0.52	0.04	0.38	0.38	0.06	0.11	0.11	0.15	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.15	0.08	0.01	0.11	0.08	0.02	0.04	0.08	0.12	0.06	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	635	2632	153	1922	600	222	382	302	534	703	314
d1, Uniform Delay [s]	35.32	11.46	41.57	19.71	19.09	40.26	37.47	39.09	36.82	31.02	29.59
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.58	0.13	0.67	0.40	0.86	0.74	0.63	3.78	2.92	0.26	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.16	0.21	0.30	0.22	0.30	0.38	0.75	0.81	0.32	0.10
d, Delay for Lane Group [s/veh]	37.90	11.59	42.24	20.11	19.95	41.01	38.10	42.87	39.74	31.29	29.72
Lane Group LOS	D	B	D	C	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.55	1.41	0.35	2.81	2.00	0.71	1.51	2.56	4.71	2.12	0.54
50th-Percentile Queue Length [ft/ln]	138.81	35.15	8.86	70.20	49.93	17.86	37.87	64.04	117.68	53.03	13.44
95th-Percentile Queue Length [veh/ln]	9.42	2.53	0.64	5.05	3.59	1.29	2.73	4.61	8.27	3.82	0.97
95th-Percentile Queue Length [ft/ln]	235.42	63.27	15.94	126.36	89.87	32.14	68.17	115.27	206.64	95.45	24.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.90	11.59	0.00	42.24	20.11	19.95	41.01	38.10	42.87	39.74	31.29	29.72
Movement LOS	D	B		D	C	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	26.20			21.03			41.01			36.50		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.69											
Intersection LOS	C											
Intersection V/C	0.568											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.984	0.000	2.714
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	155	511
d_b, Bicycle Delay [s]	15.64	38.32	38.32	24.98
l_b,int, Bicycle LOS Score for Intersection	2.071	1.967	1.922	2.127
Bicycle LOS	B	A	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.369

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1001	1169	0	827	308	0	0	0	415	0	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1001	1169	0	827	308	0	0	0	415	0	143
Peak Hour Factor	0.9500	0.9180	0.9180	0.9500	0.9180	0.9180	0.9500	0.9500	0.9500	0.9180	0.9500	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	273	318	0	225	84	0	0	0	113	0	39
Total Analysis Volume [veh/h]	0	1090	1273	0	901	336	0	0	0	452	0	156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	47	0	0	0	0	58	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	105	105	105		105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81		16	16	16
g / C, Green / Cycle	0.77	0.77	0.77		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.21	0.18	0.21		0.13	0.13	0.10
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3915	3915	1221		276	276	247
d1, Uniform Delay [s]	3.57	3.41	3.56		42.81	42.81	41.44
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.14	0.56		5.91	5.91	2.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.23	0.28		0.82	0.82	0.63
d, Delay for Lane Group [s/veh]	3.75	3.55	4.12		48.71	48.71	44.11
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.85	1.46	1.84		6.07	6.07	3.94
50th-Percentile Queue Length [ft/ln]	46.31	36.53	45.94		151.84	151.84	98.47
95th-Percentile Queue Length [veh/ln]	3.33	2.63	3.31		10.12	10.12	7.09
95th-Percentile Queue Length [ft/ln]	83.35	65.75	82.68		252.88	252.88	177.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	3.75	0.00	0.00	3.55	4.12	0.00	0.00	0.00	48.71	0.00	44.11
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.75			3.70			0.00			47.53		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.80											
Intersection LOS	B											
Intersection V/C	0.369											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.286
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	0	1030
d_b, Bicycle Delay [s]	18.24	18.24	52.43	12.33
l_b,int, Bicycle LOS Score for Intersection	2.159	2.240	4.132	2.563
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	137	1956	1132	102	193	949
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	1956	1132	102	193	949
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	521	302	27	51	253
Total Analysis Volume [veh/h]	146	2085	1207	109	206	1012
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	35	82	47	0	38	38
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	31	79	44	44	33	68
g / C, Green / Cycle	0.26	0.66	0.37	0.37	0.27	0.56
(v / s)_i Volume / Saturation Flow Rate	0.04	0.41	0.24	0.07	0.06	0.36
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	893	3366	1880	587	943	1587
d1, Uniform Delay [s]	34.45	11.69	31.28	25.62	33.74	17.79
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.87	1.70	0.70	0.12	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.62	0.64	0.19	0.22	0.64
d, Delay for Lane Group [s/veh]	34.53	12.55	32.98	26.32	33.86	18.70
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.67	10.18	9.86	2.24	2.35	9.39
50th-Percentile Queue Length [ft/ln]	41.86	254.54	246.54	55.92	58.85	234.87
95th-Percentile Queue Length [veh/ln]	3.01	15.41	15.01	4.03	4.24	14.42
95th-Percentile Queue Length [ft/ln]	75.35	385.37	375.29	100.66	105.92	360.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.53	12.55	32.98	26.32	33.86	18.70
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	13.99		32.42		21.26	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	20.94					
Intersection LOS	C					
Intersection V/C	0.745					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	717	567
d_b, Bicycle Delay [s]	7.34	24.69	30.80
l_b,int, Bicycle LOS Score for Intersection	2.787	2.283	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1323	312	539	1535	559	763
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1323	312	539	1535	559	763
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	350	83	143	406	148	202
Total Analysis Volume [veh/h]	1400	330	570	1624	592	807
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	48	0	14	14	28	42
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	43	43	17	64	18	39
g / C, Green / Cycle	0.48	0.48	0.19	0.71	0.20	0.43
(v / s)_i Volume / Saturation Flow Rate	0.40	0.12	0.16	0.58	0.17	0.23
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1653	1345	668	1997	696	1543
d1, Uniform Delay [s]	20.63	13.91	35.39	8.96	34.67	18.71
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	0.09	13.07	3.75	3.04	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.25	0.85	0.81	0.85	0.52
d, Delay for Lane Group [s/veh]	21.91	14.00	48.47	12.72	37.72	19.98
Lane Group LOS	C	B	D	B	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	12.25	1.92	7.13	9.42	6.40	6.17
50th-Percentile Queue Length [ft/ln]	306.20	47.94	178.25	235.48	160.07	154.24
95th-Percentile Queue Length [veh/ln]	17.99	3.45	11.51	14.45	10.55	10.24
95th-Percentile Queue Length [ft/ln]	449.68	86.29	287.72	361.32	263.81	256.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.91	14.00	48.47	12.72	37.72	19.98
Movement LOS	C	B	D	B	D	B
d_A, Approach Delay [s/veh]	20.40		22.00		27.48	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	22.92					
Intersection LOS	C					
Intersection V/C	0.932					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	977	222	844
d_b, Bicycle Delay [s]	11.77	35.58	15.04
l_b,int, Bicycle LOS Score for Intersection	1.560	3.370	2.714
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	36.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	427	31	22	616	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	427	31	22	616	1
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	124	9	6	179	0
Total Analysis Volume [veh/h]	26	0	16	2	0	2	0	495	36	26	715	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00
d_M, Delay for Movement [s/veh]	36.77	32.94	16.66	32.84	28.62	13.73	9.07	0.00	0.00	8.50	0.00	0.00
Movement LOS	E	D	C	D	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.81	0.81	0.81	0.06	0.06	0.06	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	20.28	20.28	20.28	1.52	1.52	1.52	0.00	0.00	0.00	1.10	1.10	1.10
d_A, Approach Delay [s/veh]	29.11			23.28			0.00			0.30		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	1.17											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	50.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	217	235	180	119	493	68	107	165	624	410	200	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	217	235	180	119	493	68	107	165	624	410	200	37
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	64	49	32	134	18	29	45	170	112	54	10
Total Analysis Volume [veh/h]	236	256	196	129	536	74	116	180	679	446	218	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	17	0	0	24	0	11	25	25	24	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	0.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	20	20	7	21	62	20	34
g / C, Green / Cycle	0.14	0.14	0.14	0.22	0.22	0.08	0.23	0.69	0.22	0.38
(v / s)_i Volume / Saturation Flow Rate	0.13	0.14	0.12	0.20	0.22	0.07	0.04	0.43	0.30	0.14
s, saturation flow rate [veh/h]	1781	1870	1589	1838	1643	1781	5094	1589	1477	1820
c, Capacity [veh/h]	254	267	227	408	365	139	1198	1095	377	690
d1, Uniform Delay [s]	38.16	38.36	37.76	34.18	35.04	40.94	27.31	7.61	37.92	20.22
k, delay calibration	0.11	0.11	0.11	0.16	0.21	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.88	17.53	9.44	11.58	31.23	12.01	0.27	2.64	89.21	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.96	0.86	0.91	1.00	0.83	0.15	0.62	1.18	0.37
d, Delay for Lane Group [s/veh]	52.04	55.89	47.20	45.75	66.26	52.95	27.57	10.25	127.13	21.77
Lane Group LOS	D	E	D	D	F	D	C	B	F	C
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.02	6.80	4.74	9.06	10.95	2.97	1.04	6.61	8.83	4.10
50th-Percentile Queue Length [ft/ln]	150.60	169.97	118.49	226.44	273.66	74.20	26.03	165.18	220.77	102.55
95th-Percentile Queue Length [veh/ln]	10.05	11.07	8.31	13.99	16.40	5.34	1.87	10.82	14.83	7.38
95th-Percentile Queue Length [ft/ln]	251.23	276.87	207.75	349.83	410.08	133.56	46.85	270.57	370.64	184.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.04	55.89	47.20	45.75	56.94	66.26	52.95	27.57	10.25	127.13	21.77	21.77
Movement LOS	D	E	D	D	E	E	D	C	B	F	C	C
d_A, Approach Delay [s/veh]	52.09			55.92			18.53			88.52		
Approach LOS	D			E			B			F		
d_I, Intersection Delay [s/veh]	50.72											
Intersection LOS	D											
Intersection V/C	0.772											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.69	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.392	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	444	466	755
d_b, Bicycle Delay [s]	32.96	27.24	26.47	17.44
I_b,int, Bicycle LOS Score for Intersection	2.695	2.169	2.096	2.721
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	12	42	2	172	56	324	113	311	19	10	409	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	42	2	172	56	324	113	311	19	10	409	151
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	1	48	16	91	32	87	5	3	115	42
Total Analysis Volume [veh/h]	13	47	2	193	63	363	127	348	21	11	458	169
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	50	0	0	50	0	20	29	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	8	53	53	2	47	47
g / C, Green / Cycle	0.26	0.26	0.26	0.26	0.26	0.26	0.09	0.59	0.59	0.02	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.14	0.03	0.23	0.07	0.07	0.07	0.01	0.24	0.11
s, saturation flow rate [veh/h]	961	1870	1843	1356	1870	1589	1781	3560	1816	1781	1870	1589
c, Capacity [veh/h]	285	486	479	390	486	413	161	2089	1066	36	965	821
d1, Uniform Delay [s]	28.26	24.98	24.99	31.22	25.51	31.95	40.10	8.25	8.26	43.51	13.95	11.79
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.04	0.04	0.97	0.12	6.11	8.26	0.11	0.23	4.82	1.67	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.05	0.49	0.13	0.88	0.79	0.12	0.12	0.31	0.47	0.21
d, Delay for Lane Group [s/veh]	28.33	25.02	25.03	32.19	25.63	38.06	48.37	8.37	8.49	48.33	15.63	12.36
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.39	0.39	3.80	1.03	8.05	3.09	1.00	1.07	0.29	6.03	1.87
50th-Percentile Queue Length [ft/ln]	5.66	9.85	9.84	94.92	25.87	201.29	77.18	25.08	26.76	7.18	150.71	46.73
95th-Percentile Queue Length [veh/ln]	0.41	0.71	0.71	6.83	1.86	12.71	5.56	1.81	1.93	0.52	10.06	3.36
95th-Percentile Queue Length [ft/ln]	10.19	17.73	17.70	170.85	46.56	317.63	138.92	45.15	48.16	12.92	251.38	84.12

Movement, Approach, & Intersection Results

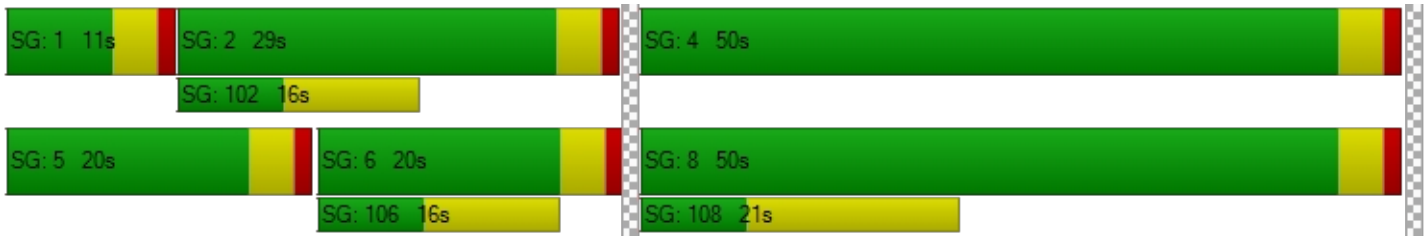
d_M, Delay for Movement [s/veh]	28.33	25.03	25.03	32.19	25.63	38.06	48.37	8.40	8.49	48.33	15.63	12.36
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	25.72			34.97			18.64			15.32		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	23.28											
Intersection LOS	C											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.330	2.487	0.000	2.919
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	1022	555	355
d_b, Bicycle Delay [s]	10.76	10.76	23.48	30.43
l_b,int, Bicycle LOS Score for Intersection	1.611	2.581	1.832	2.612
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	29.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	108	172	74	74	422	95	63	242	132	227	301	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	172	74	74	422	95	63	242	132	227	301	66
Peak Hour Factor	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	48	21	21	117	26	18	67	37	63	84	18
Total Analysis Volume [veh/h]	120	192	82	82	470	106	70	269	147	253	335	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	13	27	0	27	33	0	19	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	6	48	48	6	11	11	9	14	14
g / C, Green / Cycle	0.07	0.53	0.53	0.07	0.53	0.53	0.06	0.12	0.12	0.10	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.02	0.13	0.07	0.02	0.08	0.09	0.07	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1756
c, Capacity [veh/h]	259	1894	845	238	1872	836	227	438	196	341	292	274
d1, Uniform Delay [s]	39.97	10.45	10.42	40.04	11.68	10.86	40.19	37.51	38.21	39.52	36.15	36.18
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.29	0.11	0.23	0.85	0.32	0.31	0.77	1.40	5.71	3.17	3.30	3.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.10	0.10	0.34	0.25	0.13	0.31	0.61	0.75	0.74	0.72	0.72
d, Delay for Lane Group [s/veh]	41.26	10.55	10.65	40.89	12.00	11.17	40.96	38.90	43.92	42.69	39.44	39.76
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.31	0.92	0.81	0.89	2.51	1.09	0.76	2.86	3.40	2.84	4.58	4.35
50th-Percentile Queue Length [ft/ln]	32.67	23.02	20.35	22.16	62.65	27.22	18.93	71.51	85.00	70.93	114.44	108.72
95th-Percentile Queue Length [veh/ln]	2.35	1.66	1.47	1.60	4.51	1.96	1.36	5.15	6.12	5.11	8.09	7.77
95th-Percentile Queue Length [ft/ln]	58.81	41.43	36.63	39.88	112.76	48.99	34.07	128.71	153.00	127.67	202.17	194.22

Movement, Approach, & Intersection Results

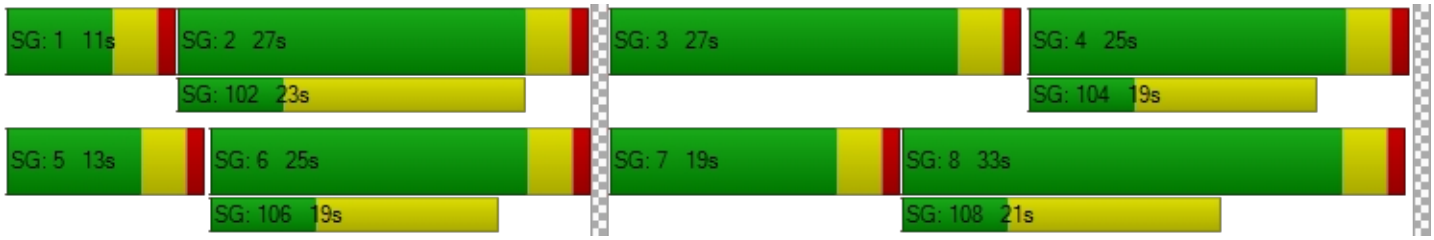
d_M, Delay for Movement [s/veh]	41.26	10.55	10.65	40.89	12.00	11.17	40.96	38.90	43.92	42.69	39.56	39.76
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.93			15.47			40.72			40.78		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	29.46											
Intersection LOS	C											
Intersection V/C	0.404											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.879	2.732	2.739	2.746
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	511	644	466
d_b, Bicycle Delay [s]	26.49	24.98	20.71	26.49
l_b,int, Bicycle LOS Score for Intersection	1.885	2.102	1.961	2.105
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.938

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	596	240	1	1305	227	69	27	357	372	29	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	596	240	1	1305	227	69	27	357	372	29	34
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	183	157	63	0	344	60	18	7	94	98	8	9
Total Analysis Volume [veh/h]	731	629	253	1	1377	239	73	28	377	392	31	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	34	62	0	11	39	0	19	23	23	19	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	77	77	0	50	50	6	7	38	15	16	16
g / C, Green / Cycle	0.24	0.67	0.67	0.00	0.43	0.43	0.06	0.06	0.33	0.13	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.21	0.18	0.16	0.00	0.39	0.15	0.04	0.01	0.13	0.11	0.02	0.02
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	819	2375	1060	10	1542	688	99	115	937	448	253	215
d1, Uniform Delay [s]	42.49	7.75	7.59	57.22	30.16	21.77	53.49	51.45	29.55	49.17	43.76	44.03
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.65	0.27	0.53	4.15	8.32	1.38	10.00	1.08	0.28	5.54	0.21	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.26	0.24	0.10	0.89	0.35	0.73	0.24	0.40	0.88	0.12	0.17
d, Delay for Lane Group [s/veh]	46.14	8.02	8.12	61.37	38.48	23.15	63.49	52.54	29.82	54.71	43.97	44.39
Lane Group LOS	D	A	A	E	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.38	3.04	2.48	0.02	18.86	4.54	2.35	0.81	4.05	5.86	0.80	0.93
50th-Percentile Queue Length [ft/ln]	259.58	76.01	62.01	0.51	471.44	113.59	58.86	20.14	101.26	146.45	19.89	23.34
95th-Percentile Queue Length [veh/ln]	15.67	5.47	4.46	0.04	25.98	8.04	4.24	1.45	7.29	9.83	1.43	1.68
95th-Percentile Queue Length [ft/ln]	391.70	136.81	111.62	0.92	649.49	200.98	105.94	36.25	182.26	245.68	35.79	42.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.14	8.02	8.12	61.37	38.48	23.15	63.49	52.54	29.82	54.71	43.97	44.39
Movement LOS	D	A	A	E	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	25.31			36.23			36.30			53.18		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	33.88											
Intersection LOS	C											
Intersection V/C	0.938											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	3.129	2.934	2.705	2.585
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1008	608	330	330
d_b, Bicycle Delay [s]	14.14	27.84	40.09	40.09
l_b,int, Bicycle LOS Score for Intersection	2.890	2.894	2.348	2.317
Bicycle LOS	C	C	B	B

Sequence

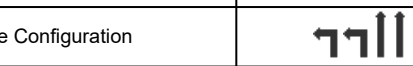
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.840

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	505	1266	0	0	1303	727	0	0	0	148	1	263
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	505	1266	0	0	1303	727	0	0	0	148	1	263
Peak Hour Factor	0.9360	0.9360	0.9500	0.9500	0.9360	0.9360	0.9500	0.9500	0.9500	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	338	0	0	348	194	0	0	0	40	0	70
Total Analysis Volume [veh/h]	540	1353	0	0	1392	777	0	0	0	158	1	281
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	81	0	0	52	0	0	0	0	0	14	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	18	77	55	55		10	10	10
g / C, Green / Cycle	0.18	0.81	0.58	0.58		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.16	0.38	0.39	0.49		0.09	0.09	0.09
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1591	1589
c, Capacity [veh/h]	638	2883	2076	927		189	169	169
d1, Uniform Delay [s]	37.43	2.77	13.56	16.16		41.66	41.67	41.67
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.19	0.55	1.74	8.97		9.31	10.35	10.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.47	0.67	0.84		0.84	0.84	0.84
d, Delay for Lane Group [s/veh]	40.63	3.32	15.30	25.12		50.98	52.02	52.03
Lane Group LOS	D	A	B	C		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.25	2.54	9.77	14.63		4.08	3.69	3.69
50th-Percentile Queue Length [ft/ln]	156.18	63.52	244.15	365.76		101.92	92.37	92.27
95th-Percentile Queue Length [veh/ln]	10.35	4.57	14.89	20.90		7.34	6.65	6.64
95th-Percentile Queue Length [ft/ln]	258.65	114.33	372.28	522.58		183.46	166.26	166.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.63	3.32	0.00	0.00	15.30	25.12	0.00	0.00	0.00	51.05	52.02	52.02
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	13.96			18.82			0.00			51.65		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	19.99											
Intersection LOS	B											
Intersection V/C	0.840											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.360	2.085
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1621	1010	0	210
d_b, Bicycle Delay [s]	1.71	11.63	47.51	38.03
l_b,int, Bicycle LOS Score for Intersection	3.121	3.349	4.132	2.286
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1364	154	223	1220	0	406	2	503	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1364	154	223	1220	0	406	2	503	0	0	0
Peak Hour Factor	0.9500	0.9430	0.9430	0.9430	0.9430	0.9500	0.9430	0.9430	0.9430	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	362	41	59	323	0	108	1	133	0	0	0
Total Analysis Volume [veh/h]	0	1446	163	236	1294	0	431	2	533	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	47	0	12	59	0	0	36	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	52	52	8	64	23	23	23	
g / C, Green / Cycle	0.55	0.55	0.08	0.68	0.24	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.41	0.10	0.07	0.36	0.18	0.19	0.20	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1651	1589	
c, Capacity [veh/h]	1959	875	294	2412	424	393	379	
d1, Uniform Delay [s]	16.18	10.71	42.69	7.76	33.66	34.24	34.55	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.14	0.16	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.53	0.47	5.07	0.86	2.96	5.53	7.63	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.74	0.19	0.80	0.54	0.76	0.82	0.85	
d, Delay for Lane Group [s/veh]	18.71	11.18	47.75	8.62	36.62	39.77	42.19	
Lane Group LOS	B	B	D	A	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.61	1.74	2.90	6.01	7.13	7.49	7.74	
50th-Percentile Queue Length [ft/ln]	290.25	43.59	72.53	150.14	178.35	187.25	193.58	
95th-Percentile Queue Length [veh/ln]	17.20	3.14	5.22	10.02	11.51	11.98	12.31	
95th-Percentile Queue Length [ft/ln]	429.95	78.46	130.56	250.61	287.87	299.46	307.67	

Movement, Approach, & Intersection Results

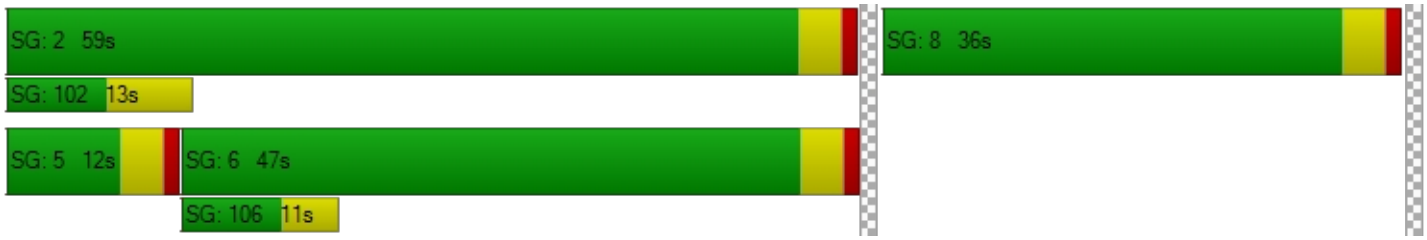
d_M, Delay for Movement [s/veh]	0.00	18.71	11.18	47.75	8.62	0.00	37.42	39.77	41.23	0.00	0.00	0.00
Movement LOS		B	B	D	A		D	D	D			
d_A, Approach Delay [s/veh]	17.95			14.66			39.52			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.80											
Intersection LOS	C											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.256	1.913
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	905	1158	674	0
d_b, Bicycle Delay [s]	14.24	8.43	20.90	47.51
l_b,int, Bicycle LOS Score for Intersection	2.887	2.822	3.154	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	77	1301	60	60	1493	128	65	2	40	184	10	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1301	60	60	1493	128	65	2	40	184	10	122
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	341	16	16	392	34	17	1	10	48	3	32
Total Analysis Volume [veh/h]	81	1365	63	63	1567	134	68	2	42	193	10	128
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	69	0	11	69	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	66	66	6	66	66	26	26	26
g / C, Green / Cycle	0.06	0.60	0.60	0.06	0.60	0.60	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.38	0.39	0.04	0.46	0.47	0.28	0.17	0.08
s, saturation flow rate [veh/h]	1781	1870	1841	1781	1870	1819	402	1161	1589
c, Capacity [veh/h]	107	1121	1104	100	1113	1083	147	337	374
d1, Uniform Delay [s]	50.89	14.32	14.36	50.78	16.57	16.83	48.35	38.95	34.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.47	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.45	2.81	2.89	6.43	5.09	5.62	28.64	2.97	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.64	0.64	0.63	0.77	0.78	0.76	0.60	0.34
d, Delay for Lane Group [s/veh]	61.34	17.13	17.26	57.20	21.65	22.45	76.99	41.92	35.48
Lane Group LOS	E	B	B	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.50	11.76	11.69	1.87	16.46	16.67	4.27	5.31	2.90
50th-Percentile Queue Length [ft/ln]	62.60	294.00	292.13	46.87	411.53	416.75	106.74	132.82	72.59
95th-Percentile Queue Length [veh/ln]	4.51	17.38	17.29	3.37	23.11	23.37	7.66	9.09	5.23
95th-Percentile Queue Length [ft/ln]	112.69	434.59	432.28	84.36	577.87	584.14	191.46	227.32	130.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.34	17.19	17.26	57.20	22.01	22.45	76.99	76.99	76.99	41.92	41.92	35.48
Movement LOS	E	B	B	E	C	C	E	E	E	D	D	D
d_A, Approach Delay [s/veh]	19.56			23.30			76.99			39.43		
Approach LOS	B			C			E			D		
d_I, Intersection Delay [s/veh]	24.84											
Intersection LOS	C											
Intersection V/C	0.886											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.53	44.53	44.53	44.53
l_p,int, Pedestrian LOS Score for Intersection	3.230	3.054	1.889	2.099
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1182	1182	473	473
d_b, Bicycle Delay [s]	9.19	9.19	32.06	32.06
l_b,int, Bicycle LOS Score for Intersection	2.805	3.015	1.744	2.106
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	40.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	61	1308	383	62	1610	23	19	6	62	538	11	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1308	383	62	1610	23	19	6	62	538	11	167
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	356	104	17	438	6	5	2	17	146	3	45
Total Analysis Volume [veh/h]	66	1423	417	67	1752	25	21	7	67	585	12	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	17	63	0	11	57	0	0	20	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	67	67	6	67	67	9	22	22	22
g / C, Green / Cycle	0.05	0.56	0.56	0.05	0.56	0.56	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.49	0.53	0.04	0.48	0.48	0.06	0.17	0.17	0.11
s, saturation flow rate [veh/h]	1781	1870	1731	1781	1870	1861	1647	1781	1784	1589
c, Capacity [veh/h]	94	1047	969	94	1047	1042	118	325	325	290
d1, Uniform Delay [s]	55.95	22.97	24.73	55.96	22.15	22.23	54.89	48.22	48.22	45.34
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.21	0.21	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.21	10.67	18.52	9.49	8.57	8.80	11.87	17.70	17.58	2.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.88	0.95	0.71	0.85	0.85	0.80	0.92	0.92	0.63
d, Delay for Lane Group [s/veh]	65.16	33.64	43.26	65.45	30.72	31.02	66.76	65.93	65.80	47.58
Lane Group LOS	E	C	D	E	C	C	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.21	24.54	27.93	2.25	22.42	22.52	3.22	10.33	10.34	5.19
50th-Percentile Queue Length [ft/ln]	55.20	613.58	698.22	56.17	560.39	563.02	80.50	258.37	258.41	129.81
95th-Percentile Queue Length [veh/ln]	3.97	32.67	36.60	4.04	30.18	30.30	5.80	15.61	15.61	8.93
95th-Percentile Queue Length [ft/ln]	99.36	816.70	914.90	101.11	754.50	757.59	144.90	390.18	390.23	223.24

Movement, Approach, & Intersection Results

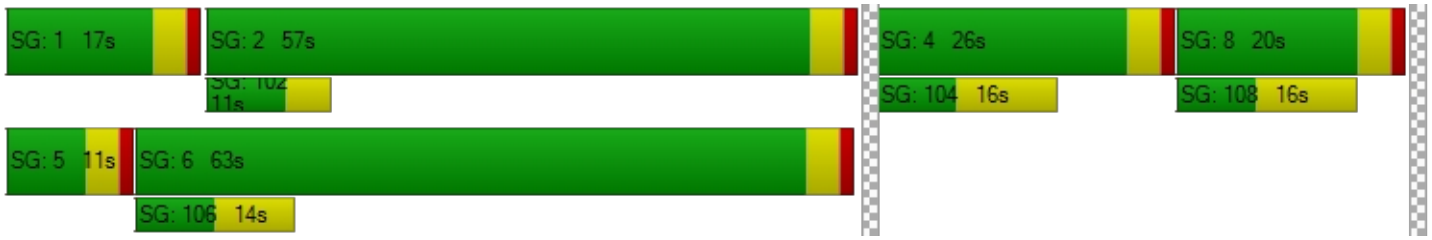
d_M, Delay for Movement [s/veh]	65.16	37.02	43.26	65.45	30.87	31.02	66.76	66.76	66.76	65.86	65.80	47.58
Movement LOS	E	D	D	E	C	C	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	39.36			32.13			66.76			61.59		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	40.78											
Intersection LOS	D											
Intersection V/C	0.914											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.154	2.990	1.825	2.454
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	983	883	267	367
d_b, Bicycle Delay [s]	15.52	18.72	45.08	40.03
l_b,int, Bicycle LOS Score for Intersection	3.132	3.081	1.716	2.845
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	58.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.100

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	106	1073	94	127	1235	873	504	107	53	43	43	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	1073	94	127	1235	873	504	107	53	43	43	190
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	293	26	35	337	238	137	29	14	12	12	52
Total Analysis Volume [veh/h]	116	1170	103	138	1347	952	550	117	58	47	47	207
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	62	0	15	66	0	21	28	0	15	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	59	59	11	63	63	17	29	29	6	17	17
g / C, Green / Cycle	0.06	0.49	0.49	0.09	0.52	0.52	0.14	0.24	0.24	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.07	0.34	0.35	0.08	0.38	0.60	0.16	0.06	0.04	0.03	0.03	0.13
s, saturation flow rate [veh/h]	1781	1870	1817	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	105	913	887	164	1856	829	491	448	381	84	270	229
d1, Uniform Delay [s]	56.49	23.99	24.06	53.62	22.13	28.74	51.51	37.05	36.04	56.00	45.08	50.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	71.89	4.57	4.77	10.82	2.51	80.90	60.49	0.31	0.18	5.78	0.30	12.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.71	0.71	0.84	0.73	1.15	1.12	0.26	0.15	0.56	0.17	0.90
d, Delay for Lane Group [s/veh]	128.38	28.56	28.83	64.44	24.64	109.64	112.00	37.35	36.23	61.78	45.39	62.75
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.29	15.09	14.82	4.59	14.81	41.25	11.49	2.84	1.37	1.53	1.26	6.88
50th-Percentile Queue Length [ft/ln]	132.14	377.16	370.51	114.78	370.29	1031.25	287.28	71.02	34.28	38.24	31.46	171.97
95th-Percentile Queue Length [veh/ln]	9.32	21.46	21.13	8.11	21.12	57.57	17.92	5.11	2.47	2.75	2.27	11.18
95th-Percentile Queue Length [ft/ln]	232.92	536.41	528.35	202.63	528.08	1439.36	447.96	127.83	61.70	68.84	56.63	279.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	128.38	28.68	28.83	64.44	24.64	109.64	112.00	37.35	36.23	61.78	45.39	62.75
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	37.02			60.10			93.89			59.89		
Approach LOS	D			E			F			E		
d_I, Intersection Delay [s/veh]	58.53											
Intersection LOS	E											
Intersection V/C	1.100											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.868	3.176	2.864	2.306
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	966	1033	400	300
d_b, Bicycle Delay [s]	16.03	14.03	38.42	43.37
l_b,int, Bicycle LOS Score for Intersection	2.706	3.570	2.756	2.056
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	45.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.935

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	140	1112	20	19	1176	240	273	188	246	83	186	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	1112	20	19	1176	240	273	188	246	83	186	51
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	297	5	5	314	64	73	50	66	22	50	14
Total Analysis Volume [veh/h]	150	1189	21	20	1258	257	292	201	263	89	199	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	61	0	11	57	0	25	25	0	23	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	61	61	3	53	53	21	32	32	8	19
g / C, Green / Cycle	0.09	0.51	0.51	0.03	0.44	0.44	0.18	0.27	0.27	0.06	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.32	0.32	0.01	0.41	0.42	0.16	0.11	0.17	0.05	0.14
s, saturation flow rate [veh/h]	1781	1870	1859	1781	1870	1762	1781	1870	1589	1781	1801
c, Capacity [veh/h]	164	948	943	52	831	783	312	498	423	114	279
d1, Uniform Delay [s]	54.02	21.58	21.59	57.21	31.59	32.03	48.85	36.22	38.73	55.36	49.90
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.17	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.26	3.30	3.33	4.55	18.23	21.76	19.80	0.53	2.36	10.92	12.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.64	0.64	0.38	0.93	0.95	0.94	0.40	0.62	0.78	0.91
d, Delay for Lane Group [s/veh]	71.28	24.88	24.92	61.76	49.82	53.80	68.64	36.75	41.09	66.28	62.79
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.27	13.02	12.97	0.66	24.80	24.80	10.31	4.93	7.07	3.00	8.48
50th-Percentile Queue Length [ft/ln]	131.86	325.60	324.24	16.57	620.05	619.98	257.86	123.24	176.83	75.01	211.88
95th-Percentile Queue Length [veh/ln]	9.04	18.94	18.88	1.19	32.97	32.97	15.58	8.57	11.43	5.40	13.25
95th-Percentile Queue Length [ft/ln]	226.02	473.57	471.89	29.82	824.23	824.15	389.54	214.27	285.87	135.02	331.25

Movement, Approach, & Intersection Results

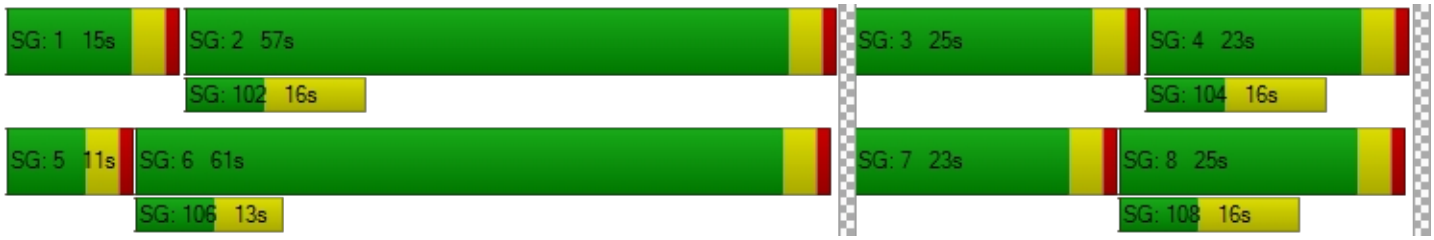
d_M, Delay for Movement [s/veh]	71.28	24.90	24.92	61.76	51.36	53.80	68.64	36.75	41.09	66.28	62.79	62.79
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	30.01			51.90			50.58			63.70		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	45.21											
Intersection LOS	D											
Intersection V/C	0.935											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.893	2.912	2.579	2.144
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	883	350	317
d_b, Bicycle Delay [s]	16.55	18.72	40.85	42.52
l_b,int, Bicycle LOS Score for Intersection	2.682	2.826	2.807	2.126
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	29	990	59	91	1275	170	122	80	37	67	114	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	990	59	91	1275	170	122	80	37	67	114	134
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	276	16	25	355	47	34	22	10	19	32	37
Total Analysis Volume [veh/h]	32	1104	66	101	1421	190	136	89	41	75	127	149
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	23	0	47	31	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	55	55	7	58	58	26	26	26	26
g / C, Green / Cycle	0.04	0.55	0.55	0.07	0.58	0.58	0.26	0.26	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.02	0.32	0.32	0.06	0.43	0.44	0.12	0.07	0.06	0.16
s, saturation flow rate [veh/h]	1781	1870	1833	1781	1870	1795	1103	1771	1260	1707
c, Capacity [veh/h]	75	1021	1001	131	1080	1037	180	461	301	444
d1, Uniform Delay [s]	46.71	15.05	15.06	45.48	15.78	16.07	46.09	29.54	35.57	32.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.77	2.39	2.44	9.08	4.85	5.52	6.27	0.33	0.43	1.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.58	0.58	0.77	0.75	0.77	0.75	0.28	0.25	0.62
d, Delay for Lane Group [s/veh]	50.48	17.44	17.50	54.56	20.63	21.59	52.36	29.87	36.00	34.13
Lane Group LOS	D	B	B	D	C	C	D	C	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.85	9.06	8.91	2.78	14.15	14.30	3.70	2.52	1.62	6.00
50th-Percentile Queue Length [ft/ln]	21.31	226.49	222.73	69.46	353.71	357.38	92.49	63.04	40.45	150.00
95th-Percentile Queue Length [veh/ln]	1.53	14.00	13.80	5.00	20.32	20.50	6.66	4.54	2.91	10.02
95th-Percentile Queue Length [ft/ln]	38.35	349.89	345.10	125.02	507.93	512.39	166.48	113.47	72.80	250.43

Movement, Approach, & Intersection Results

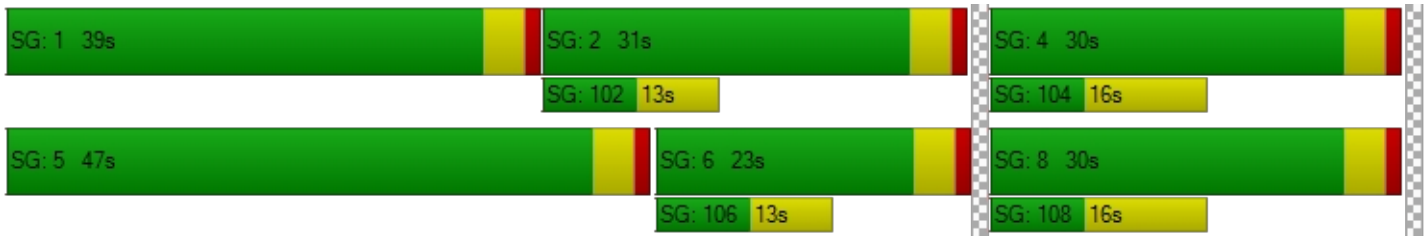
d_M, Delay for Movement [s/veh]	50.48	17.47	17.50	54.56	21.04	21.59	52.36	29.87	29.87	36.00	34.13	34.13
Movement LOS	D	B	B	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	18.35			23.08			41.37			34.53		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	23.99											
Intersection LOS	C											
Intersection V/C	0.710											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	2.945	3.103	2.145	2.142
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	380	540	520	520
d_b, Bicycle Delay [s]	32.81	26.65	27.38	27.38
l_b,int, Bicycle LOS Score for Intersection	2.551	2.972	1.999	2.139
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	140	662	59	219	687	343	235	450	42	82	478	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	662	59	219	687	343	235	450	42	82	478	126
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	175	16	58	182	91	62	119	11	22	127	33
Total Analysis Volume [veh/h]	148	701	63	232	728	363	249	477	44	87	506	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	42	0	14	45	0	12	23	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	30	30	8	31	31	8	30	30	6	28	40
g / C, Green / Cycle	0.08	0.33	0.33	0.09	0.35	0.35	0.09	0.33	0.33	0.07	0.31	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.21	0.21	0.07	0.31	0.31	0.07	0.10	0.10	0.03	0.10	0.08
s, saturation flow rate [veh/h]	3459	1870	1816	3459	1870	1664	3459	3560	1791	3459	5094	1589
c, Capacity [veh/h]	266	623	605	316	650	578	310	1168	588	242	1572	706
d1, Uniform Delay [s]	40.15	25.30	25.30	39.91	27.68	27.86	40.27	22.54	22.56	40.00	23.93	15.20
k, delay calibration	0.11	0.11	0.11	0.11	0.22	0.23	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.83	1.02	1.05	3.32	7.96	9.98	4.85	0.65	1.30	0.90	0.54	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.62	0.62	0.73	0.88	0.90	0.80	0.30	0.30	0.36	0.32	0.19
d, Delay for Lane Group [s/veh]	41.97	26.33	26.36	43.22	35.64	37.84	45.11	23.18	23.86	40.89	24.48	15.79
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.63	6.93	6.74	2.62	12.56	11.71	2.88	2.76	2.92	0.94	2.77	1.71
50th-Percentile Queue Length [ft/ln]	40.78	173.24	168.42	65.40	314.03	292.76	71.98	69.11	72.89	23.51	69.36	42.85
95th-Percentile Queue Length [veh/ln]	2.94	11.25	10.99	4.71	18.37	17.32	5.18	4.98	5.25	1.69	4.99	3.09
95th-Percentile Queue Length [ft/ln]	73.41	281.17	274.84	117.72	459.34	433.07	129.57	124.39	131.19	42.32	124.84	77.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.97	26.34	26.36	43.22	36.11	37.84	45.11	23.37	23.86	40.89	24.48	15.79
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	28.88			37.83			30.43			24.85		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	31.59											
Intersection LOS	C											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.740	2.843	2.943	3.011
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	910	422	400
d_b, Bicycle Delay [s]	15.06	13.37	28.05	28.84
l_b,int, Bicycle LOS Score for Intersection	2.312	2.651	1.983	1.959
Bicycle LOS	B	B	A	A

Sequence

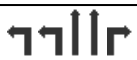
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	30.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	248	702	511	101	616	180	155	331	467	329	119	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	702	511	101	616	180	155	331	467	329	119	77
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	208	152	30	183	53	46	98	139	98	35	23
Total Analysis Volume [veh/h]	295	834	607	120	732	214	184	393	555	391	141	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	25	0	11	19	0	27	36	0	18	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	34	7	31	31	7	21	21	12	27	27
g / C, Green / Cycle	0.11	0.38	0.07	0.34	0.34	0.08	0.24	0.24	0.14	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.09	0.16	0.03	0.14	0.13	0.05	0.11	0.20	0.11	0.04	0.06
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	380	1905	259	1727	539	274	844	667	473	1049	468
d1, Uniform Delay [s]	39.07	21.14	39.97	23.00	22.76	40.39	29.50	32.70	37.89	23.36	23.80
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.45	0.73	1.29	0.76	2.18	2.86	0.40	2.79	3.75	0.06	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.44	0.46	0.42	0.40	0.67	0.47	0.83	0.83	0.13	0.19
d, Delay for Lane Group [s/veh]	42.52	21.87	41.26	23.77	24.94	43.25	29.90	35.48	41.64	23.42	24.00
Lane Group LOS	D	C	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.31	4.37	1.31	4.00	3.69	2.07	3.63	5.87	4.38	1.09	1.45
50th-Percentile Queue Length [ft/ln]	82.79	109.20	32.67	100.08	92.37	51.73	90.74	146.64	109.39	27.33	36.31
95th-Percentile Queue Length [veh/ln]	5.96	7.80	2.35	7.21	6.65	3.72	6.53	9.84	7.81	1.97	2.61
95th-Percentile Queue Length [ft/ln]	149.03	194.89	58.81	180.15	166.27	93.12	163.34	245.93	195.16	49.20	65.37

Movement, Approach, & Intersection Results

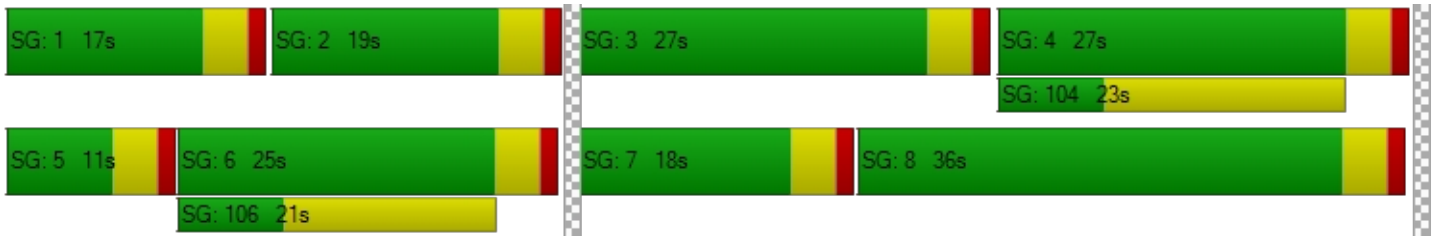
d_M, Delay for Movement [s/veh]	42.52	21.87	0.00	41.26	23.77	24.94	43.25	29.90	35.48	41.64	23.42	24.00
Movement LOS	D	C		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	27.27			25.97			34.81			34.94		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	30.29											
Intersection LOS	C											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.084	0.000	2.752
Crosswalk LOS	F	C	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	333	710	511
d_b, Bicycle Delay [s]	26.49	31.29	18.73	24.98
l_b,int, Bicycle LOS Score for Intersection	2.181	2.146	2.494	2.074
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1357	1036	0	1154	258	0	0	0	278	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1357	1036	0	1154	258	0	0	0	278	0	132
Peak Hour Factor	0.9500	0.8770	0.8770	0.9500	0.8770	0.8770	0.9500	0.9500	0.9500	0.8770	0.9500	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	387	295	0	329	74	0	0	0	79	0	38
Total Analysis Volume [veh/h]	0	1547	1181	0	1316	294	0	0	0	317	0	151
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	44	0	0	44	0	0	0	0	61	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	105	105	105		105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	85	85	85		12	12	12
g / C, Green / Cycle	0.81	0.81	0.81		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.30	0.26	0.18		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1773	1589
c, Capacity [veh/h]	4104	4104	1281		210	209	188
d1, Uniform Delay [s]	2.84	2.67	2.43		44.87	44.87	44.87
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.27	0.21	0.42		5.90	5.93	6.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.32	0.23		0.77	0.77	0.77
d, Delay for Lane Group [s/veh]	3.11	2.88	2.85		50.77	50.80	51.44
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.16	1.72	1.15		4.41	4.39	3.97
50th-Percentile Queue Length [ft/ln]	54.00	43.08	28.79		110.32	109.84	99.35
95th-Percentile Queue Length [veh/ln]	3.89	3.10	2.07		7.86	7.83	7.15
95th-Percentile Queue Length [ft/ln]	97.19	77.54	51.83		196.44	195.77	178.83

Movement, Approach, & Intersection Results

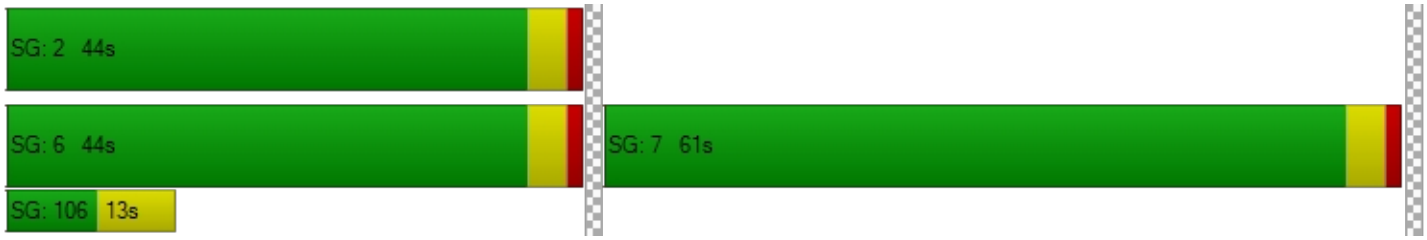
d_M, Delay for Movement [s/veh]	0.00	3.11	0.00	0.00	2.88	2.85	0.00	0.00	0.00	50.78	0.00	51.44
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.11			2.87			0.00			50.99		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.18											
Intersection LOS	A											
Intersection V/C	0.427											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.04
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.252
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	762	762	0	1086
d_b, Bicycle Delay [s]	20.09	20.09	52.46	10.95
l_b,int, Bicycle LOS Score for Intersection	2.410	2.445	4.132	2.332
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	167	2000	1299	145	368	958
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	2000	1299	145	368	958
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	573	372	42	106	275
Total Analysis Volume [veh/h]	192	2294	1490	166	422	1099
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	36	88	52	0	32	32
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	32	84	48	48	28	64
g / C, Green / Cycle	0.27	0.70	0.40	0.40	0.23	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.45	0.29	0.10	0.12	0.39
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	921	3565	2038	636	807	1500
d1, Uniform Delay [s]	34.18	9.83	30.51	24.10	40.15	21.45
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.91	2.35	1.00	0.53	1.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.64	0.73	0.26	0.52	0.73
d, Delay for Lane Group [s/veh]	34.29	10.74	32.86	25.10	40.67	23.11
Lane Group LOS	C	B	C	C	D	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.21	10.20	12.45	3.35	5.51	11.78
50th-Percentile Queue Length [ft/ln]	55.16	254.98	311.29	83.66	137.65	294.48
95th-Percentile Queue Length [veh/ln]	3.97	15.44	18.24	6.02	9.35	17.41
95th-Percentile Queue Length [ft/ln]	99.29	385.92	455.97	150.59	233.86	435.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.29	10.74	32.86	25.10	40.67	23.11
Movement LOS	C	B	C	C	D	C
d_A, Approach Delay [s/veh]	12.55		32.09		27.98	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	22.41					
Intersection LOS	C					
Intersection V/C	0.797					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1400	800	467
d_b, Bicycle Delay [s]	5.40	21.59	35.26
l_b,int, Bicycle LOS Score for Intersection	2.927	2.470	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	33.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.997

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1531	431	877	1422	335	659
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1531	431	877	1422	335	659
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	435	122	249	404	95	187
Total Analysis Volume [veh/h]	1740	490	997	1616	381	749
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	62	0	36	36	17	53
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	32	94	13	49
g / C, Green / Cycle	0.50	0.50	0.28	0.82	0.11	0.43
(v / s)_i Volume / Saturation Flow Rate	0.50	0.17	0.28	0.57	0.11	0.21
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1741	1417	991	2298	393	1520
d1, Uniform Delay [s]	28.51	17.15	41.47	4.53	50.74	23.91
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.83	0.15	29.98	1.83	14.97	1.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.35	1.01	0.70	0.97	0.49
d, Delay for Lane Group [s/veh]	38.34	17.30	71.46	6.37	65.72	25.05
Lane Group LOS	D	B	F	A	E	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	25.07	3.87	17.98	6.20	6.26	7.56
50th-Percentile Queue Length [ft/ln]	626.68	96.83	449.48	155.01	156.56	189.02
95th-Percentile Queue Length [veh/ln]	33.28	6.97	25.02	10.28	10.37	12.07
95th-Percentile Queue Length [ft/ln]	831.96	174.29	625.59	257.11	259.16	301.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.34	17.30	71.46	6.37	65.72	25.05
Movement LOS	D	B	F	A	E	C
d_A, Approach Delay [s/veh]	33.72		31.20		38.76	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	33.57					
Intersection LOS	C					
Intersection V/C	0.997					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1009	557	852
d_b, Bicycle Delay [s]	14.12	29.94	18.93
l_b,int, Bicycle LOS Score for Intersection	1.560	3.715	2.492
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	65.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	949	7	2	513	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	949	7	2	513	2
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	283	2	1	153	1
Total Analysis Volume [veh/h]	6	0	8	1	0	0	5	1134	8	2	613	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.03	0.02	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	65.79	53.51	24.32	64.39	50.02	13.28	8.74	0.00	0.00	10.89	0.00	0.00
Movement LOS	F	F	C	F	F	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.42	0.42	0.42	0.05	0.05	0.05	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.47	10.47	10.47	1.23	1.23	1.23	0.21	0.21	0.21	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	42.09			64.39			0.04			0.04		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	46.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.895

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	515	378	300	196	281	31	138	421	459	215	158	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	515	378	300	196	281	31	138	421	459	215	158	97
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	110	87	57	82	9	40	123	134	63	46	28
Total Analysis Volume [veh/h]	600	441	350	228	328	36	161	491	535	251	184	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	47	0	0	27	0	17	25	25	21	29	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	42	23	23	13	22	89	17	26
g / C, Green / Cycle	0.35	0.35	0.35	0.19	0.19	0.11	0.18	0.74	0.14	0.22
(v / s)_i Volume / Saturation Flow Rate	0.34	0.24	0.22	0.16	0.18	0.09	0.10	0.34	0.15	0.17
s, saturation flow rate [veh/h]	1781	1870	1589	1800	1666	1781	5094	1589	1688	1752
c, Capacity [veh/h]	628	659	561	345	320	188	918	1179	274	380
d1, Uniform Delay [s]	37.94	32.92	32.26	46.86	47.76	52.78	44.64	6.04	53.56	44.36
k, delay calibration	0.42	0.21	0.18	0.20	0.24	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.71	2.28	1.87	10.16	21.98	10.52	2.23	1.26	11.89	14.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.67	0.62	0.85	0.93	0.86	0.53	0.45	0.92	0.78
d, Delay for Lane Group [s/veh]	61.65	35.20	34.13	57.02	69.74	63.30	46.87	7.31	65.45	59.18
Lane Group LOS	E	D	C	E	E	E	D	A	E	E
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	21.03	11.19	8.67	9.43	10.69	5.32	4.62	5.03	4.27	9.88
50th-Percentile Queue Length [ft/ln]	525.87	279.87	216.83	235.64	267.23	132.97	115.52	125.87	106.87	246.93
95th-Percentile Queue Length [veh/ln]	28.56	16.68	13.50	14.46	16.05	9.10	8.15	8.71	7.67	15.03
95th-Percentile Queue Length [ft/ln]	713.92	417.05	337.58	361.52	401.28	227.52	203.65	217.87	191.63	375.79

Movement, Approach, & Intersection Results

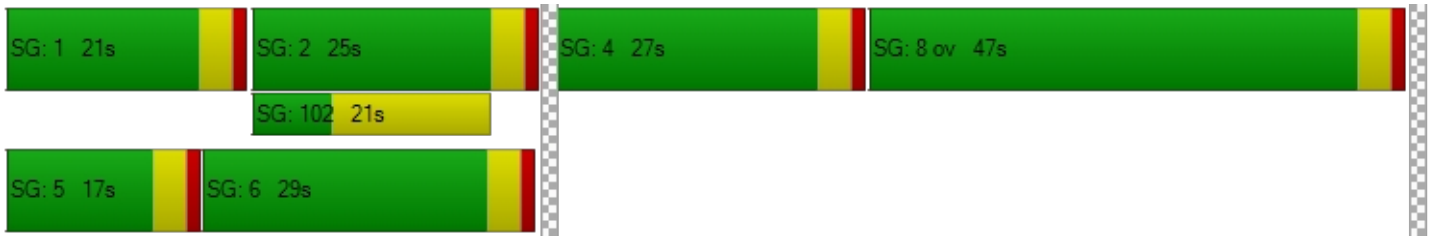
d_M, Delay for Movement [s/veh]	61.65	35.20	34.13	57.02	67.18	69.74	63.30	46.87	7.31	65.45	59.18	59.18
Movement LOS	E	D	C	E	E	E	E	D	A	E	E	E
d_A, Approach Delay [s/veh]	46.34			63.42			31.27			62.05		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	46.56											
Intersection LOS	D											
Intersection V/C	0.895											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.159	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	716	383	350	417
d_b, Bicycle Delay [s]	24.72	39.22	40.85	37.62
l_b,int, Bicycle LOS Score for Intersection	3.855	2.048	2.212	2.464
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.480

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	24	56	11	82	26	103	173	742	26	13	407	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	56	11	82	26	103	173	742	26	13	407	84
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	3	22	7	28	47	203	7	4	112	23
Total Analysis Volume [veh/h]	26	61	12	90	29	113	190	814	29	14	446	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	51	0	14	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	12	12	12	12	64	64	2	54	54
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.71	0.71	0.02	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.07	0.02	0.07	0.11	0.16	0.16	0.01	0.24	0.06
s, saturation flow rate [veh/h]	1246	1870	1767	1327	1870	1589	1781	3560	1837	1781	1870	1589
c, Capacity [veh/h]	199	251	237	200	251	213	231	2525	1303	41	1127	958
d1, Uniform Delay [s]	37.63	34.41	34.44	39.93	34.27	36.32	38.15	4.51	4.51	43.27	9.33	7.54
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.27	0.30	1.58	0.20	2.03	7.12	0.20	0.39	4.70	1.04	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.15	0.15	0.45	0.12	0.53	0.82	0.22	0.22	0.34	0.40	0.10
d, Delay for Lane Group [s/veh]	37.93	34.67	34.74	41.51	34.47	38.35	45.26	4.71	4.90	47.98	10.38	7.74
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.54	0.72	0.71	2.00	0.57	2.40	4.47	1.52	1.64	0.36	4.47	0.74
50th-Percentile Queue Length [ft/ln]	13.50	18.00	17.85	50.06	14.15	60.01	111.78	38.01	41.01	8.95	111.67	18.59
95th-Percentile Queue Length [veh/ln]	0.97	1.30	1.29	3.60	1.02	4.32	7.94	2.74	2.95	0.64	7.93	1.34
95th-Percentile Queue Length [ft/ln]	24.29	32.41	32.13	90.11	25.48	108.02	198.48	68.42	73.81	16.12	198.33	33.46

Movement, Approach, & Intersection Results

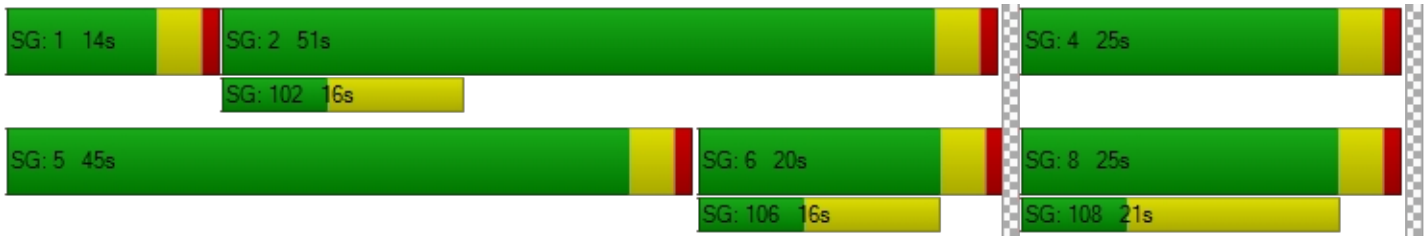
d_M, Delay for Movement [s/veh]	37.93	34.70	34.74	41.51	34.47	38.35	45.26	4.77	4.90	47.98	10.38	7.74
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.55			39.09			12.22			10.89		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.30											
Intersection LOS	B											
Intersection V/C	0.480											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.333	2.411	0.000	2.819
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1044	356
d_b, Bicycle Delay [s]	26.45	26.45	10.27	30.43
l_b,int, Bicycle LOS Score for Intersection	1.641	1.942	2.128	2.470
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.389

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	127	334	118	140	242	61	156	457	179	146	271	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	334	118	140	242	61	156	457	179	146	271	106
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	88	31	37	64	16	41	120	47	38	71	28
Total Analysis Volume [veh/h]	133	351	124	147	254	64	164	480	188	153	285	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	21	37	0	15	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	45	45	7	45	45	7	15	15	7	15	15
g / C, Green / Cycle	0.08	0.50	0.50	0.08	0.50	0.50	0.08	0.17	0.17	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.08	0.04	0.07	0.04	0.05	0.13	0.12	0.04	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1695
c, Capacity [veh/h]	263	1775	792	265	1778	794	268	607	271	266	318	288
d1, Uniform Delay [s]	40.04	12.58	12.30	40.14	12.17	11.78	40.29	35.87	35.20	40.19	34.91	34.99
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.51	0.25	0.42	1.80	0.17	0.20	2.27	2.37	3.19	1.95	2.22	2.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.20	0.16	0.55	0.14	0.08	0.61	0.79	0.69	0.57	0.65	0.66
d, Delay for Lane Group [s/veh]	41.55	12.83	12.72	41.94	12.34	11.98	42.56	38.24	38.39	42.14	37.13	37.56
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.46	1.94	1.39	1.62	1.36	0.68	1.82	5.16	4.05	1.69	4.34	4.04
50th-Percentile Queue Length [ft/ln]	36.39	48.44	34.71	40.49	33.91	17.12	45.61	129.07	101.36	42.27	108.47	100.95
95th-Percentile Queue Length [veh/ln]	2.62	3.49	2.50	2.92	2.44	1.23	3.28	8.89	7.30	3.04	7.75	7.27
95th-Percentile Queue Length [ft/ln]	65.50	87.18	62.48	72.88	61.04	30.82	82.10	222.23	182.45	76.09	193.87	181.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.55	12.83	12.72	41.94	12.34	11.98	42.56	38.24	38.39	42.14	37.25	37.56
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.09			21.65			39.13			38.68		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.75											
Intersection LOS	C											
Intersection V/C	0.389											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.872	2.745	2.776	2.775
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	733	599
d_b, Bicycle Delay [s]	25.73	24.98	18.09	22.09
l_b,int, Bicycle LOS Score for Intersection	2.061	1.943	2.246	2.013
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	979	379	7	780	174	256	38	722	450	38	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	979	379	7	780	174	256	38	722	450	38	38
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	263	102	2	210	47	69	10	194	121	10	10
Total Analysis Volume [veh/h]	837	1054	408	8	840	187	276	41	777	484	41	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	35	50	0	11	26	0	21	24	24	20	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	59	59	2	32	32	17	12	45	16	11	11
g / C, Green / Cycle	0.28	0.56	0.56	0.01	0.30	0.30	0.16	0.12	0.43	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.24	0.30	0.26	0.00	0.24	0.12	0.15	0.02	0.28	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	952	2000	893	52	1073	479	289	221	1215	528	204	173
d1, Uniform Delay [s]	36.41	14.34	13.59	51.11	33.58	29.08	43.66	41.77	23.44	43.87	42.67	42.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.82	1.00	1.69	1.36	5.72	2.39	16.76	0.40	0.57	6.82	0.48	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.53	0.46	0.15	0.78	0.39	0.96	0.19	0.64	0.92	0.20	0.24
d, Delay for Lane Group [s/veh]	39.22	15.34	15.27	52.47	39.30	31.47	60.42	42.17	24.01	50.70	43.15	43.54
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.46	7.68	5.85	0.11	10.47	4.03	8.39	0.98	7.45	6.65	1.00	1.01
50th-Percentile Queue Length [ft/ln]	261.49	192.02	146.16	2.84	261.75	100.64	209.76	24.55	186.26	166.20	24.91	25.16
95th-Percentile Queue Length [veh/ln]	15.76	12.23	9.81	0.20	15.78	7.25	13.14	1.77	11.93	10.88	1.79	1.81
95th-Percentile Queue Length [ft/ln]	394.08	305.64	245.29	5.11	394.42	181.16	328.52	44.20	298.17	271.91	44.84	45.29

Movement, Approach, & Intersection Results

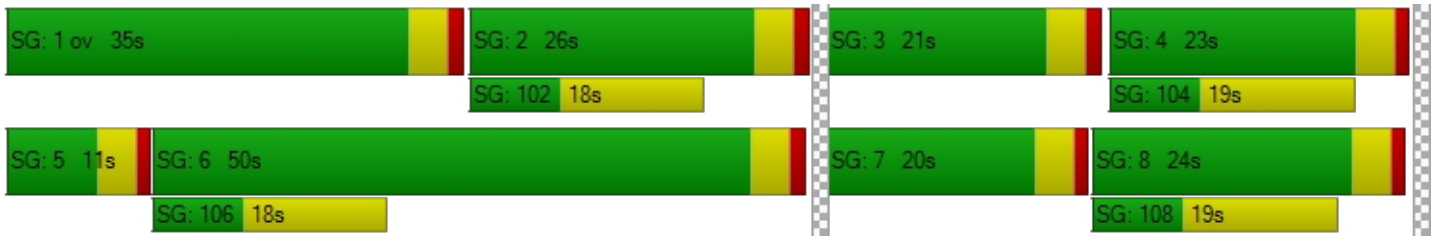
d_M, Delay for Movement [s/veh]	39.22	15.34	15.27	52.47	39.30	31.47	60.42	42.17	24.01	50.70	43.15	43.54
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	24.02			37.99			33.88			49.63		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	31.98											
Intersection LOS	C											
Intersection V/C	0.913											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	3.214	2.936	2.811	2.626
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	876	419	381	362
d_b, Bicycle Delay [s]	16.60	32.83	34.43	35.25
l_b,int, Bicycle LOS Score for Intersection	3.456	2.413	3.365	2.494
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.740

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	326	1802	0	0	1479	486	0	0	0	172	2	323
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	1802	0	0	1479	486	0	0	0	172	2	323
Peak Hour Factor	0.9460	0.9460	0.9500	0.9500	0.9460	0.9460	0.9500	0.9500	0.9500	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	476	0	0	391	128	0	0	0	45	1	85
Total Analysis Volume [veh/h]	345	1905	0	0	1563	514	0	0	0	182	2	341
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	47	62	0	0	15	0	0	0	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	12	74	58	58		13	13	13
g / C, Green / Cycle	0.13	0.78	0.61	0.61		0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.10	0.54	0.44	0.32		0.10	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1592	1589
c, Capacity [veh/h]	445	2766	2158	964		247	221	221
d1, Uniform Delay [s]	40.08	5.09	13.13	10.89		39.24	39.48	39.48
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.94	1.43	2.15	2.11		4.22	5.76	5.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.69	0.72	0.53		0.74	0.78	0.78
d, Delay for Lane Group [s/veh]	43.02	6.51	15.29	13.00		43.46	45.24	45.25
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.04	6.69	11.09	6.26		4.31	4.17	4.17
50th-Percentile Queue Length [ft/ln]	100.92	167.32	277.29	156.57		107.84	104.30	104.14
95th-Percentile Queue Length [veh/ln]	7.27	10.94	16.55	10.37		7.72	7.51	7.50
95th-Percentile Queue Length [ft/ln]	181.66	273.39	413.84	259.17		192.99	187.74	187.45

Movement, Approach, & Intersection Results

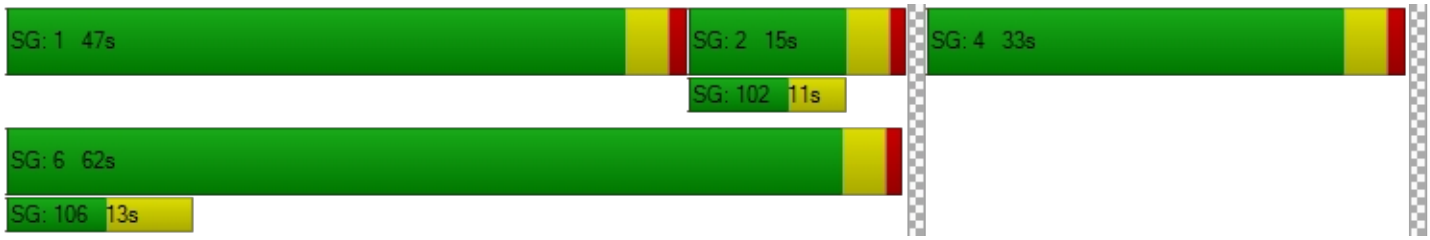
d_M, Delay for Movement [s/veh]	43.02	6.51	0.00	0.00	15.29	13.00	0.00	0.00	0.00	43.52	45.24	45.25
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	12.11			14.72			0.00			44.63		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	16.75											
Intersection LOS	B											
Intersection V/C	0.740											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.137	2.113
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1221	232	0	610
d_b, Bicycle Delay [s]	7.21	37.14	47.51	22.93
l_b,int, Bicycle LOS Score for Intersection	3.416	3.273	4.132	2.426
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1524	116	266	1363	0	634	1	424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1524	116	266	1363	0	634	1	424	0	0	0
Peak Hour Factor	0.9500	0.9720	0.9720	0.9720	0.9720	0.9500	0.9720	0.9720	0.9720	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	392	30	68	351	0	163	0	109	0	0	0
Total Analysis Volume [veh/h]	0	1568	119	274	1402	0	652	1	436	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	49	0	13	62	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	53	53	9	66	26	26	26	
g / C, Green / Cycle	0.53	0.53	0.09	0.66	0.26	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.44	0.07	0.08	0.39	0.20	0.21	0.23	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1739	1589	
c, Capacity [veh/h]	1875	837	314	2341	468	457	417	
d1, Uniform Delay [s]	20.02	12.11	44.89	9.68	34.16	34.37	35.24	
k, delay calibration	0.50	0.50	0.11	0.50	0.16	0.17	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.61	0.36	7.49	1.14	4.11	4.95	10.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.84	0.14	0.87	0.60	0.78	0.80	0.87	
d, Delay for Lane Group [s/veh]	24.63	12.47	52.38	10.82	38.26	39.32	45.69	
Lane Group LOS	C	B	D	B	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.57	1.40	3.66	8.04	8.56	8.70	9.49	
50th-Percentile Queue Length [ft/ln]	389.14	35.04	91.42	200.95	213.97	217.59	237.28	
95th-Percentile Queue Length [veh/ln]	22.04	2.52	6.58	12.69	13.36	13.54	14.54	
95th-Percentile Queue Length [ft/ln]	550.89	63.07	164.56	317.19	333.92	338.54	363.60	

Movement, Approach, & Intersection Results

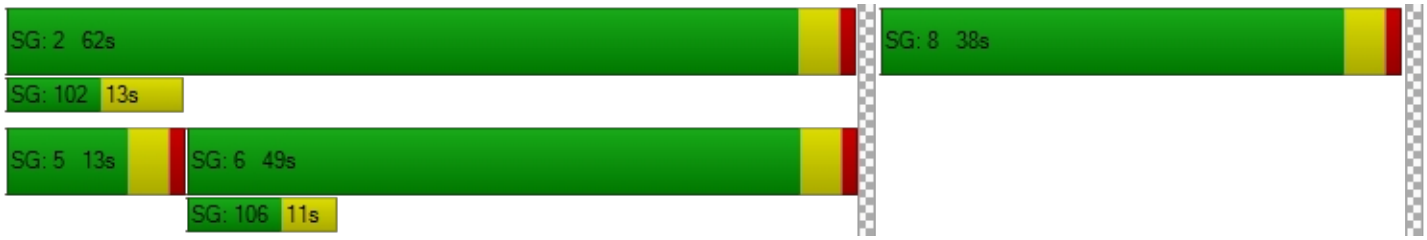
d_M, Delay for Movement [s/veh]	0.00	24.63	12.47	52.38	10.82	0.00	38.73	39.32	44.62	0.00	0.00	0.00
Movement LOS		C	B	D	B		D	D	D			
d_A, Approach Delay [s/veh]	23.77			17.61			41.09			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.69											
Intersection LOS	C											
Intersection V/C	0.850											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.299	1.912
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	1160	680	0
d_b, Bicycle Delay [s]	15.13	8.82	21.78	50.00
l_b,int, Bicycle LOS Score for Intersection	2.951	2.942	3.356	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	33.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.958

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	35	1481	132	183	1574	42	81	12	59	132	8	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1481	132	183	1574	42	81	12	59	132	8	92
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	405	36	50	430	11	22	3	16	36	2	25
Total Analysis Volume [veh/h]	38	1619	144	200	1720	46	89	13	64	144	9	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	68	0	20	68	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	65	65	15	75	75	28	28	28
g / C, Green / Cycle	0.04	0.54	0.54	0.13	0.62	0.62	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.47	0.48	0.11	0.47	0.48	0.27	0.15	0.06
s, saturation flow rate [veh/h]	1781	1870	1817	1781	1870	1853	623	1038	1589
c, Capacity [veh/h]	76	1009	981	226	1167	1156	191	300	371
d1, Uniform Delay [s]	56.16	24.13	24.59	51.47	16.05	16.19	52.18	41.30	37.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.15	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.01	10.67	12.42	10.79	4.60	4.81	37.60	1.84	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.88	0.90	0.88	0.76	0.76	0.87	0.51	0.27
d, Delay for Lane Group [s/veh]	61.17	34.80	37.01	62.25	20.65	21.00	89.78	43.14	38.04
Lane Group LOS	E	C	D	E	C	C	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.23	23.92	24.55	6.58	17.60	17.79	7.05	4.22	2.49
50th-Percentile Queue Length [ft/ln]	30.83	598.09	613.66	164.55	440.09	444.76	176.30	105.48	62.13
95th-Percentile Queue Length [veh/ln]	2.22	31.95	32.67	10.79	24.48	24.71	11.41	7.59	4.47
95th-Percentile Queue Length [ft/ln]	55.49	798.63	816.80	269.73	612.11	617.69	285.18	189.69	111.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.17	35.80	37.01	62.25	20.82	21.00	89.78	89.78	89.78	43.14	43.14	38.04
Movement LOS	E	D	D	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	36.43			25.04			89.78			41.11		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	33.48											
Intersection LOS	C											
Intersection V/C	0.958											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	3.246	3.176	1.855	2.153
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1067	1067	467	467
d_b, Bicycle Delay [s]	13.05	13.05	35.25	35.25
l_b,int, Bicycle LOS Score for Intersection	3.045	3.182	1.834	1.979
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	35.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.939

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	38	1550	444	100	1657	11	17	12	65	380	8	149
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1550	444	100	1657	11	17	12	65	380	8	149
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	396	113	26	424	3	4	3	17	97	2	38
Total Analysis Volume [veh/h]	39	1585	454	102	1694	11	17	12	66	389	8	152
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	25	69	0	11	55	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	73	73	7	75	75	9	15	15	15
g / C, Green / Cycle	0.04	0.61	0.61	0.06	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.55	0.59	0.06	0.46	0.46	0.06	0.11	0.11	0.10
s, saturation flow rate [veh/h]	1781	1870	1734	1781	1870	1866	1653	1781	1784	1589
c, Capacity [veh/h]	77	1138	1055	105	1167	1164	118	228	228	203
d1, Uniform Delay [s]	56.18	20.25	22.36	56.38	15.60	15.62	54.91	51.38	51.38	50.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.05	11.05	20.76	33.97	4.05	4.08	11.90	9.84	9.82	5.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.90	0.97	0.97	0.73	0.73	0.80	0.87	0.87	0.75
d, Delay for Lane Group [s/veh]	61.22	31.30	43.12	90.35	19.65	19.70	66.81	61.22	61.21	55.90
Lane Group LOS	E	C	D	F	B	B	E	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.27	26.24	31.20	4.08	16.40	16.42	3.22	6.47	6.48	4.71
50th-Percentile Queue Length [ft/ln]	31.64	656.10	780.01	101.90	409.93	410.43	80.53	161.74	162.02	117.74
95th-Percentile Queue Length [veh/ln]	2.28	34.65	40.36	7.34	23.04	23.06	5.80	10.64	10.66	8.27
95th-Percentile Queue Length [ft/ln]	56.95	866.14	1009.02	183.42	575.96	576.55	144.95	266.03	266.40	206.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.22	35.52	43.12	90.35	19.67	19.70	66.81	66.81	66.81	61.21	61.21	55.90
Movement LOS	E	D	D	F	B	B	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	37.66			23.66			66.81			59.74		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	35.36											
Intersection LOS	D											
Intersection V/C	0.939											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.138	3.008	1.803	2.417
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1083	850	267	267
d_b, Bicycle Delay [s]	12.62	19.85	45.08	45.08
l_b,int, Bicycle LOS Score for Intersection	3.274	3.050	1.716	2.465
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	56.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.023

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	143	1148	100	208	1144	690	698	181	113	46	25	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	1148	100	208	1144	690	698	181	113	46	25	221
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	298	26	54	297	179	181	47	29	12	6	57
Total Analysis Volume [veh/h]	148	1191	104	216	1187	716	724	188	117	48	26	229
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	52	0	18	56	0	28	37	0	13	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	48	48	14	52	52	24	36	36	6	18	18
g / C, Green / Cycle	0.08	0.40	0.40	0.12	0.43	0.43	0.20	0.30	0.30	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.08	0.35	0.35	0.12	0.33	0.45	0.21	0.10	0.07	0.03	0.01	0.14
s, saturation flow rate [veh/h]	1781	1870	1818	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	149	749	729	209	1545	690	692	564	479	84	278	236
d1, Uniform Delay [s]	54.94	33.16	33.28	53.00	28.85	33.98	48.02	32.57	31.62	55.98	44.11	50.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	31.87	13.41	14.24	38.53	3.73	44.51	29.70	0.34	0.26	5.90	0.14	24.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.87	0.88	1.04	0.77	1.04	1.05	0.33	0.24	0.57	0.09	0.97
d, Delay for Lane Group [s/veh]	86.81	46.57	47.52	91.53	32.58	78.49	77.72	32.91	31.88	61.88	44.26	75.02
Lane Group LOS	F	D	D	F	C	F	F	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.79	20.02	19.80	8.51	15.04	28.02	13.14	4.31	2.61	1.56	0.68	8.41
50th-Percentile Queue Length [ft/ln]	144.74	500.42	494.89	212.69	376.04	700.49	328.61	107.83	65.21	39.09	17.07	210.16
95th-Percentile Queue Length [veh/ln]	9.74	27.35	27.09	13.49	21.40	37.75	19.55	7.72	4.70	2.81	1.23	13.16
95th-Percentile Queue Length [ft/ln]	243.40	683.85	677.31	337.13	535.06	943.84	488.77	192.98	117.38	70.35	30.73	329.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	86.81	47.00	47.52	91.53	32.58	78.49	77.72	32.91	31.88	61.88	44.26	75.02
Movement LOS	F	D	D	F	C	F	F	C	C	E	D	E
d_A, Approach Delay [s/veh]	51.12			54.10			64.32			70.30		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	56.37											
Intersection LOS	E											
Intersection V/C	1.023											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.859	3.159	2.875	2.343
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	866	550	300
d_b, Bicycle Delay [s]	21.61	19.28	31.55	43.37
l_b,int, Bicycle LOS Score for Intersection	2.750	3.308	3.257	2.060
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	126	1287	29	46	1183	197	226	144	157	61	140	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	1287	29	46	1183	197	226	144	157	61	140	48
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	329	7	12	302	50	58	37	40	16	36	12
Total Analysis Volume [veh/h]	129	1316	30	47	1210	201	231	147	161	62	143	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	39	0	11	38	0	20	28	0	12	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	44	44	5	41	41	14	20	20	6	12
g / C, Green / Cycle	0.09	0.49	0.49	0.05	0.45	0.45	0.15	0.22	0.22	0.06	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.36	0.36	0.03	0.38	0.39	0.13	0.08	0.10	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1855	1781	1870	1779	1781	1870	1589	1781	1789
c, Capacity [veh/h]	160	910	903	98	846	805	269	408	347	111	231
d1, Uniform Delay [s]	40.28	18.58	18.60	41.35	21.97	22.14	37.32	29.92	30.68	41.06	38.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.25	5.41	5.50	3.58	10.43	11.62	7.75	0.54	0.97	4.29	7.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.74	0.74	0.48	0.85	0.86	0.86	0.36	0.46	0.56	0.83
d, Delay for Lane Group [s/veh]	49.53	23.99	24.09	44.93	32.40	33.76	45.07	30.46	31.65	45.35	45.76
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.18	11.85	11.81	1.10	15.05	14.82	5.46	2.72	3.08	1.46	4.55
50th-Percentile Queue Length [ft/ln]	79.47	296.16	295.20	27.52	376.30	370.62	136.40	68.10	77.10	36.39	113.69
95th-Percentile Queue Length [veh/ln]	5.72	17.49	17.44	1.98	21.41	21.14	9.29	4.90	5.55	2.62	8.05
95th-Percentile Queue Length [ft/ln]	143.04	437.27	436.09	49.53	535.36	528.48	232.17	122.59	138.78	65.49	201.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.53	24.04	24.09	44.93	32.95	33.76	45.07	30.46	31.65	45.35	45.76	45.76
Movement LOS	D	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	26.27			33.45			37.08			45.66		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.97											
Intersection LOS	C											
Intersection V/C	0.849											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.866	2.895	2.497	2.095
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	777	755	533	355
d_b, Bicycle Delay [s]	16.84	17.46	24.24	30.47
l_b,int, Bicycle LOS Score for Intersection	2.776	2.762	2.449	1.979
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	56	1245	89	146	1208	71	50	84	30	50	85	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1245	89	146	1208	71	50	84	30	50	85	138
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	324	23	38	315	18	13	22	8	13	22	36
Total Analysis Volume [veh/h]	58	1297	93	152	1258	74	52	88	31	52	89	144
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	23	17	0	53	47	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	10	57	57	16	16	16	16
g / C, Green / Cycle	0.06	0.58	0.58	0.11	0.63	0.63	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.38	0.38	0.09	0.36	0.36	0.05	0.07	0.04	0.14
s, saturation flow rate [veh/h]	1781	1870	1826	1781	1870	1834	1147	1788	1273	1686
c, Capacity [veh/h]	108	1086	1061	191	1174	1151	110	319	206	301
d1, Uniform Delay [s]	41.06	12.65	12.69	39.21	9.73	9.76	44.33	32.57	38.08	35.27
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.09	2.96	3.08	7.25	2.02	2.09	3.11	0.73	0.63	4.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.65	0.65	0.79	0.57	0.57	0.47	0.37	0.25	0.78
d, Delay for Lane Group [s/veh]	45.16	15.61	15.77	46.46	11.75	11.84	47.45	33.29	38.71	39.55
Lane Group LOS	D	B	B	D	B	B	D	C	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.36	9.40	9.29	3.62	7.36	7.29	1.25	2.32	1.10	5.13
50th-Percentile Queue Length [ft/ln]	33.97	235.03	232.27	90.42	183.94	182.27	31.14	57.92	27.53	128.36
95th-Percentile Queue Length [veh/ln]	2.45	14.43	14.29	6.51	11.81	11.72	2.24	4.17	1.98	8.85
95th-Percentile Queue Length [ft/ln]	61.15	360.74	357.24	162.75	295.15	292.98	56.05	104.26	49.56	221.27

Movement, Approach, & Intersection Results

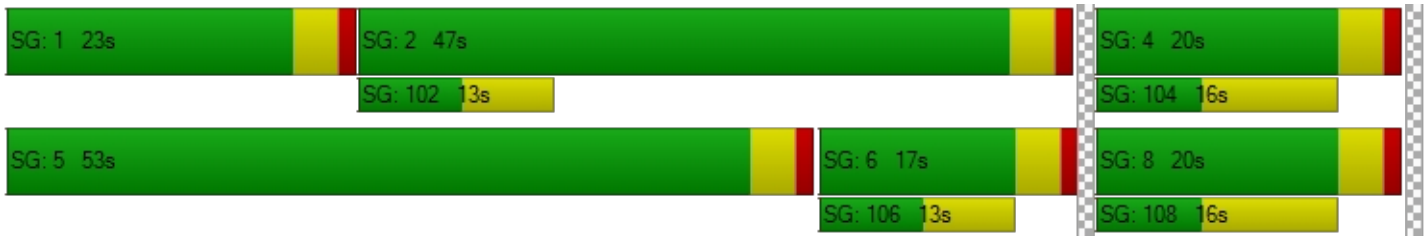
d_M, Delay for Movement [s/veh]	45.16	15.69	15.77	46.46	11.79	11.84	47.45	33.29	33.29	38.71	39.55	39.55
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	16.87			15.35			37.60			39.40		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.15											
Intersection LOS	B											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.917	2.954	2.067	2.141
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	955	355	355
d_b, Bicycle Delay [s]	32.95	12.28	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	2.754	2.784	1.842	2.030
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	163	685	78	231	649	341	390	730	48	101	596	160
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	685	78	231	649	341	390	730	48	101	596	160
Peak Hour Factor	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	174	20	59	165	87	99	186	12	26	152	41
Total Analysis Volume [veh/h]	166	698	79	235	661	347	397	743	49	103	607	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	40	0	12	41	0	16	27	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	28	28	8	29	29	12	32	32	7	26	38
g / C, Green / Cycle	0.08	0.31	0.31	0.09	0.32	0.32	0.13	0.35	0.35	0.07	0.29	0.42
(v / s)_i Volume / Saturation Flow Rate	0.05	0.21	0.21	0.07	0.28	0.29	0.11	0.15	0.15	0.03	0.12	0.10
s, saturation flow rate [veh/h]	3459	1870	1804	3459	1870	1657	3459	3560	1811	3459	5094	1589
c, Capacity [veh/h]	268	579	558	309	601	533	463	1249	635	252	1476	673
d1, Uniform Delay [s]	40.31	27.26	27.26	40.11	29.02	29.12	38.21	22.30	22.30	39.94	25.82	16.69
k, delay calibration	0.11	0.11	0.11	0.11	0.23	0.24	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.33	1.48	1.53	3.83	9.15	10.94	4.71	1.04	2.04	1.06	0.85	0.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.68	0.68	0.76	0.89	0.89	0.86	0.42	0.42	0.41	0.41	0.24
d, Delay for Lane Group [s/veh]	42.64	28.74	28.79	43.94	38.16	40.05	42.93	23.34	24.34	41.00	26.67	17.55
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.85	7.46	7.21	2.68	12.02	11.03	4.52	4.29	4.54	1.12	3.53	2.25
50th-Percentile Queue Length [ft/ln]	46.23	186.49	180.14	66.88	300.49	275.73	112.95	107.13	113.56	27.91	88.30	56.35
95th-Percentile Queue Length [veh/ln]	3.33	11.94	11.61	4.82	17.71	16.48	8.00	7.68	8.04	2.01	6.36	4.06
95th-Percentile Queue Length [ft/ln]	83.21	298.48	290.19	120.38	442.64	411.89	200.10	192.01	200.94	50.23	158.93	101.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.64	28.76	28.79	43.94	38.53	40.05	42.93	23.63	24.34	41.00	26.67	17.55
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	31.21			39.98			30.10			26.66		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	32.53											
Intersection LOS	C											
Intersection V/C	0.692											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.738	2.859	3.006	3.058
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	799	821	511	400
d_b, Bicycle Delay [s]	16.24	15.64	24.98	28.84
l_b,int, Bicycle LOS Score for Intersection	2.338	2.585	2.214	2.040
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-III

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	6.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	427	31	22	616	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	427	31	22	616	1
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	124	9	6	179	0
Total Analysis Volume [veh/h]	26	0	16	2	0	2	0	495	36	26	715	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	98	0	11	98	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	0	99	4	103
g / C, Green / Cycle	0.04	0.04	0.00	0.82	0.03	0.86
(v / s)_i Volume / Saturation Flow Rate	0.03	0.00	0.00	0.29	0.01	0.38
s, saturation flow rate [veh/h]	1605	1757	1781	1848	1781	1870
c, Capacity [veh/h]	120	123	1	1518	61	1599
d1, Uniform Delay [s]	56.11	54.91	0.00	2.68	56.78	2.04
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.75	0.11	0.00	0.64	4.67	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.03	0.00	0.35	0.43	0.45
d, Delay for Lane Group [s/veh]	57.86	55.02	0.00	3.32	61.45	2.95
Lane Group LOS	E	E	A	A	E	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.31	0.12	0.00	2.21	0.84	2.12
50th-Percentile Queue Length [ft/ln]	32.63	2.99	0.00	55.14	21.01	52.88
95th-Percentile Queue Length [veh/ln]	2.35	0.22	0.00	3.97	1.51	3.81
95th-Percentile Queue Length [ft/ln]	58.73	5.39	0.00	99.24	37.82	95.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.86	57.86	57.86	55.02	55.02	55.02	0.00	3.32	3.32	61.45	2.95	2.95
Movement LOS	E	E	E	E	E	E	A	A	A	E	A	A
d_A, Approach Delay [s/veh]	57.86			55.02			3.32			5.00		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	6.16											
Intersection LOS	A											
Intersection V/C	0.455											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	117	1567	1567
d_b, Bicycle Delay [s]	53.20	53.20	2.81	2.81
l_b,int, Bicycle LOS Score for Intersection	1.629	1.566	2.436	2.784
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	37.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	106	1073	94	127	1235	873	504	107	53	43	43	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	1073	94	127	1235	873	504	107	53	43	43	190
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	293	26	35	337	238	137	29	14	12	12	52
Total Analysis Volume [veh/h]	116	1170	103	138	1347	952	550	117	58	47	47	207
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	53	0	15	55	55	26	41	0	11	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	53	53	11	55	81	22	34	34	6	18	18
g / C, Green / Cycle	0.08	0.44	0.44	0.09	0.46	0.68	0.18	0.28	0.28	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.07	0.34	0.35	0.08	0.38	0.60	0.16	0.06	0.04	0.03	0.03	0.13
s, saturation flow rate [veh/h]	1781	1870	1817	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	135	830	807	164	1640	1077	635	530	451	84	275	234
d1, Uniform Delay [s]	54.87	28.31	28.38	53.62	28.10	15.58	47.59	32.87	31.98	56.00	44.80	50.22
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.52	7.01	7.35	10.82	4.77	10.61	3.75	0.21	0.13	5.78	0.29	10.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.78	0.78	0.84	0.82	0.88	0.87	0.22	0.13	0.56	0.17	0.89
d, Delay for Lane Group [s/veh]	69.39	35.32	35.73	64.44	32.87	26.19	51.34	33.08	32.11	61.78	45.09	60.89
Lane Group LOS	E	D	D	E	C	C	D	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.01	16.98	16.69	4.59	17.43	21.82	8.29	2.65	1.28	1.53	1.25	6.78
50th-Percentile Queue Length [ft/ln]	100.27	424.39	417.32	114.78	435.69	545.62	207.26	66.28	32.00	38.24	31.36	169.41
95th-Percentile Queue Length [veh/ln]	7.22	23.73	23.39	8.11	24.27	29.49	13.01	4.77	2.30	2.75	2.26	11.05
95th-Percentile Queue Length [ft/ln]	180.49	593.31	584.83	202.63	606.85	737.16	325.31	119.31	57.60	68.84	56.46	276.14

Movement, Approach, & Intersection Results

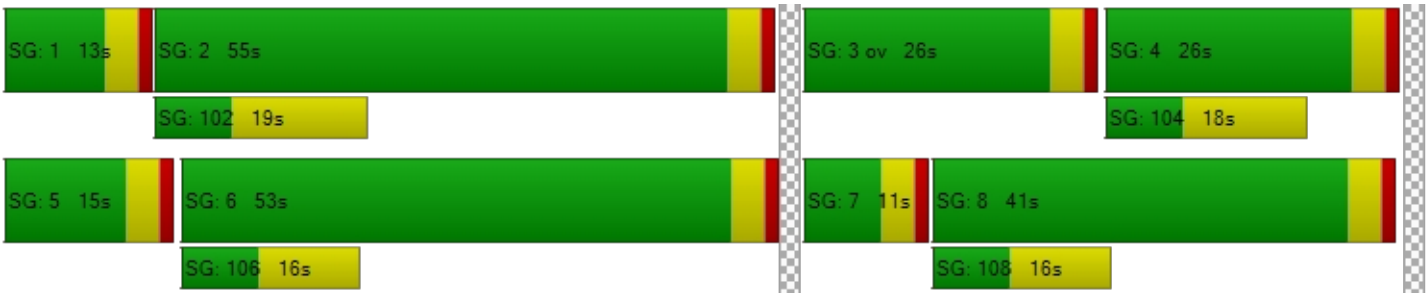
d_M, Delay for Movement [s/veh]	69.39	35.50	35.73	64.44	32.87	26.19	51.34	33.08	32.11	61.78	45.09	60.89
Movement LOS	E	D	D	E	C	C	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	38.35			32.05			46.85			58.57		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	37.71											
Intersection LOS	D											
Intersection V/C	0.962											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.868	3.176	2.864	2.306
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	816	850	617	367
d_b, Bicycle Delay [s]	21.02	19.85	28.72	40.03
l_b,int, Bicycle LOS Score for Intersection	2.706	3.570	2.756	2.056
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	4.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	949	7	2	513	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	949	7	2	513	2
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	283	2	1	153	1
Total Analysis Volume [veh/h]	6	0	8	1	0	0	5	1134	8	2	613	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	98	0	11	98	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	1	105	0	104
g / C, Green / Cycle	0.02	0.02	0.01	0.87	0.00	0.87
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.00	0.61	0.00	0.33
s, saturation flow rate [veh/h]	1737	1764	1781	1868	1781	1869
c, Capacity [veh/h]	81	99	17	1632	8	1623
d1, Uniform Delay [s]	57.79	57.39	59.02	2.47	59.54	1.55
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.99	0.04	9.58	2.53	17.66	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.01	0.30	0.70	0.27	0.38
d, Delay for Lane Group [s/veh]	58.79	57.43	68.60	4.99	77.20	2.22
Lane Group LOS	E	E	E	A	E	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.44	0.03	0.19	3.67	0.10	1.25
50th-Percentile Queue Length [ft/ln]	11.04	0.77	4.84	91.87	2.42	31.29
95th-Percentile Queue Length [veh/ln]	0.79	0.06	0.35	6.61	0.17	2.25
95th-Percentile Queue Length [ft/ln]	19.87	1.39	8.70	165.36	4.36	56.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.79	58.79	58.79	57.43	57.43	57.43	68.60	4.99	4.99	77.20	2.22	2.22
Movement LOS	E	E	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	58.79			57.43			5.27			2.47		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	4.75											
Intersection LOS	A											
Intersection V/C	0.690											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	117	1567	1567
d_b, Bicycle Delay [s]	53.20	53.20	2.81	2.81
l_b,int, Bicycle LOS Score for Intersection	1.583	1.561	3.452	2.578
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	47.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	143	1148	100	208	1144	690	698	181	113	46	25	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	1148	100	208	1144	690	698	181	113	46	25	221
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	298	26	54	297	179	181	47	29	12	6	57
Total Analysis Volume [veh/h]	148	1191	104	216	1187	716	724	188	117	48	26	229
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	6	0	5	2	2	3	8	0	7	4	0
Auxiliary Signal Groups						2,3						
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	48	0	19	52	52	31	42	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No	No	No	No		No	No	
Maximum Recall	No	No		No	No	No	No	No		No	No	
Pedestrian Recall	No	No		No	No	No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	44	44	15	48	79	27	39	39	6	18	18
g / C, Green / Cycle	0.09	0.37	0.37	0.13	0.40	0.66	0.22	0.33	0.33	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.08	0.35	0.35	0.12	0.33	0.45	0.21	0.10	0.07	0.03	0.01	0.14
s, saturation flow rate [veh/h]	1781	1870	1818	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	164	686	667	223	1424	1046	778	612	520	84	280	238
d1, Uniform Delay [s]	53.95	37.03	37.16	52.25	32.42	12.76	45.60	30.22	29.34	55.98	44.03	50.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.88	24.82	26.41	21.09	5.87	3.64	5.66	0.28	0.22	5.90	0.14	23.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.95	0.96	0.97	0.83	0.68	0.93	0.31	0.23	0.57	0.09	0.96
d, Delay for Lane Group [s/veh]	69.83	61.85	63.57	73.34	38.29	16.39	51.27	30.50	29.56	61.88	44.18	73.91
Lane Group LOS	E	E	E	E	D	B	D	C	C	E	D	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.15	23.09	22.92	7.77	16.40	12.14	11.12	4.13	2.50	1.56	0.68	8.34
50th-Percentile Queue Length [ft/ln]	128.65	577.13	572.92	194.22	410.06	303.51	278.06	103.25	62.45	39.09	17.06	208.59
95th-Percentile Queue Length [veh/ln]	8.87	30.96	30.77	12.34	23.04	17.85	16.59	7.43	4.50	2.81	1.23	13.08
95th-Percentile Queue Length [ft/ln]	221.66	774.12	769.19	308.50	576.11	446.37	414.79	185.85	112.41	70.35	30.71	327.02

Movement, Approach, & Intersection Results

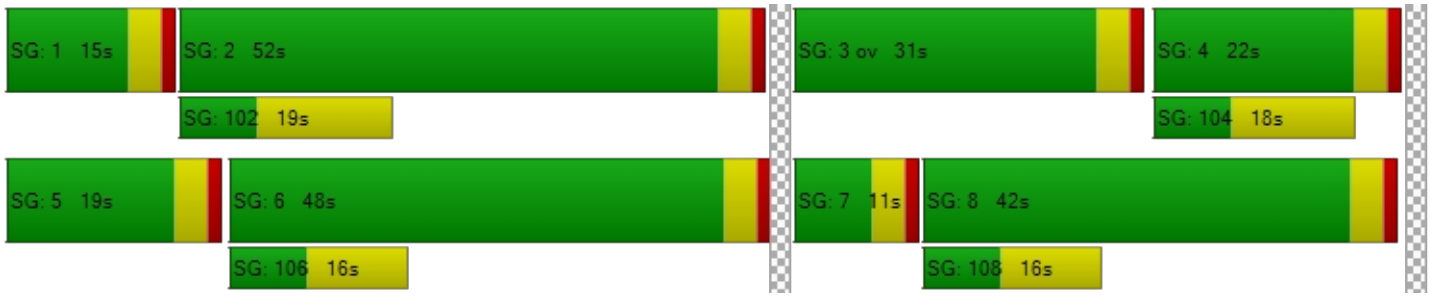
d_M, Delay for Movement [s/veh]	69.83	62.62	63.57	73.34	38.29	16.39	51.27	30.50	29.56	61.88	44.18	73.91
Movement LOS	E	E	E	E	D	B	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	63.43			34.46			45.00			69.45		
Approach LOS	E			C			D			E		
d_I, Intersection Delay [s/veh]	47.39											
Intersection LOS	D											
Intersection V/C	0.954											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
I_p,int, Pedestrian LOS Score for Intersection	2.859	3.159	2.875	2.343
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	800	633	300
d_b, Bicycle Delay [s]	24.08	21.61	28.03	43.37
I_b,int, Bicycle LOS Score for Intersection	2.750	3.308	3.257	2.060
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



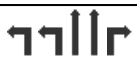
APPENDIX D-IV

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	545	444	294	33	648	134	70	147	276	410	225	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	545	444	294	33	648	134	70	147	276	410	225	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	117	77	9	171	35	18	39	73	108	59	8
Total Analysis Volume [veh/h]	574	467	309	35	682	141	74	155	291	432	237	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	11	0	27	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	44	4	30	30	6	12	12	14	20	20
g / C, Green / Cycle	0.20	0.49	0.05	0.34	0.34	0.07	0.13	0.13	0.15	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.17	0.09	0.01	0.13	0.09	0.02	0.04	0.10	0.12	0.07	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	697	2504	162	1717	536	231	460	364	536	774	346
d1, Uniform Delay [s]	34.48	12.83	41.39	22.88	21.75	40.13	35.75	38.14	36.79	29.58	28.20
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.16	0.66	0.69	1.20	0.79	0.43	4.11	2.92	0.22	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.19	0.22	0.40	0.26	0.32	0.34	0.80	0.81	0.31	0.10
d, Delay for Lane Group [s/veh]	37.02	12.99	42.05	23.57	22.94	40.92	36.18	42.24	39.71	29.81	28.32
Lane Group LOS	D	B	D	C	C	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.13	1.72	0.39	3.70	2.29	0.80	1.56	3.28	4.73	2.14	0.57
50th-Percentile Queue Length [ft/ln]	153.37	42.98	9.65	92.51	57.37	20.00	38.99	81.90	118.21	53.60	14.36
95th-Percentile Queue Length [veh/ln]	10.20	3.09	0.69	6.66	4.13	1.44	2.81	5.90	8.29	3.86	1.03
95th-Percentile Queue Length [ft/ln]	254.93	77.37	17.37	166.52	103.27	36.00	70.18	147.42	207.36	96.48	25.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.02	12.99	0.00	42.05	23.57	22.94	40.92	36.18	42.24	39.71	29.81	28.32
Movement LOS	D	B		D	C	C	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	26.24			24.22			40.25			35.83		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.18											
Intersection LOS	C											
Intersection V/C	0.642											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.004	0.000	2.718
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	155	511
d_b, Bicycle Delay [s]	15.64	38.32	38.32	24.98
l_b,int, Bicycle LOS Score for Intersection	2.132	2.032	1.989	2.139
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1115	1203	0	976	337	0	0	0	462	0	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1115	1203	0	976	337	0	0	0	462	0	161
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	293	317	0	257	89	0	0	0	122	0	42
Total Analysis Volume [veh/h]	0	1174	1266	0	1027	355	0	0	0	486	0	169
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	52	0	0	52	0	0	0	0	58	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	84	84	84		18	18	18
g / C, Green / Cycle	0.76	0.76	0.76		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.23	0.20	0.22		0.14	0.14	0.11
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3888	3888	1213		292	292	260
d1, Uniform Delay [s]	3.99	3.85	3.96		44.40	44.40	42.91
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.17	0.61		6.15	6.15	2.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.26	0.29		0.83	0.83	0.65
d, Delay for Lane Group [s/veh]	4.19	4.02	4.57		50.55	50.55	45.62
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.29	1.93	2.20		6.86	6.86	4.47
50th-Percentile Queue Length [ft/ln]	57.13	48.14	54.89		171.53	171.53	111.82
95th-Percentile Queue Length [veh/ln]	4.11	3.47	3.95		11.16	11.16	7.94
95th-Percentile Queue Length [ft/ln]	102.83	86.66	98.80		278.93	278.93	198.52

Movement, Approach, & Intersection Results

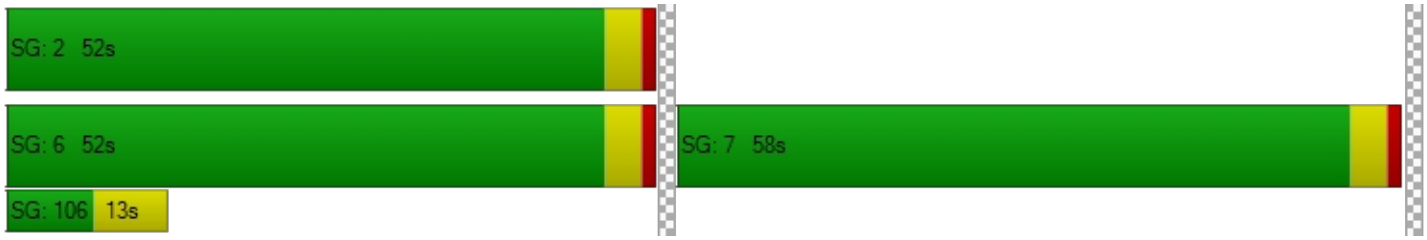
d_M, Delay for Movement [s/veh]	0.00	4.19	0.00	0.00	4.02	4.57	0.00	0.00	0.00	50.55	0.00	45.62
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	4.19			4.16			0.00			49.28		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	13.38											
Intersection LOS	B											
Intersection V/C	0.396											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	44.47
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.300
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	874	874	0	983
d_b, Bicycle Delay [s]	17.41	17.41	54.92	14.19
l_b,int, Bicycle LOS Score for Intersection	2.205	2.320	4.132	2.640
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	159	2071	1308	123	225	1022
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	2071	1308	123	225	1022
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	545	344	32	59	269
Total Analysis Volume [veh/h]	167	2180	1377	129	237	1076
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	33	81	48	0	39	39
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	29	77	44	44	35	68
g / C, Green / Cycle	0.24	0.64	0.37	0.37	0.29	0.56
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.27	0.08	0.07	0.38
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	836	3281	1879	586	1000	1588
d1, Uniform Delay [s]	36.22	13.28	32.74	26.00	32.52	18.42
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	1.08	2.57	0.86	0.12	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.66	0.73	0.22	0.24	0.68
d, Delay for Lane Group [s/veh]	36.33	14.36	35.31	26.86	32.64	19.73
Lane Group LOS	D	B	D	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.98	11.74	11.87	2.69	2.66	10.42
50th-Percentile Queue Length [ft/ln]	49.43	293.48	296.63	67.22	66.55	260.47
95th-Percentile Queue Length [veh/ln]	3.56	17.36	17.51	4.84	4.79	15.71
95th-Percentile Queue Length [ft/ln]	88.98	433.96	437.86	121.00	119.80	392.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.33	14.36	35.31	26.86	32.64	19.73
Movement LOS	D	B	D	C	C	B
d_A, Approach Delay [s/veh]	15.92		34.59		22.06	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	22.92					
Intersection LOS	C					
Intersection V/C	0.791					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1284	734	584
d_b, Bicycle Delay [s]	7.69	24.05	30.09
l_b,int, Bicycle LOS Score for Intersection	2.850	2.388	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.929

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1372	341	710	1612	579	851
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1372	341	710	1612	579	851
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	361	90	187	424	152	224
Total Analysis Volume [veh/h]	1444	359	747	1697	609	896
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	54	0	11	11	35	46
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	49	49	18	71	21	43
g / C, Green / Cycle	0.49	0.49	0.18	0.71	0.21	0.43
(v / s)_i Volume / Saturation Flow Rate	0.42	0.13	0.21	0.60	0.18	0.25
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1697	1380	654	2010	711	1529
d1, Uniform Delay [s]	22.27	14.87	40.82	10.29	38.29	21.76
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	0.10	81.48	4.56	3.10	1.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.26	1.14	0.84	0.86	0.59
d, Delay for Lane Group [s/veh]	23.55	14.97	122.30	14.85	41.40	23.42
Lane Group LOS	C	B	F	B	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	14.25	2.33	15.33	12.07	7.40	8.12
50th-Percentile Queue Length [ft/ln]	356.18	58.34	383.27	301.73	184.92	203.09
95th-Percentile Queue Length [veh/ln]	20.44	4.20	23.22	17.77	11.86	12.80
95th-Percentile Queue Length [ft/ln]	510.94	105.02	580.47	444.17	296.43	319.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	23.55	14.97	122.30	14.85	41.40	23.42
Movement LOS	C	B	F	B	D	C
d_A, Approach Delay [s/veh]	21.84		47.69		30.69	
Approach LOS	C		D		C	
d_I, Intersection Delay [s/veh]	35.14					
Intersection LOS	D					
Intersection V/C	0.929					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	140	840
d_b, Bicycle Delay [s]	12.50	43.25	16.82
l_b,int, Bicycle LOS Score for Intersection	1.560	3.576	2.801
Bicycle LOS	A	D	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	32.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	448	31	22	644	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	448	31	22	644	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	118	8	6	169	0
Total Analysis Volume [veh/h]	23	0	15	2	0	2	0	472	33	23	678	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	32.23	29.11	14.79	29.72	26.29	13.26	8.94	0.00	0.00	8.42	0.00	0.00
Movement LOS	D	D	B	D	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.63	0.63	0.05	0.05	0.05	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	15.69	15.69	15.69	1.37	1.37	1.37	0.00	0.00	0.00	0.97	0.97	0.97
d_A, Approach Delay [s/veh]	25.34			21.49			0.00			0.28		
Approach LOS	D			C			A			A		
d_I, Intersection Delay [s/veh]	1.00											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	51.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	221	274	186	141	593	79	111	174	628	416	210	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	221	274	186	141	593	79	111	174	628	416	210	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	72	49	37	156	21	29	46	165	109	55	13
Total Analysis Volume [veh/h]	233	288	196	148	624	83	117	183	661	438	221	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	22	0	0	35	0	39	25	25	33	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	31	31	10	21	76	29	41
g / C, Green / Cycle	0.16	0.16	0.16	0.27	0.27	0.08	0.18	0.66	0.25	0.35
(v / s)_i Volume / Saturation Flow Rate	0.13	0.15	0.12	0.23	0.26	0.07	0.04	0.42	0.29	0.15
s, saturation flow rate [veh/h]	1781	1870	1589	1838	1645	1781	5094	1589	1502	1809
c, Capacity [veh/h]	281	295	250	495	443	148	930	1051	415	635
d1, Uniform Delay [s]	47.01	48.30	46.61	40.18	41.44	51.80	39.92	11.30	46.10	28.55
k, delay calibration	0.11	0.15	0.11	0.36	0.42	0.11	0.50	0.50	0.13	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.26	23.79	5.30	14.15	30.07	8.99	0.47	2.85	38.49	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.98	0.78	0.87	0.96	0.79	0.20	0.63	1.06	0.43
d, Delay for Lane Group [s/veh]	53.28	72.10	51.91	54.34	71.51	60.79	40.39	14.15	84.60	30.67
Lane Group LOS	D	E	D	D	E	E	D	B	F	C
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.94	10.14	5.75	13.47	15.39	3.68	1.51	9.83	8.25	6.11
50th-Percentile Queue Length [ft/ln]	173.46	253.47	143.70	336.84	384.74	92.03	37.80	245.66	206.37	152.68
95th-Percentile Queue Length [veh/ln]	11.26	15.36	9.68	19.49	21.82	6.63	2.72	14.97	13.34	10.16
95th-Percentile Queue Length [ft/ln]	281.46	384.02	242.00	487.34	545.58	165.66	68.03	374.18	333.42	254.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.28	72.10	51.91	54.34	63.72	71.51	60.79	40.39	14.15	84.60	30.67	30.67
Movement LOS	D	E	D	D	E	E	E	D	B	F	C	C
d_A, Approach Delay [s/veh]	60.46			62.85			24.83			63.89		
Approach LOS	E			E			C			E		
d_I, Intersection Delay [s/veh]	51.29											
Intersection LOS	D											
Intersection V/C	0.735											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.07	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.410	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	313	539	365	261
d_b, Bicycle Delay [s]	40.95	30.72	38.46	43.52
l_b,int, Bicycle LOS Score for Intersection	2.743	2.265	2.088	2.733
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.604

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	12	42	2	174	56	325	114	332	19	10	428	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	42	2	174	56	325	114	332	19	10	428	153
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	1	46	15	86	30	87	5	3	113	40
Total Analysis Volume [veh/h]	13	44	2	183	59	342	120	349	20	11	451	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	59	0	0	59	0	11	20	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	22	22	22	7	54	54	2	49	49
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.25	0.25	0.08	0.60	0.60	0.02	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.13	0.03	0.22	0.07	0.07	0.07	0.01	0.24	0.10
s, saturation flow rate [veh/h]	984	1870	1842	1360	1870	1589	1781	3560	1819	1781	1870	1589
c, Capacity [veh/h]	278	461	454	373	461	392	140	2137	1092	36	1012	860
d1, Uniform Delay [s]	29.14	25.87	25.87	32.00	26.38	32.56	40.97	7.73	7.73	43.51	12.48	10.54
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.04	0.05	1.00	0.12	6.12	13.61	0.11	0.21	4.82	1.42	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.05	0.49	0.13	0.87	0.86	0.11	0.12	0.31	0.45	0.19
d, Delay for Lane Group [s/veh]	29.21	25.91	25.92	32.99	26.51	38.68	54.58	7.84	7.95	48.33	13.90	11.02
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.38	0.38	3.64	0.99	7.62	3.12	0.96	1.02	0.29	5.49	1.65
50th-Percentile Queue Length [ft/ln]	5.77	9.44	9.43	91.03	24.70	190.53	78.12	23.96	25.60	7.18	137.33	41.26
95th-Percentile Queue Length [veh/ln]	0.42	0.68	0.68	6.55	1.78	12.15	5.62	1.73	1.84	0.52	9.34	2.97
95th-Percentile Queue Length [ft/ln]	10.38	16.99	16.97	163.86	44.46	303.71	140.61	43.13	46.08	12.92	233.42	74.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.21	25.92	25.92	32.99	26.51	38.68	54.58	7.87	7.95	48.33	13.90	11.02
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	26.64			35.67			19.34			13.77		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	23.04											
Intersection LOS	C											
Intersection V/C	0.604											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.328	2.477	0.000	2.901
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	1222	355	355
d_b, Bicycle Delay [s]	6.81	6.81	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	1.608	2.523	1.829	2.588
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.392

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	115	173	77	74	423	96	64	256	140	231	314	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	173	77	74	423	96	64	256	140	231	314	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	46	20	19	111	25	17	67	37	61	83	17
Total Analysis Volume [veh/h]	121	182	81	78	445	101	67	269	147	243	331	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	13	27	0	27	33	0	19	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	6	48	48	6	11	11	9	14	14
g / C, Green / Cycle	0.07	0.54	0.54	0.07	0.53	0.53	0.06	0.12	0.12	0.10	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.02	0.12	0.06	0.02	0.08	0.09	0.07	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1760
c, Capacity [veh/h]	259	1908	852	235	1882	840	223	438	196	331	289	272
d1, Uniform Delay [s]	39.98	10.24	10.24	40.08	11.45	10.69	40.24	37.50	38.20	39.65	36.22	36.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.30	0.10	0.22	0.82	0.30	0.29	0.75	1.40	5.71	3.15	3.24	3.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.10	0.10	0.33	0.24	0.12	0.30	0.61	0.75	0.73	0.71	0.72
d, Delay for Lane Group [s/veh]	41.28	10.34	10.46	40.90	11.74	10.99	40.99	38.90	43.91	42.81	39.46	39.76
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.32	0.86	0.79	0.84	2.33	1.03	0.72	2.86	3.40	2.73	4.48	4.27
50th-Percentile Queue Length [ft/ln]	32.95	21.51	19.87	21.07	58.35	25.64	18.12	71.50	85.00	68.18	111.99	106.68
95th-Percentile Queue Length [veh/ln]	2.37	1.55	1.43	1.52	4.20	1.85	1.30	5.15	6.12	4.91	7.95	7.65
95th-Percentile Queue Length [ft/ln]	59.32	38.71	35.76	37.93	105.03	46.14	32.62	128.71	153.00	122.72	198.77	191.37

Movement, Approach, & Intersection Results

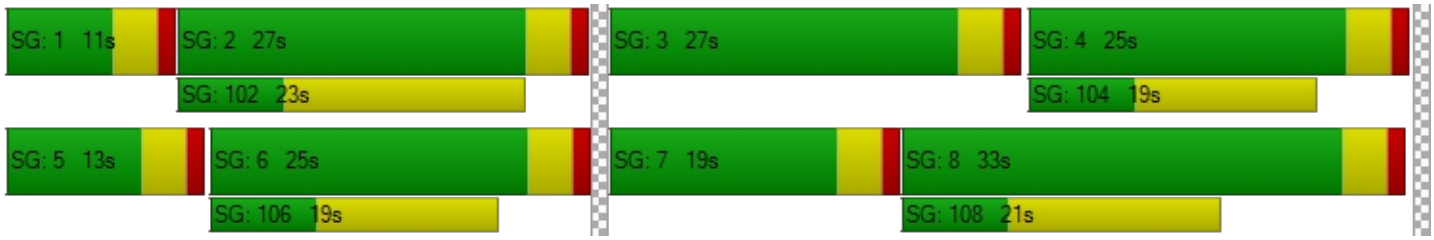
d_M, Delay for Movement [s/veh]	41.28	10.34	10.46	40.90	11.74	10.99	40.99	38.90	43.91	42.81	39.57	39.76
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.11			15.26			40.72			40.82		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	29.60											
Intersection LOS	C											
Intersection V/C	0.392											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.874	2.725	2.738	2.743
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	511	644	466
d_b, Bicycle Delay [s]	26.49	24.98	20.71	26.49
l_b,int, Bicycle LOS Score for Intersection	1.876	2.074	1.958	2.090
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	633	269	16	1401	227	69	27	357	401	29	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	633	269	16	1401	227	69	27	357	401	29	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	167	71	4	369	60	18	7	94	106	8	12
Total Analysis Volume [veh/h]	729	666	283	17	1475	239	73	28	376	422	31	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	62	0	11	40	0	19	23	23	19	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	74	74	3	50	50	6	7	38	15	16	16
g / C, Green / Cycle	0.23	0.64	0.64	0.03	0.43	0.43	0.06	0.06	0.33	0.13	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.21	0.19	0.18	0.00	0.41	0.15	0.04	0.01	0.13	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	810	2286	1021	92	1546	690	99	115	930	453	255	217
d1, Uniform Delay [s]	42.74	9.07	8.97	54.80	31.44	21.67	53.49	51.45	29.76	49.51	43.62	44.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.95	0.32	0.68	0.96	14.28	1.37	10.00	1.08	0.28	9.13	0.21	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.29	0.28	0.19	0.95	0.35	0.73	0.24	0.40	0.93	0.12	0.23
d, Delay for Lane Group [s/veh]	46.69	9.39	9.64	55.76	45.72	23.05	63.49	52.54	30.04	58.63	43.83	44.78
Lane Group LOS	D	A	A	E	D	C	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.42	3.59	3.13	0.25	22.17	4.53	2.35	0.81	4.06	6.56	0.79	1.28
50th-Percentile Queue Length [ft/ln]	260.38	89.83	78.14	6.34	554.27	113.29	58.86	20.14	101.40	163.92	19.85	32.02
95th-Percentile Queue Length [veh/ln]	15.71	6.47	5.63	0.46	29.89	8.02	4.24	1.45	7.30	10.76	1.43	2.31
95th-Percentile Queue Length [ft/ln]	392.70	161.70	140.64	11.41	747.32	200.57	105.94	36.25	182.52	268.91	35.72	57.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.69	9.39	9.64	55.76	45.72	23.05	63.49	52.54	30.04	58.63	43.83	44.78
Movement LOS	D	A	A	E	D	C	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	25.64			42.69			36.48			56.37		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	37.06											
Intersection LOS	D											
Intersection V/C	0.980											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	3.156	2.957	2.704	2.599
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1008	626	330	330
d_b, Bicycle Delay [s]	14.14	27.15	40.09	40.09
l_b,int, Bicycle LOS Score for Intersection	2.944	2.988	2.347	2.388
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	554	1319	0	0	1395	761	0	0	0	179	1	275
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	554	1319	0	0	1395	761	0	0	0	179	1	275
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	347	0	0	367	200	0	0	0	47	0	72
Total Analysis Volume [veh/h]	583	1388	0	0	1468	801	0	0	0	188	1	289
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	38	93	0	0	55	0	0	0	0	0	17	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	110	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	21	90	64	64		12	12	12
g / C, Green / Cycle	0.20	0.81	0.58	0.58		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.17	0.39	0.41	0.50		0.10	0.10	0.10
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1610	1589
c, Capacity [veh/h]	676	2897	2072	925		202	183	180
d1, Uniform Delay [s]	42.81	3.13	16.36	19.38		47.79	47.79	47.79
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.42	0.57	2.08	10.69		9.27	10.14	10.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.48	0.71	0.87		0.85	0.85	0.85
d, Delay for Lane Group [s/veh]	46.23	3.70	18.43	30.06		57.06	57.93	58.05
Lane Group LOS	D	A	B	C		E	E	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.93	3.42	12.95	18.71		5.10	4.65	4.60
50th-Percentile Queue Length [ft/ln]	198.19	85.44	323.65	467.72		127.40	116.30	114.95
95th-Percentile Queue Length [veh/ln]	12.54	6.15	18.85	25.80		8.80	8.19	8.11
95th-Percentile Queue Length [ft/ln]	313.62	153.79	471.17	645.07		219.96	204.73	202.87

Movement, Approach, & Intersection Results

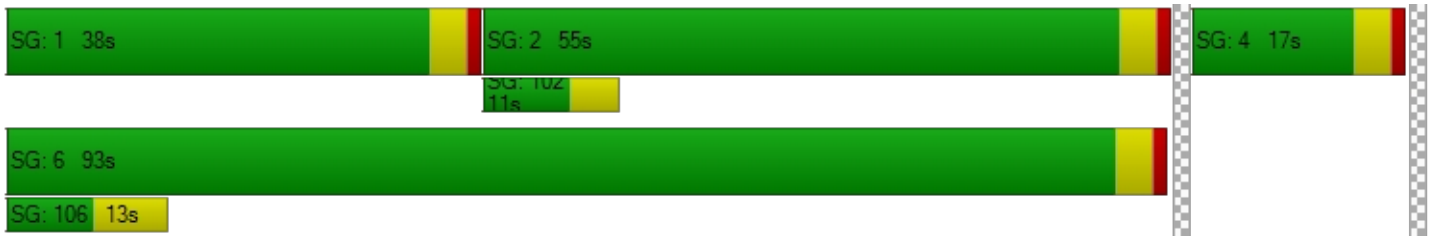
d_M, Delay for Movement [s/veh]	46.23	3.70	0.00	0.00	18.43	30.06	0.00	0.00	0.00	57.18	57.93	58.00
Movement LOS	D	A			B	C				E	E	E
d_A, Approach Delay [s/veh]	16.28			22.54			0.00			57.66		
Approach LOS	B			C			A			E		
d_I, Intersection Delay [s/veh]	23.48											
Intersection LOS	C											
Intersection V/C	0.863											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	44.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.400	2.105
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1618	927	0	236
d_b, Bicycle Delay [s]	2.00	15.82	54.99	42.76
l_b,int, Bicycle LOS Score for Intersection	3.186	3.432	4.132	2.348
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.838

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1451	165	245	1320	0	422	2	612	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1451	165	245	1320	0	422	2	612	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	382	43	64	347	0	111	1	161	0	0	0
Total Analysis Volume [veh/h]	0	1527	174	258	1389	0	444	2	644	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	46	0	12	58	0	0	37	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	8	62	25	25	25	
g / C, Green / Cycle	0.52	0.52	0.08	0.65	0.27	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.43	0.11	0.07	0.39	0.20	0.22	0.23	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1630	1589	
c, Capacity [veh/h]	1863	832	294	2316	473	432	422	
d1, Uniform Delay [s]	18.91	12.12	42.98	9.52	32.22	33.00	33.24	
k, delay calibration	0.50	0.50	0.11	0.50	0.15	0.19	0.20	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	4.17	0.57	8.19	1.16	3.68	7.55	9.35	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.82	0.21	0.88	0.60	0.77	0.84	0.86	
d, Delay for Lane Group [s/veh]	23.08	12.70	51.16	10.67	35.90	40.55	42.59	
Lane Group LOS	C	B	D	B	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	14.03	2.02	3.30	7.59	8.02	8.63	8.87	
50th-Percentile Queue Length [ft/ln]	350.65	50.60	82.51	189.76	200.45	215.64	221.77	
95th-Percentile Queue Length [veh/ln]	20.17	3.64	5.94	12.11	12.66	13.44	13.76	
95th-Percentile Queue Length [ft/ln]	504.20	91.09	148.51	302.72	316.55	336.05	343.88	

Movement, Approach, & Intersection Results

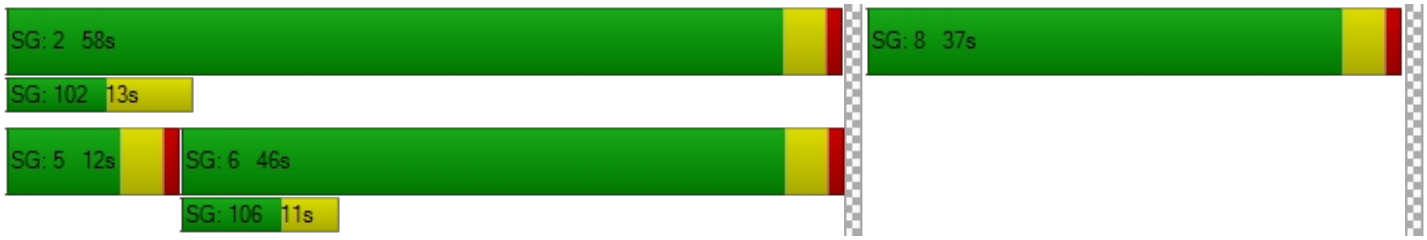
d_M, Delay for Movement [s/veh]	0.00	23.08	12.70	51.16	10.67	0.00	36.74	40.55	41.70	0.00	0.00	0.00
Movement LOS		C	B	D	B		D	D	D			
d_A, Approach Delay [s/veh]	22.02			17.02			39.68			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	24.50											
Intersection LOS	C											
Intersection V/C	0.838											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.297	1.929
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	884	1137	695	0
d_b, Bicycle Delay [s]	14.79	8.85	20.24	47.51
I_b,int, Bicycle LOS Score for Intersection	2.963	2.918	3.358	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.936

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	79	1374	60	61	1634	147	69	2	40	184	10	123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	1374	60	61	1634	147	69	2	40	184	10	123
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	360	16	16	429	39	18	1	10	48	3	32
Total Analysis Volume [veh/h]	83	1442	63	64	1715	154	72	2	42	193	10	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	77	0	11	77	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	74	74	6	73	73	28	28	28
g / C, Green / Cycle	0.06	0.61	0.61	0.05	0.61	0.61	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.40	0.41	0.04	0.50	0.51	0.28	0.17	0.08
s, saturation flow rate [veh/h]	1781	1870	1843	1781	1870	1817	412	1184	1589
c, Capacity [veh/h]	105	1149	1133	93	1137	1105	145	335	370
d1, Uniform Delay [s]	55.70	14.94	15.00	55.88	18.43	18.97	53.42	42.57	38.39
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.38	2.95	3.04	8.72	6.76	8.00	35.81	3.58	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.66	0.66	0.69	0.82	0.85	0.80	0.61	0.35
d, Delay for Lane Group [s/veh]	68.08	17.89	18.04	64.60	25.19	26.97	89.23	46.15	38.95
Lane Group LOS	E	B	B	E	C	C	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.84	13.56	13.51	2.13	21.15	22.01	4.97	5.89	3.24
50th-Percentile Queue Length [ft/ln]	71.02	338.99	337.85	53.28	528.85	550.36	124.27	147.17	81.00
95th-Percentile Queue Length [veh/ln]	5.11	19.60	19.54	3.84	28.70	29.71	8.63	9.87	5.83
95th-Percentile Queue Length [ft/ln]	127.84	489.97	488.57	95.91	717.42	742.73	215.68	246.65	145.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.08	17.96	18.04	64.60	26.00	26.97	89.23	89.23	89.23	46.15	46.15	38.95
Movement LOS	E	B	B	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	20.59			27.36			89.23			43.35		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	27.79											
Intersection LOS	C											
Intersection V/C	0.936											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	3.278	3.113	1.906	2.104
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1217	1217	467	467
d_b, Bicycle Delay [s]	9.19	9.19	35.25	35.25
l_b,int, Bicycle LOS Score for Intersection	2.870	3.154	1.751	2.107
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	41.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	61	1394	383	64	1783	23	19	6	62	538	11	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1394	383	64	1783	23	19	6	62	538	11	168
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	367	101	17	469	6	5	2	16	142	3	44
Total Analysis Volume [veh/h]	64	1467	403	67	1877	24	20	6	65	566	12	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	14	64	0	11	61	0	0	20	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	68	68	6	69	69	8	21	21	21
g / C, Green / Cycle	0.05	0.57	0.57	0.05	0.57	0.57	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.50	0.54	0.04	0.51	0.51	0.06	0.16	0.16	0.11
s, saturation flow rate [veh/h]	1781	1870	1738	1781	1870	1862	1645	1781	1784	1589
c, Capacity [veh/h]	93	1065	990	94	1066	1062	114	312	313	278
d1, Uniform Delay [s]	55.93	22.27	24.05	55.96	22.55	22.66	55.07	48.74	48.74	45.96
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.19	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.69	10.30	17.90	9.49	11.26	11.64	12.11	18.01	17.89	2.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.88	0.94	0.71	0.89	0.90	0.80	0.93	0.93	0.64
d, Delay for Lane Group [s/veh]	64.62	32.57	41.95	65.45	33.82	34.30	67.17	66.75	66.63	48.36
Lane Group LOS	E	C	D	E	C	C	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	24.49	28.04	2.25	25.41	25.61	3.10	10.05	10.05	5.09
50th-Percentile Queue Length [ft/ln]	53.29	612.13	700.88	56.17	635.34	640.28	77.38	251.18	251.28	127.24
95th-Percentile Queue Length [veh/ln]	3.84	32.60	36.72	4.04	33.68	33.91	5.57	15.25	15.25	8.79
95th-Percentile Queue Length [ft/ln]	95.93	815.01	917.97	101.11	842.03	847.77	139.29	381.14	381.26	219.73

Movement, Approach, & Intersection Results

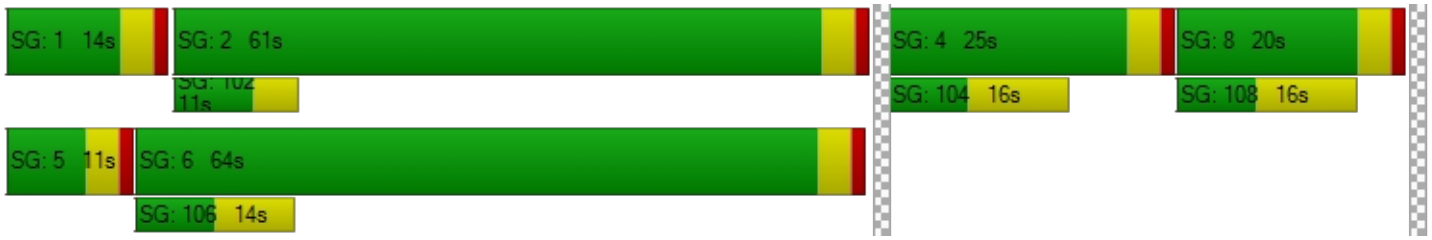
d_M, Delay for Movement [s/veh]	64.62	35.97	41.95	65.45	34.05	34.30	67.17	67.17	67.17	66.69	66.63	48.36
Movement LOS	E	D	D	E	C	C	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	38.16			35.13			67.17			62.39		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	41.31											
Intersection LOS	D											
Intersection V/C	0.915											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.180	3.022	1.822	2.445
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	950	267	350
d_b, Bicycle Delay [s]	15.01	16.55	45.08	40.85
l_b,int, Bicycle LOS Score for Intersection	3.155	3.183	1.710	2.805
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	59.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.108

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	134	1145	94	134	1383	891	513	107	62	43	43	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1145	94	134	1383	891	513	107	62	43	43	194
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	301	25	35	364	234	135	28	16	11	11	51
Total Analysis Volume [veh/h]	141	1205	99	141	1456	938	540	113	65	45	45	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	59	0	14	61	0	20	28	0	14	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	56	56	10	58	58	16	27	27	5	17	17
g / C, Green / Cycle	0.07	0.49	0.49	0.09	0.51	0.51	0.14	0.24	0.24	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.08	0.35	0.35	0.08	0.41	0.59	0.16	0.06	0.04	0.03	0.02	0.13
s, saturation flow rate [veh/h]	1781	1870	1821	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	125	916	892	156	1806	806	482	442	375	84	269	229
d1, Uniform Delay [s]	53.50	23.11	23.19	52.02	23.64	28.35	49.51	35.73	35.00	53.58	43.21	48.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	77.42	4.84	5.07	16.89	3.97	86.98	60.36	0.30	0.22	5.16	0.29	11.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.13	0.72	0.72	0.90	0.81	1.16	1.12	0.26	0.17	0.53	0.17	0.89
d, Delay for Lane Group [s/veh]	130.92	27.95	28.26	68.91	27.60	115.33	109.87	36.03	35.22	58.74	43.50	59.71
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.30	14.87	14.66	4.76	16.83	40.51	10.95	2.62	1.48	1.39	1.15	6.45
50th-Percentile Queue Length [ft/ln]	157.58	371.64	366.48	118.91	420.64	1012.72	273.68	65.60	37.01	34.85	28.74	161.15
95th-Percentile Queue Length [veh/ln]	10.82	21.19	20.94	8.33	23.55	57.05	17.19	4.72	2.66	2.51	2.07	10.61
95th-Percentile Queue Length [ft/ln]	270.42	529.71	523.46	208.32	588.82	1426.18	429.80	118.09	66.62	62.72	51.74	265.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	130.92	28.09	28.26	68.91	27.60	115.33	109.87	36.03	35.22	58.74	43.50	59.71
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	38.14			62.36			91.49			57.08		
Approach LOS	D			E			F			E		
d_I, Intersection Delay [s/veh]	59.23											
Intersection LOS	E											
Intersection V/C	1.108											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.899	3.193	2.862	2.301
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	956	991	417	313
d_b, Bicycle Delay [s]	15.67	14.64	36.02	40.93
l_b,int, Bicycle LOS Score for Intersection	2.752	3.651	2.744	2.045
Bicycle LOS	C	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	52.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.006

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	176	1210	20	20	1331	241	274	188	323	83	186	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	1210	20	20	1331	241	274	188	323	83	186	52
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	318	5	5	350	63	72	49	85	22	49	14
Total Analysis Volume [veh/h]	185	1274	21	21	1401	254	288	198	340	87	196	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	61	0	11	56	0	23	32	0	11	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	61	61	3	52	52	19	28	28	7	16
g / C, Green / Cycle	0.10	0.53	0.53	0.03	0.45	0.45	0.17	0.24	0.24	0.06	0.14
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.35	0.01	0.45	0.46	0.16	0.11	0.21	0.05	0.14
s, saturation flow rate [veh/h]	1781	1870	1859	1781	1870	1773	1781	1870	1589	1781	1800
c, Capacity [veh/h]	186	987	981	54	848	804	294	452	384	109	248
d1, Uniform Delay [s]	51.46	19.65	19.67	54.74	31.16	31.45	47.80	36.99	42.07	53.29	49.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.17	0.11	0.32	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	28.99	3.43	3.46	4.54	28.32	35.91	25.86	0.67	17.23	12.38	29.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.66	0.66	0.39	0.99	1.02	0.98	0.44	0.88	0.80	1.01
d, Delay for Lane Group [s/veh]	80.45	23.08	23.13	59.28	59.48	67.36	73.66	37.66	59.30	65.67	79.53
Lane Group LOS	F	C	C	E	E	F	E	D	E	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.81	13.08	13.04	0.67	28.85	29.47	10.29	4.80	11.06	2.86	9.14
50th-Percentile Queue Length [ft/ln]	170.30	326.98	326.07	16.63	721.14	736.87	257.17	120.12	276.48	71.38	228.56
95th-Percentile Queue Length [veh/ln]	11.09	19.01	18.97	1.20	37.65	38.87	15.55	8.40	16.51	5.14	14.18
95th-Percentile Queue Length [ft/ln]	277.31	475.26	474.14	29.93	941.34	971.84	388.67	209.99	412.83	128.48	354.58

Movement, Approach, & Intersection Results

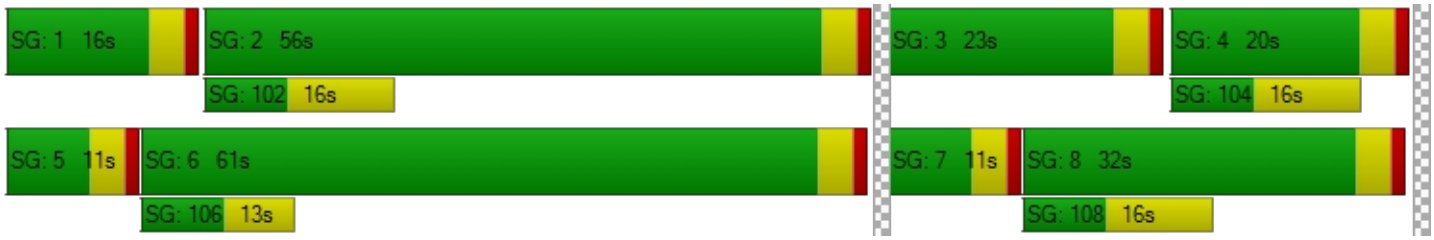
d_M, Delay for Movement [s/veh]	80.45	23.10	23.13	59.28	62.64	67.36	73.66	37.66	59.30	65.67	79.53	79.53
Movement LOS	F	C	C	E	E	E	E	D	E	E	E	E
d_A, Approach Delay [s/veh]	30.27			63.32			59.12			75.96		
Approach LOS	C			E			E			E		
d_I, Intersection Delay [s/veh]	52.18											
Intersection LOS	D											
Intersection V/C	1.006											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.04	47.04	47.04	47.04
l_p,int, Pedestrian LOS Score for Intersection	2.957	2.954	2.596	2.140
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	991	904	487	278
d_b, Bicycle Delay [s]	14.63	17.26	32.92	42.62
l_b,int, Bicycle LOS Score for Intersection	2.781	2.942	2.923	2.117
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	29	1029	64	248	1345	170	122	80	37	83	114	215
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1029	64	248	1345	170	122	80	37	83	114	215
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	271	17	65	354	45	32	21	10	22	30	57
Total Analysis Volume [veh/h]	31	1083	67	261	1416	179	128	84	39	87	120	226
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	36	0	25	50	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	15	49	49	25	25	25	25
g / C, Green / Cycle	0.04	0.42	0.42	0.17	0.55	0.55	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.31	0.31	0.15	0.43	0.44	0.12	0.07	0.07	0.21
s, saturation flow rate [veh/h]	1781	1870	1832	1781	1870	1798	1035	1771	1268	1677
c, Capacity [veh/h]	77	785	769	301	1020	981	151	492	336	466
d1, Uniform Delay [s]	41.95	21.96	21.97	36.44	16.24	16.65	43.33	25.23	30.76	29.58
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	6.17	6.31	7.54	6.04	7.20	12.39	0.26	0.40	3.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.74	0.74	0.87	0.78	0.81	0.85	0.25	0.26	0.74
d, Delay for Lane Group [s/veh]	45.33	28.14	28.29	43.99	22.28	23.85	55.72	25.50	31.16	33.29
Lane Group LOS	D	C	C	D	C	C	E	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.74	11.13	10.94	6.11	13.55	14.01	3.35	2.04	1.63	7.09
50th-Percentile Queue Length [ft/ln]	18.41	278.15	273.58	152.65	338.68	350.24	83.75	51.05	40.79	177.37
95th-Percentile Queue Length [veh/ln]	1.33	16.60	16.37	10.16	19.58	20.15	6.03	3.68	2.94	11.46
95th-Percentile Queue Length [ft/ln]	33.14	414.91	409.21	253.97	489.59	503.70	150.74	91.88	73.43	286.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.33	28.21	28.29	43.99	22.96	23.85	55.72	25.50	25.50	31.16	33.29	33.29
Movement LOS	D	C	C	D	C	C	E	C	C	C	C	C
d_A, Approach Delay [s/veh]	28.66			26.00			40.91			32.86		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	28.65											
Intersection LOS	C											
Intersection V/C	0.768											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.954	3.124	2.129	2.214
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	1022	555	555
d_b, Bicycle Delay [s]	18.70	10.76	23.48	23.48
l_b,int, Bicycle LOS Score for Intersection	2.534	3.091	1.974	2.274
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	146	693	108	224	745	367	245	578	44	98	532	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	693	108	224	745	367	245	578	44	98	532	130
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	182	28	59	196	97	64	152	12	26	140	34
Total Analysis Volume [veh/h]	154	729	114	236	784	386	258	608	46	103	560	137
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	47	0	14	50	0	12	23	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	34	34	9	35	35	8	30	30	7	29	42
g / C, Green / Cycle	0.07	0.35	0.35	0.09	0.37	0.37	0.08	0.32	0.32	0.07	0.30	0.44
(v / s)_i Volume / Saturation Flow Rate	0.04	0.23	0.23	0.07	0.33	0.33	0.07	0.12	0.12	0.03	0.11	0.09
s, saturation flow rate [veh/h]	3459	1870	1783	3459	1870	1666	3459	3560	1804	3459	5094	1589
c, Capacity [veh/h]	254	660	629	314	693	617	294	1133	574	241	1544	693
d1, Uniform Delay [s]	42.76	25.90	25.90	42.21	28.04	28.35	43.05	25.17	25.19	42.43	25.96	16.56
k, delay calibration	0.11	0.11	0.11	0.11	0.23	0.24	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.34	1.11	1.16	3.63	7.78	10.43	8.27	0.98	1.94	1.19	0.66	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.65	0.65	0.75	0.88	0.90	0.88	0.38	0.38	0.43	0.36	0.20
d, Delay for Lane Group [s/veh]	45.11	27.00	27.06	45.85	35.83	38.78	51.32	26.15	27.13	43.63	26.62	17.20
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.82	8.18	7.80	2.84	14.02	13.32	3.31	3.88	4.10	1.19	3.34	1.92
50th-Percentile Queue Length [ft/ln]	45.59	204.40	195.12	70.90	350.44	332.90	82.64	96.93	102.58	29.79	83.60	48.04
95th-Percentile Queue Length [veh/ln]	3.28	12.87	12.39	5.10	20.16	19.30	5.95	6.98	7.39	2.14	6.02	3.46
95th-Percentile Queue Length [ft/ln]	82.05	321.64	309.66	127.62	503.95	482.51	148.76	174.47	184.65	53.62	150.48	86.48

Movement, Approach, & Intersection Results

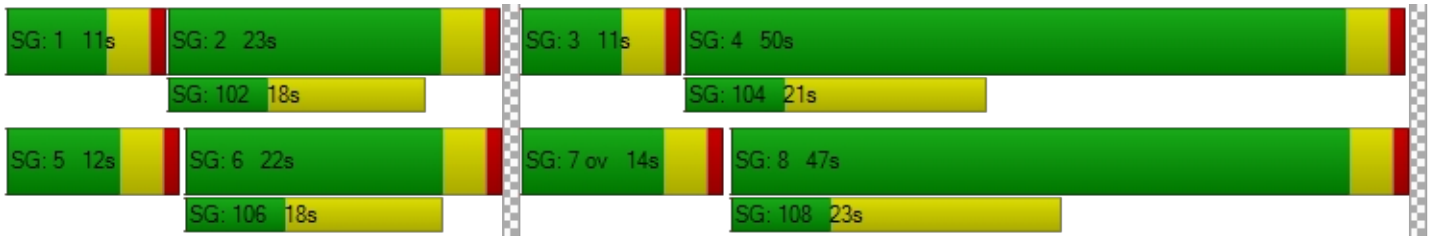
d_M, Delay for Movement [s/veh]	45.11	27.03	27.06	45.85	36.47	38.78	51.32	26.43	27.13	43.63	26.62	17.20
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	29.82			38.68			33.51			27.19		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	33.15											
Intersection LOS	C											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.769	2.866	2.973	3.042
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	905	968	400	379
d_b, Bicycle Delay [s]	14.26	12.67	30.44	31.24
l_b,int, Bicycle LOS Score for Intersection	2.382	2.720	2.061	2.000
Bicycle LOS	B	B	B	A

Sequence

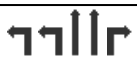
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	29.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	304	837	523	104	697	188	163	343	522	336	130	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	837	523	104	697	188	163	343	522	336	130	79
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	220	138	27	183	49	43	90	137	88	34	21
Total Analysis Volume [veh/h]	320	881	551	109	734	198	172	361	549	354	137	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	25	0	11	17	0	16	39	0	15	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	35	7	31	31	7	21	21	11	25	25
g / C, Green / Cycle	0.12	0.39	0.07	0.35	0.35	0.08	0.23	0.23	0.12	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.09	0.17	0.03	0.14	0.12	0.05	0.10	0.20	0.10	0.04	0.05
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	409	1994	255	1768	552	269	835	660	425	996	445
d1, Uniform Delay [s]	38.64	20.19	39.95	22.46	21.96	40.37	29.39	32.82	38.65	24.32	24.68
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.32	0.71	1.13	0.72	1.82	2.54	0.35	2.81	4.33	0.06	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.44	0.43	0.42	0.36	0.64	0.43	0.83	0.83	0.14	0.19
d, Delay for Lane Group [s/veh]	41.97	20.90	41.08	23.18	23.78	42.91	29.75	35.62	42.98	24.39	24.88
Lane Group LOS	D	C	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.57	4.51	1.18	3.96	3.32	1.92	3.31	5.81	4.02	1.09	1.35
50th-Percentile Queue Length [ft/ln]	89.34	112.63	29.57	98.90	82.88	48.09	82.79	145.26	100.42	27.19	33.78
95th-Percentile Queue Length [veh/ln]	6.43	7.99	2.13	7.12	5.97	3.46	5.96	9.76	7.23	1.96	2.43
95th-Percentile Queue Length [ft/ln]	160.81	199.65	53.23	178.03	149.18	86.57	149.02	244.09	180.76	48.95	60.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.97	20.90	0.00	41.08	23.18	23.78	42.91	29.75	35.62	42.98	24.39	24.88
Movement LOS	D	C		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	26.52			25.17			34.82			35.93		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.85											
Intersection LOS	C											
Intersection V/C	0.649											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.085	0.000	2.739
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	289	777	755
d_b, Bicycle Delay [s]	26.49	32.98	16.84	17.46
l_b,int, Bicycle LOS Score for Intersection	2.220	2.132	2.452	2.033
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.443

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1540	1102	0	1264	279	0	0	0	301	0	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1540	1102	0	1264	279	0	0	0	301	0	152
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	405	290	0	333	73	0	0	0	79	0	40
Total Analysis Volume [veh/h]	0	1621	1160	0	1331	294	0	0	0	317	0	160
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	49	0	0	49	0	0	0	0	61	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	89	89	89		13	13	13
g / C, Green / Cycle	0.81	0.81	0.81		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.32	0.26	0.18		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1765	1589
c, Capacity [veh/h]	4118	4118	1285		211	210	189
d1, Uniform Delay [s]	2.96	2.73	2.47		47.02	47.02	47.02
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.21	0.42		6.22	6.27	6.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.32	0.23		0.78	0.78	0.78
d, Delay for Lane Group [s/veh]	3.24	2.94	2.89		53.24	53.30	53.95
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.46	1.86	1.22		4.75	4.71	4.27
50th-Percentile Queue Length [ft/ln]	61.49	46.54	30.46		118.64	117.65	106.81
95th-Percentile Queue Length [veh/ln]	4.43	3.35	2.19		8.32	8.26	7.66
95th-Percentile Queue Length [ft/ln]	110.69	83.78	54.83		207.95	206.59	191.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	3.24	0.00	0.00	2.94	2.89	0.00	0.00	0.00	53.27	0.00	53.94
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.24			2.93			0.00			53.48		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.54											
Intersection LOS	A											
Intersection V/C	0.443											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	44.51
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.257
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	819	819	0	1037
d_b, Bicycle Delay [s]	19.17	19.17	54.96	12.74
l_b,int, Bicycle LOS Score for Intersection	2.451	2.453	4.132	2.347
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.827

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	210	2191	1415	163	426	994
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	2191	1415	163	426	994
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	577	372	43	112	262
Total Analysis Volume [veh/h]	221	2306	1489	172	448	1046
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	28	80	52	0	40	40
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	24	76	48	48	36	64
g / C, Green / Cycle	0.20	0.64	0.40	0.40	0.30	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.45	0.29	0.11	0.13	0.37
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	693	3239	2048	639	1029	1494
d1, Uniform Delay [s]	40.97	14.53	30.29	24.03	34.00	20.98
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	1.36	2.30	1.03	0.29	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.71	0.73	0.27	0.44	0.70
d, Delay for Lane Group [s/veh]	41.23	15.89	32.58	25.07	34.29	22.44
Lane Group LOS	D	B	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.83	13.41	12.39	3.47	5.32	10.91
50th-Percentile Queue Length [ft/ln]	70.78	335.33	309.68	86.75	133.04	272.66
95th-Percentile Queue Length [veh/ln]	5.10	19.42	18.16	6.25	9.10	16.32
95th-Percentile Queue Length [ft/ln]	127.40	485.48	453.98	156.16	227.62	408.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.23	15.89	32.58	25.07	34.29	22.44
Movement LOS	D	B	C	C	C	C
d_A, Approach Delay [s/veh]	18.11		31.81		25.99	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	24.19					
Intersection LOS	C					
Intersection V/C	0.827					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1267	800	600
d_b, Bicycle Delay [s]	8.06	21.59	29.38
l_b,int, Bicycle LOS Score for Intersection	2.949	2.473	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	33.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.985

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1608	449	971	1479	360	816
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1608	449	971	1479	360	816
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	423	118	256	389	95	215
Total Analysis Volume [veh/h]	1693	473	1022	1557	379	859
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	65	0	38	38	17	55
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	61	61	34	99	13	51
g / C, Green / Cycle	0.51	0.51	0.28	0.82	0.11	0.43
(v / s)_i Volume / Saturation Flow Rate	0.49	0.17	0.29	0.55	0.11	0.24
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1753	1426	1011	2319	377	1518
d1, Uniform Delay [s]	28.56	17.52	42.93	4.14	53.43	26.01
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.76	0.14	30.92	1.57	22.96	1.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.33	1.01	0.67	1.01	0.57
d, Delay for Lane Group [s/veh]	33.32	17.66	73.85	5.71	76.39	27.54
Lane Group LOS	C	B	F	A	F	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	23.60	3.87	19.16	5.66	6.87	9.52
50th-Percentile Queue Length [ft/ln]	590.03	96.86	478.94	141.56	171.81	237.96
95th-Percentile Queue Length [veh/ln]	31.57	6.97	26.51	9.57	11.20	14.58
95th-Percentile Queue Length [ft/ln]	789.21	174.35	662.85	239.13	279.93	364.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.32	17.66	73.85	5.71	76.39	27.54
Movement LOS	C	B	F	A	F	C
d_A, Approach Delay [s/veh]	29.90		32.71		42.50	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	33.72					
Intersection LOS	C					
Intersection V/C	0.985					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	567	850
d_b, Bicycle Delay [s]	14.49	30.80	19.82
l_b,int, Bicycle LOS Score for Intersection	1.560	3.687	2.581
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	50.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	976	7	2	533	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	976	7	2	533	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	257	2	1	140	1
Total Analysis Volume [veh/h]	5	0	7	1	0	0	4	1027	7	2	561	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	50.33	42.02	20.03	49.90	40.37	12.39	8.57	0.00	0.00	10.36	0.00	0.00
Movement LOS	F	E	C	E	E	B	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.04	0.04	0.04	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.80	6.80	6.80	0.93	0.93	0.93	0.17	0.17	0.17	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	32.66			49.90			0.03			0.04		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.31											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	46.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.874

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	518	490	304	212	348	38	151	429	462	219	166	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	518	490	304	212	348	38	151	429	462	219	166	119
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	136	129	80	56	92	10	40	113	122	58	44	31
Total Analysis Volume [veh/h]	545	516	320	223	366	40	159	452	486	231	175	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	46	0	0	30	0	33	25	25	19	11	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	40	40	40	25	25	13	24	87	15	26
g / C, Green / Cycle	0.34	0.34	0.34	0.21	0.21	0.11	0.20	0.73	0.13	0.22
(v / s)_i Volume / Saturation Flow Rate	0.31	0.28	0.20	0.17	0.19	0.09	0.09	0.31	0.13	0.17
s, saturation flow rate [veh/h]	1781	1870	1589	1806	1665	1781	5094	1589	1766	1742
c, Capacity [veh/h]	597	627	533	373	344	191	1014	1155	257	380
d1, Uniform Delay [s]	38.24	36.65	33.23	45.74	46.69	52.58	42.27	6.45	54.34	44.38
k, delay calibration	0.35	0.29	0.14	0.23	0.28	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.92	7.16	1.37	9.96	20.97	9.11	1.42	1.13	10.81	15.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.82	0.60	0.84	0.92	0.83	0.45	0.42	0.90	0.79
d, Delay for Lane Group [s/veh]	54.16	43.81	34.60	55.70	67.66	61.69	43.69	7.58	65.15	59.76
Lane Group LOS	D	D	C	E	E	E	D	A	E	E
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.78	14.98	7.93	9.95	11.21	5.18	4.07	4.71	3.91	10.02
50th-Percentile Queue Length [ft/ln]	444.40	374.53	198.13	248.84	280.35	129.52	101.77	117.81	97.63	250.62
95th-Percentile Queue Length [veh/ln]	24.69	21.33	12.54	15.13	16.71	8.91	7.33	8.27	7.03	15.22
95th-Percentile Queue Length [ft/ln]	617.27	533.22	313.55	378.19	417.65	222.84	183.18	206.82	175.73	380.43

Movement, Approach, & Intersection Results

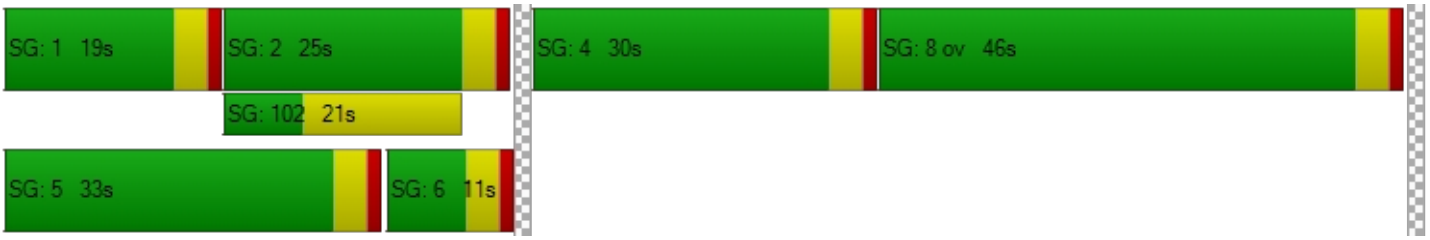
d_M, Delay for Movement [s/veh]	54.16	43.81	34.60	55.70	64.73	67.66	61.69	43.69	7.58	65.15	59.76	59.76
Movement LOS	D	D	C	E	E	E	E	D	A	E	E	E
d_A, Approach Delay [s/veh]	45.76			61.72			30.30			62.10		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	46.24											
Intersection LOS	D											
Intersection V/C	0.874											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.123	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	700	433	350	117
d_b, Bicycle Delay [s]	25.38	36.85	40.87	53.24
I_b,int, Bicycle LOS Score for Intersection	3.838	2.079	2.163	2.436
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	24	56	11	84	26	104	174	758	26	13	423	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	56	11	84	26	104	174	758	26	13	423	85
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	3	22	7	27	46	199	7	3	111	22
Total Analysis Volume [veh/h]	25	59	12	88	27	109	183	798	27	14	445	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	52	0	13	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	12	12	12	11	64	64	2	55	55
g / C, Green / Cycle	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.02	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.07	0.01	0.07	0.10	0.15	0.15	0.01	0.24	0.06
s, saturation flow rate [veh/h]	1253	1870	1764	1329	1870	1589	1781	3560	1839	1781	1870	1589
c, Capacity [veh/h]	198	247	233	198	247	210	224	2533	1308	41	1139	968
d1, Uniform Delay [s]	37.71	34.57	34.60	40.02	34.40	36.40	38.34	4.43	4.43	43.27	9.03	7.29
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.27	0.30	1.56	0.19	1.98	7.16	0.19	0.38	4.70	1.01	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.14	0.15	0.44	0.11	0.52	0.82	0.21	0.22	0.34	0.39	0.09
d, Delay for Lane Group [s/veh]	37.99	34.83	34.90	41.58	34.60	38.39	45.50	4.62	4.80	47.98	10.04	7.48
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	0.70	0.70	1.96	0.53	2.32	4.32	1.46	1.58	0.36	4.36	0.70
50th-Percentile Queue Length [ft/ln]	12.99	17.56	17.41	48.98	13.20	57.88	107.89	36.59	39.52	8.95	108.88	17.55
95th-Percentile Queue Length [veh/ln]	0.94	1.26	1.25	3.53	0.95	4.17	7.72	2.63	2.85	0.64	7.78	1.26
95th-Percentile Queue Length [ft/ln]	23.38	31.60	31.34	88.16	23.77	104.19	193.06	65.86	71.13	16.12	194.45	31.60

Movement, Approach, & Intersection Results

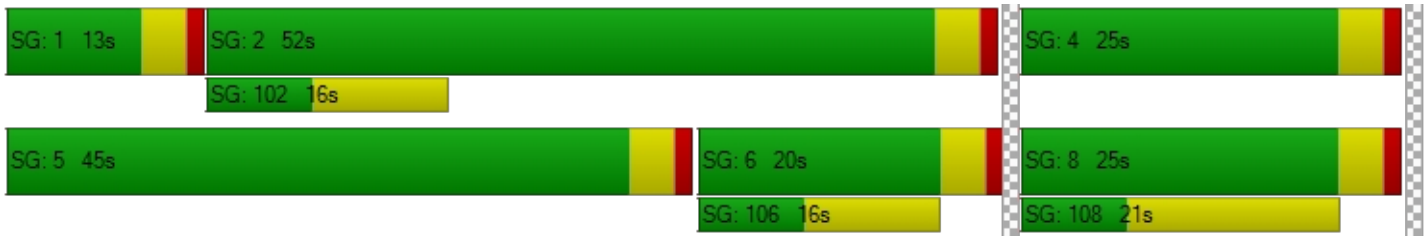
d_M, Delay for Movement [s/veh]	37.99	34.86	34.90	41.58	34.60	38.39	45.50	4.68	4.80	47.98	10.04	7.48
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.68			39.18			12.09			10.59		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.10											
Intersection LOS	B											
Intersection V/C	0.472											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.331	2.408	0.000	2.813
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1067	356
d_b, Bicycle Delay [s]	26.45	26.45	9.80	30.43
l_b,int, Bicycle LOS Score for Intersection	1.639	1.929	2.114	2.464
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	132	335	120	140	243	62	157	468	185	149	283	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	335	120	140	243	62	157	468	185	149	283	106
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	88	32	37	64	16	41	123	49	39	74	28
Total Analysis Volume [veh/h]	139	352	126	147	255	65	165	492	194	157	297	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	16	36	0	16	36	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	45	45	7	45	45	7	16	16	7	16	16
g / C, Green / Cycle	0.08	0.50	0.50	0.08	0.50	0.50	0.08	0.17	0.17	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.08	0.04	0.07	0.04	0.05	0.14	0.12	0.05	0.11	0.12
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1700
c, Capacity [veh/h]	264	1761	786	265	1762	787	268	620	277	267	325	295
d1, Uniform Delay [s]	40.08	12.78	12.51	40.14	12.39	11.99	40.30	35.69	35.03	40.23	34.71	34.79
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.63	0.26	0.44	1.80	0.17	0.21	2.30	2.36	3.22	2.06	2.21	2.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.20	0.16	0.55	0.14	0.08	0.62	0.79	0.70	0.59	0.65	0.66
d, Delay for Lane Group [s/veh]	41.71	13.04	12.95	41.94	12.56	12.20	42.60	38.04	38.25	42.28	36.93	37.33
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.53	1.96	1.43	1.62	1.38	0.70	1.84	5.28	4.18	1.74	4.46	4.15
50th-Percentile Queue Length [ft/ln]	38.13	49.08	35.68	40.49	34.43	17.60	45.92	132.08	104.51	43.48	111.47	103.80
95th-Percentile Queue Length [veh/ln]	2.75	3.53	2.57	2.92	2.48	1.27	3.31	9.05	7.52	3.13	7.92	7.47
95th-Percentile Queue Length [ft/ln]	68.64	88.34	64.22	72.88	61.98	31.67	82.65	226.31	188.11	78.26	198.05	186.83

Movement, Approach, & Intersection Results

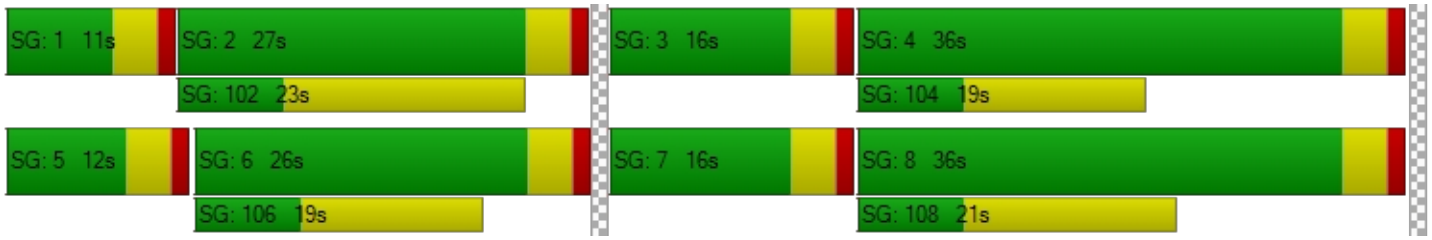
d_M, Delay for Movement [s/veh]	41.71	13.04	12.95	41.94	12.56	12.20	42.60	38.04	38.25	42.28	37.04	37.33
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.48			21.76			38.98			38.56		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.85											
Intersection LOS	C											
Intersection V/C	0.395											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.874	2.746	2.782	2.779
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	710	710
d_b, Bicycle Delay [s]	25.73	24.98	18.73	18.73
l_b,int, Bicycle LOS Score for Intersection	2.069	1.945	2.262	2.026
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	1088	399	17	845	174	256	38	722	468	38	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1088	399	17	845	174	256	38	722	468	38	48
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	286	105	4	222	46	67	10	190	123	10	13
Total Analysis Volume [veh/h]	819	1145	420	18	889	183	269	40	760	493	40	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	40	54	0	11	25	0	22	24	24	21	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	61	61	3	34	34	18	13	47	17	12	12
g / C, Green / Cycle	0.28	0.56	0.56	0.03	0.31	0.31	0.16	0.11	0.43	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.24	0.32	0.26	0.01	0.25	0.12	0.15	0.02	0.27	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	964	1984	886	97	1091	487	292	214	1209	536	197	168
d1, Uniform Delay [s]	37.52	15.91	14.67	52.28	35.29	29.93	45.33	44.10	24.53	45.86	45.00	45.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.21	1.23	1.82	0.92	6.72	2.21	13.05	0.42	0.54	7.02	0.50	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.58	0.47	0.19	0.81	0.38	0.92	0.19	0.63	0.92	0.20	0.30
d, Delay for Lane Group [s/veh]	39.73	17.14	16.49	53.20	42.01	32.13	58.38	44.51	25.08	52.88	45.50	46.51
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.58	9.31	6.52	0.26	11.86	4.08	8.24	1.01	7.67	7.12	1.03	1.34
50th-Percentile Queue Length [ft/ln]	264.55	232.82	162.95	6.38	296.60	102.12	206.11	25.33	191.73	178.05	25.68	33.39
95th-Percentile Queue Length [veh/ln]	15.92	14.32	10.70	0.46	17.51	7.35	12.95	1.82	12.21	11.50	1.85	2.40
95th-Percentile Queue Length [ft/ln]	397.92	357.94	267.62	11.48	437.82	183.82	323.83	45.59	305.28	287.46	46.22	60.11

Movement, Approach, & Intersection Results

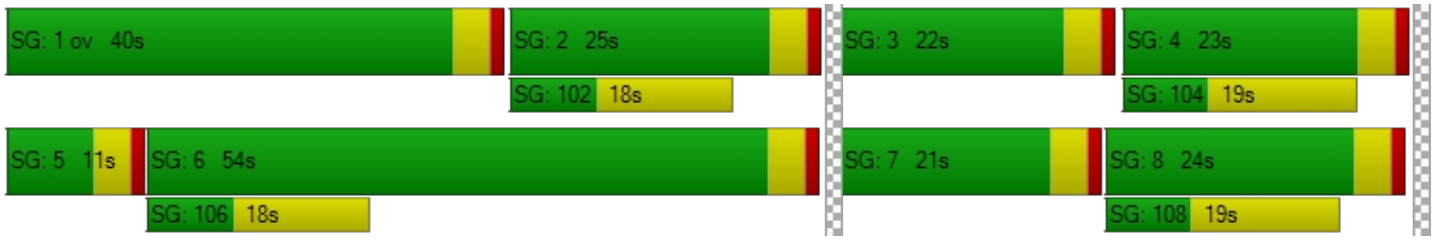
d_M, Delay for Movement [s/veh]	39.73	17.14	16.49	53.20	42.01	32.13	58.38	44.51	25.08	52.88	45.50	46.51
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	24.79			40.53			34.18			51.82		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	33.17											
Intersection LOS	C											
Intersection V/C	0.913											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.234	2.959	2.805	2.635
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	909	382	363	345
d_b, Bicycle Delay [s]	16.38	36.03	36.84	37.67
l_b,int, Bicycle LOS Score for Intersection	3.526	2.459	3.323	2.523
Bicycle LOS	D	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	408	1909	0	0	1539	508	0	0	0	184	2	346
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	1909	0	0	1539	508	0	0	0	184	2	346
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	502	0	0	405	134	0	0	0	48	1	91
Total Analysis Volume [veh/h]	429	2009	0	0	1620	535	0	0	0	194	2	364
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	52	67	0	0	15	0	0	0	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	14	69	51	51		13	13	13
g / C, Green / Cycle	0.16	0.77	0.57	0.57		0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.12	0.56	0.45	0.34		0.11	0.12	0.12
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1592	1589
c, Capacity [veh/h]	541	2729	2014	899		258	230	230
d1, Uniform Delay [s]	36.58	5.64	15.59	12.81		36.96	37.21	37.21
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.68	1.81	3.53	2.90		4.42	6.13	6.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.74	0.80	0.60		0.75	0.79	0.79
d, Delay for Lane Group [s/veh]	39.26	7.45	19.12	15.70		41.38	43.35	43.36
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.66	7.49	12.83	7.15		4.35	4.22	4.22
50th-Percentile Queue Length [ft/ln]	116.56	187.23	320.74	178.71		108.65	105.58	105.42
95th-Percentile Queue Length [veh/ln]	8.20	11.98	18.70	11.53		7.76	7.59	7.58
95th-Percentile Queue Length [ft/ln]	205.08	299.44	467.59	288.32		194.12	189.83	189.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.26	7.45	0.00	0.00	19.12	15.70	0.00	0.00	0.00	41.45	43.35	43.35
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	13.05			18.27			0.00			42.67		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	18.45											
Intersection LOS	B											
Intersection V/C	0.801											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.185	2.122
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1400	244	0	422
d_b, Bicycle Delay [s]	4.06	34.68	45.01	28.02
l_b,int, Bicycle LOS Score for Intersection	3.571	3.337	4.132	2.484
Bicycle LOS	D	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	33.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.914

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1677	146	281	1420	0	670	1	508	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1677	146	281	1420	0	670	1	508	0	0	0
Peak Hour Factor	0.9500	0.9720	0.9720	0.9720	0.9720	0.9500	0.9720	0.9720	0.9720	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	431	38	72	365	0	172	0	131	0	0	0
Total Analysis Volume [veh/h]	0	1725	150	289	1461	0	689	1	523	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	63	0	15	78	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	63	63	11	78	34	34	34	
g / C, Green / Cycle	0.53	0.53	0.09	0.65	0.28	0.28	0.28	
(v / s)_i Volume / Saturation Flow Rate	0.48	0.09	0.08	0.41	0.23	0.24	0.25	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1720	1589	
c, Capacity [veh/h]	1879	839	319	2326	499	482	445	
d1, Uniform Delay [s]	25.96	14.78	53.91	12.23	40.21	40.63	41.69	
k, delay calibration	0.50	0.50	0.11	0.50	0.25	0.27	0.31	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	8.71	0.47	9.53	1.30	7.12	9.29	17.64	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.92	0.18	0.91	0.63	0.81	0.84	0.91	
d, Delay for Lane Group [s/veh]	34.66	15.24	63.44	13.52	47.34	49.92	59.32	
Lane Group LOS	C	B	E	B	D	D	E	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	23.77	2.24	4.74	11.17	12.03	12.40	13.62	
50th-Percentile Queue Length [ft/ln]	594.35	55.94	118.46	279.18	300.63	309.91	340.58	
95th-Percentile Queue Length [veh/ln]	31.77	4.03	8.31	16.65	17.71	18.17	19.68	
95th-Percentile Queue Length [ft/ln]	794.26	100.69	207.71	416.19	442.80	454.26	491.91	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	34.66	15.24	63.44	13.52	0.00	48.40	49.92	57.19	0.00	0.00	0.00
Movement LOS		C	B	E	B		D	D	E			
d_A, Approach Delay [s/veh]	33.11			21.77			52.19			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	33.79											
Intersection LOS	C											
Intersection V/C	0.914											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.348	1.943
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	984	1234	634	0
d_b, Bicycle Delay [s]	15.49	8.81	28.00	59.98
l_b,int, Bicycle LOS Score for Intersection	3.106	3.003	3.561	4.132
Bicycle LOS	C	C	D	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	35	1590	132	184	1679	46	98	12	61	132	8	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1590	132	184	1679	46	98	12	61	132	8	93
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	418	35	48	442	12	26	3	16	35	2	24
Total Analysis Volume [veh/h]	37	1674	139	194	1767	48	103	13	64	139	8	98
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	18	67	0	18	67	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	63	63	14	72	72	26	26	26
g / C, Green / Cycle	0.04	0.55	0.55	0.12	0.63	0.63	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.49	0.50	0.11	0.49	0.49	0.27	0.13	0.06
s, saturation flow rate [veh/h]	1781	1870	1821	1781	1870	1853	671	1102	1589
c, Capacity [veh/h]	77	1023	996	218	1171	1160	201	310	360
d1, Uniform Delay [s]	53.75	22.93	23.42	49.70	15.59	15.73	50.50	39.65	36.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.47	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.65	11.40	13.43	11.84	5.04	5.28	39.19	1.12	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.89	0.91	0.89	0.77	0.78	0.89	0.47	0.27
d, Delay for Lane Group [s/veh]	58.41	34.33	36.85	61.54	20.63	21.02	89.70	40.77	37.07
Lane Group LOS	E	C	D	E	C	C	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	23.69	24.50	6.19	17.57	17.77	7.42	3.80	2.32
50th-Percentile Queue Length [ft/ln]	28.63	592.32	612.42	154.82	439.18	444.30	185.50	94.95	58.01
95th-Percentile Queue Length [veh/ln]	2.06	31.68	32.61	10.27	24.44	24.69	11.89	6.84	4.18
95th-Percentile Queue Length [ft/ln]	51.54	791.89	815.35	256.85	611.03	617.15	297.18	170.91	104.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.41	35.48	36.85	61.54	20.82	21.02	89.70	89.70	89.70	40.77	40.77	37.07
Movement LOS	E	D	D	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	36.04			24.76			89.70			39.29		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	33.19											
Intersection LOS	C											
Intersection V/C	0.975											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.01	47.01	47.01	47.01
l_p,int, Pedestrian LOS Score for Intersection	3.254	3.215	1.860	2.144
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1096	1096	452	452
d_b, Bicycle Delay [s]	11.75	11.75	34.43	34.43
l_b,int, Bicycle LOS Score for Intersection	3.086	3.217	1.857	1.964
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	42.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	38	1696	444	102	1785	11	17	12	65	380	8	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1696	444	102	1785	11	17	12	65	380	8	151
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	434	113	26	456	3	4	3	17	97	2	39
Total Analysis Volume [veh/h]	39	1734	454	104	1825	11	17	12	66	389	8	154
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	25	69	0	11	55	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	73	73	7	75	75	9	15	15	15
g / C, Green / Cycle	0.04	0.61	0.61	0.06	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.59	0.63	0.06	0.49	0.49	0.06	0.11	0.11	0.10
s, saturation flow rate [veh/h]	1781	1870	1742	1781	1870	1866	1653	1781	1784	1589
c, Capacity [veh/h]	77	1138	1060	105	1167	1165	118	228	228	203
d1, Uniform Delay [s]	56.18	22.20	23.51	56.45	16.67	16.70	54.91	51.38	51.38	50.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.05	18.94	36.24	38.15	5.39	5.44	11.90	9.84	9.82	5.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.96	1.03	0.99	0.79	0.79	0.80	0.87	0.87	0.76
d, Delay for Lane Group [s/veh]	61.22	41.14	59.76	94.59	22.05	22.14	66.81	61.22	61.20	56.24
Lane Group LOS	E	D	F	F	C	C	E	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.27	32.74	38.14	4.26	19.10	19.15	3.22	6.47	6.48	4.79
50th-Percentile Queue Length [ft/ln]	31.64	818.59	953.39	106.56	477.45	478.70	80.53	161.74	162.02	119.72
95th-Percentile Queue Length [veh/ln]	2.28	42.13	49.63	7.65	26.26	26.32	5.80	10.64	10.66	8.38
95th-Percentile Queue Length [ft/ln]	56.95	1053.21	1240.67	191.20	656.62	658.11	144.95	266.02	266.39	209.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.22	48.01	59.76	94.59	22.10	22.14	66.81	66.81	66.81	61.21	61.20	56.24
Movement LOS	E	D	E	F	C	C	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	50.63			25.98			66.81			59.82		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	42.07											
Intersection LOS	D											
Intersection V/C	0.987											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.193	3.063	1.803	2.418
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1083	850	267	267
d_b, Bicycle Delay [s]	12.62	19.85	45.08	45.08
l_b,int, Bicycle LOS Score for Intersection	3.397	3.160	1.716	2.469
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	64.5
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.055

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	160	1269	100	212	1256	702	717	181	142	46	25	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	1269	100	212	1256	702	717	181	142	46	25	227
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	329	26	55	326	182	186	47	37	12	6	59
Total Analysis Volume [veh/h]	166	1316	104	220	1303	728	744	188	147	48	26	235
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	52	0	18	55	0	28	37	0	13	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	48	48	14	51	51	24	36	36	6	18	18
g / C, Green / Cycle	0.09	0.40	0.40	0.12	0.43	0.43	0.20	0.30	0.30	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.39	0.12	0.37	0.46	0.22	0.10	0.09	0.03	0.01	0.15
s, saturation flow rate [veh/h]	1781	1870	1822	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	164	749	730	209	1516	677	692	564	479	84	278	236
d1, Uniform Delay [s]	54.49	34.92	35.14	53.00	31.23	34.48	48.02	32.57	32.28	55.98	44.11	51.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	35.27	23.52	25.68	44.49	6.59	56.86	40.51	0.34	0.36	5.90	0.14	30.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.95	0.96	1.05	0.86	1.08	1.08	0.33	0.31	0.57	0.09	0.99
d, Delay for Lane Group [s/veh]	89.76	58.44	60.82	97.49	37.83	91.34	88.53	32.91	32.64	61.88	44.26	81.77
Lane Group LOS	F	E	E	F	D	F	F	C	C	E	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.57	24.72	24.85	8.85	18.11	29.86	14.18	4.31	3.35	1.56	0.68	9.04
50th-Percentile Queue Length [ft/ln]	164.15	618.04	621.30	221.33	452.73	746.40	354.58	107.83	83.71	39.09	17.07	226.11
95th-Percentile Queue Length [veh/ln]	10.81	32.88	33.03	14.04	25.09	40.96	21.15	7.72	6.03	2.81	1.23	13.98
95th-Percentile Queue Length [ft/ln]	270.27	821.89	825.70	350.96	627.21	1024.06	528.63	192.98	150.68	70.35	30.73	349.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	89.76	59.52	60.82	97.49	37.83	91.34	88.53	32.91	32.64	61.88	44.26	81.77
Movement LOS	F	E	E	F	D	F	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	62.77			60.96			71.22			75.52		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	64.49											
Intersection LOS	E											
Intersection V/C	1.055											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.915	3.205	2.886	2.345
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	850	550	300
d_b, Bicycle Delay [s]	21.61	19.85	31.55	43.37
l_b,int, Bicycle LOS Score for Intersection	2.868	3.417	3.340	2.069
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	38.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	177	1424	29	47	1323	198	227	144	225	61	140	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	1424	29	47	1323	198	227	144	225	61	140	49
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	364	7	12	338	51	58	37	58	16	36	13
Total Analysis Volume [veh/h]	181	1456	30	48	1353	202	232	147	230	62	143	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	67	0	11	60	0	22	31	0	11	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	66	66	6	58	58	17	26	26	6	15
g / C, Green / Cycle	0.12	0.55	0.55	0.05	0.48	0.48	0.15	0.22	0.22	0.05	0.12
(v / s)_i Volume / Saturation Flow Rate	0.10	0.40	0.40	0.03	0.42	0.43	0.13	0.08	0.14	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1857	1781	1870	1787	1781	1870	1589	1781	1788
c, Capacity [veh/h]	208	1030	1023	84	900	860	259	405	345	92	220
d1, Uniform Delay [s]	52.12	20.12	20.17	55.98	27.90	28.29	50.41	39.97	43.06	55.93	51.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.59	4.40	4.48	5.90	11.61	13.50	10.56	0.55	2.92	8.21	10.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.72	0.73	0.57	0.88	0.89	0.90	0.36	0.67	0.67	0.88
d, Delay for Lane Group [s/veh]	62.71	24.52	24.65	61.88	39.51	41.79	60.97	40.52	45.98	64.14	62.30
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.97	16.19	16.19	1.56	22.50	22.58	7.59	3.77	6.52	2.06	6.35
50th-Percentile Queue Length [ft/ln]	149.14	404.69	404.66	39.09	562.59	564.42	189.81	94.16	163.09	51.42	158.66
95th-Percentile Queue Length [veh/ln]	9.97	22.79	22.78	2.81	30.28	30.37	12.11	6.78	10.71	3.70	10.48
95th-Percentile Queue Length [ft/ln]	249.28	569.65	569.61	70.35	757.08	759.23	302.79	169.48	267.81	92.56	261.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.71	24.58	24.65	61.88	40.46	41.79	60.97	40.52	45.98	64.14	62.30	62.30
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	28.72			41.27			50.37			62.75		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	38.88											
Intersection LOS	D											
Intersection V/C	0.887											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.959	2.965	2.535	2.110
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1050	933	450	267
d_b, Bicycle Delay [s]	13.55	17.08	36.05	45.08
l_b,int, Bicycle LOS Score for Intersection	2.935	2.882	2.564	1.980
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.884

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	56	1316	106	295	1254	71	50	84	30	60	85	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1316	106	295	1254	71	50	84	30	60	85	245
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	343	28	77	327	18	13	22	8	16	22	64
Total Analysis Volume [veh/h]	58	1371	110	307	1306	74	52	88	31	63	89	255
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	17	0	59	65	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	48	48	20	62	62	25	25	25	25
g / C, Green / Cycle	0.05	0.45	0.45	0.19	0.59	0.59	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.40	0.40	0.17	0.37	0.37	0.05	0.07	0.05	0.21
s, saturation flow rate [veh/h]	1781	1870	1822	1781	1870	1835	1036	1788	1273	1654
c, Capacity [veh/h]	98	848	826	345	1107	1087	90	426	279	394
d1, Uniform Delay [s]	48.43	26.10	26.26	41.22	13.88	13.96	52.06	32.63	38.45	38.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.50	12.68	13.65	7.81	2.68	2.80	5.80	0.35	0.40	12.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.88	0.89	0.89	0.63	0.63	0.58	0.28	0.23	0.87
d, Delay for Lane Group [s/veh]	53.93	38.78	39.90	49.03	16.55	16.76	57.86	32.98	38.85	51.32
Lane Group LOS	D	D	D	D	B	B	E	C	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.63	19.22	19.18	8.40	10.73	10.72	1.51	2.51	1.45	9.81
50th-Percentile Queue Length [ft/ln]	40.75	480.45	479.45	210.01	268.20	268.07	37.78	62.66	36.33	245.14
95th-Percentile Queue Length [veh/ln]	2.93	26.41	26.36	13.15	16.10	16.09	2.72	4.51	2.62	14.94
95th-Percentile Queue Length [ft/ln]	73.36	660.19	659.00	328.84	402.49	402.33	68.00	112.80	65.40	373.53

Movement, Approach, & Intersection Results

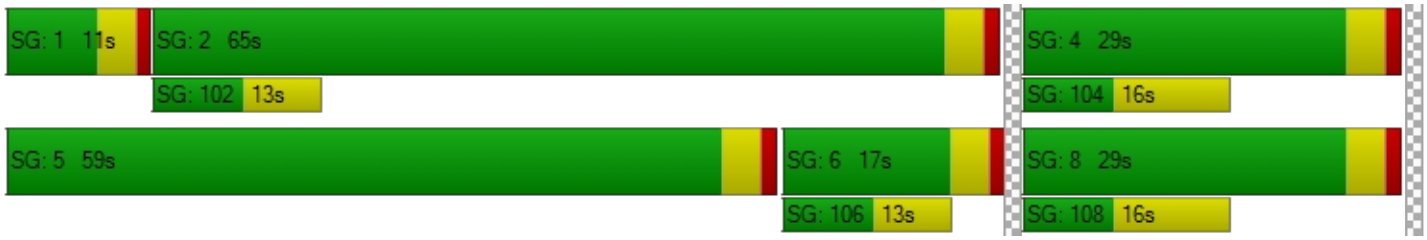
d_M, Delay for Movement [s/veh]	53.93	39.29	39.90	49.03	16.65	16.76	57.86	32.98	32.98	38.85	51.32	51.32
Movement LOS	D	D	D	D	B	B	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	39.89			22.55			40.55			49.39		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	33.24											
Intersection LOS	C											
Intersection V/C	0.884											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	42.07	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	2.970	3.037	2.075	2.244
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	1162	476	476
d_b, Bicycle Delay [s]	40.30	9.22	30.47	30.47
l_b,int, Bicycle LOS Score for Intersection	2.829	2.951	1.842	2.231
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	34.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.733

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	167	743	117	235	684	357	415	839	54	130	677	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	743	117	235	684	357	415	839	54	130	677	164
Peak Hour Factor	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	189	30	60	174	91	106	214	14	33	172	42
Total Analysis Volume [veh/h]	170	757	119	239	697	364	423	854	55	132	689	167
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	44	0	12	45	0	17	28	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	31	31	8	32	32	13	33	33	7	27	39
g / C, Green / Cycle	0.07	0.33	0.33	0.08	0.34	0.34	0.14	0.35	0.35	0.07	0.28	0.41
(v / s)_i Volume / Saturation Flow Rate	0.05	0.24	0.24	0.07	0.30	0.30	0.12	0.17	0.17	0.04	0.14	0.11
s, saturation flow rate [veh/h]	3459	1870	1782	3459	1870	1658	3459	3560	1813	3459	5094	1589
c, Capacity [veh/h]	258	608	580	297	629	558	477	1238	630	253	1443	653
d1, Uniform Delay [s]	42.93	28.53	28.54	42.80	29.93	30.09	40.37	24.40	24.40	42.56	28.31	18.48
k, delay calibration	0.11	0.15	0.15	0.11	0.24	0.25	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.86	2.38	2.50	5.15	9.19	11.38	5.79	1.37	2.67	1.66	1.13	0.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.74	0.74	0.81	0.89	0.90	0.89	0.49	0.49	0.52	0.48	0.26
d, Delay for Lane Group [s/veh]	45.79	30.91	31.03	47.94	39.12	41.47	46.16	25.77	27.07	44.22	29.45	19.42
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.03	9.22	8.81	2.95	13.29	12.32	5.18	5.42	5.75	1.54	4.41	2.54
50th-Percentile Queue Length [ft/ln]	50.84	230.58	220.34	73.67	332.33	307.91	129.58	135.59	143.81	38.58	110.23	63.41
95th-Percentile Queue Length [veh/ln]	3.66	14.20	13.68	5.30	19.27	18.07	8.92	9.24	9.69	2.78	7.85	4.57
95th-Percentile Queue Length [ft/ln]	91.51	355.10	342.06	132.60	481.81	451.80	222.92	231.07	242.14	69.44	196.33	114.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.79	30.96	31.03	47.94	39.58	41.47	46.16	26.15	27.07	44.22	29.45	19.42
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	33.38			41.65			32.54			29.73		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	34.67											
Intersection LOS	C											
Intersection V/C	0.733											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.22	37.22	37.22	37.22
l_p,int, Pedestrian LOS Score for Intersection	2.769	2.885	3.039	3.090
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	841	862	504	378
d_b, Bicycle Delay [s]	15.99	15.41	26.61	31.28
l_b,int, Bicycle LOS Score for Intersection	2.423	2.632	2.292	2.103
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-V

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A WITH CUMULATIVE PROJECTS WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	5.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.430

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	448	31	22	644	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	448	31	22	644	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	118	8	6	169	0
Total Analysis Volume [veh/h]	23	0	15	2	0	2	0	472	33	23	678	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	98	0	11	98	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	0	99	4	103
g / C, Green / Cycle	0.04	0.04	0.00	0.83	0.03	0.86
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.00	0.27	0.01	0.36
s, saturation flow rate [veh/h]	1612	1749	1781	1849	1781	1869
c, Capacity [veh/h]	116	119	1	1527	56	1603
d1, Uniform Delay [s]	56.22	55.15	0.00	2.50	56.98	1.92
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.61	0.11	0.00	0.58	4.69	0.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.03	0.00	0.33	0.41	0.42
d, Delay for Lane Group [s/veh]	57.83	55.26	0.00	3.08	61.67	2.74
Lane Group LOS	E	E	A	A	E	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.18	0.12	0.00	1.95	0.75	1.87
50th-Percentile Queue Length [ft/ln]	29.50	3.00	0.00	48.64	18.69	46.64
95th-Percentile Queue Length [veh/ln]	2.12	0.22	0.00	3.50	1.35	3.36
95th-Percentile Queue Length [ft/ln]	53.09	5.41	0.00	87.55	33.65	83.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	57.83	57.83	57.83	55.26	55.26	55.26	0.00	3.08	3.08	61.67	2.74	2.74
Movement LOS	E	E	E	E	E	E	A	A	A	E	A	A
d_A, Approach Delay [s/veh]	57.83			55.26			3.08			4.67		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	5.81											
Intersection LOS	A											
Intersection V/C	0.430											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	117	1567	1567
d_b, Bicycle Delay [s]	53.20	53.20	2.81	2.81
I_b,int, Bicycle LOS Score for Intersection	1.622	1.566	2.393	2.718
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	29.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.947

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	134	1145	94	134	1383	891	513	107	62	43	43	194
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1145	94	134	1383	891	513	107	62	43	43	194
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	301	25	35	364	234	135	28	16	11	11	51
Total Analysis Volume [veh/h]	141	1205	99	141	1456	938	540	113	65	45	45	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	13	46	0	14	47	47	23	44	0	11	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	14	0	0	24	24	0	17	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	63	63	10	64	87	19	21	21	5	7	21
g / C, Green / Cycle	0.08	0.55	0.55	0.09	0.55	0.75	0.17	0.18	0.18	0.05	0.06	0.18
(v / s)_i Volume / Saturation Flow Rate	0.08	0.35	0.35	0.08	0.41	0.59	0.16	0.06	0.04	0.03	0.02	0.13
s, saturation flow rate [veh/h]	1781	1870	1821	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	141	1020	993	156	1972	1199	572	338	287	84	117	294
d1, Uniform Delay [s]	53.00	18.37	18.43	52.02	19.37	8.48	47.49	41.10	40.26	53.58	51.81	43.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.08	3.16	3.30	16.89	2.52	5.13	8.51	0.58	0.40	5.16	2.06	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.65	0.65	0.90	0.74	0.78	0.94	0.33	0.23	0.53	0.38	0.69
d, Delay for Lane Group [s/veh]	89.08	21.52	21.73	68.91	21.89	13.61	56.00	41.68	40.66	58.74	53.87	46.79
Lane Group LOS	F	C	C	E	C	B	E	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.46	12.72	12.54	4.76	14.68	13.06	8.29	2.85	1.61	1.39	1.32	5.66
50th-Percentile Queue Length [ft/ln]	136.53	318.12	313.48	118.91	366.95	326.61	207.19	71.36	40.24	34.85	32.88	141.56
95th-Percentile Queue Length [veh/ln]	9.30	18.57	18.35	8.33	20.96	18.99	13.01	5.14	2.90	2.51	2.37	9.57
95th-Percentile Queue Length [ft/ln]	232.60	464.37	458.66	208.32	524.03	474.80	325.22	128.45	72.43	62.72	59.18	239.13

Movement, Approach, & Intersection Results

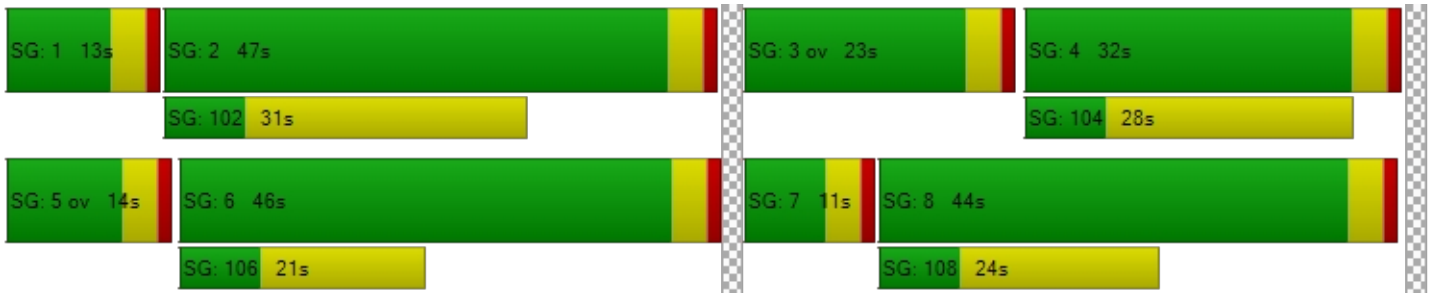
d_M, Delay for Movement [s/veh]	89.08	21.62	21.73	68.91	21.89	13.61	56.00	41.68	40.66	58.74	53.87	46.79
Movement LOS	F	C	C	E	C	B	E	D	D	E	D	D
d_A, Approach Delay [s/veh]	28.21			21.44			52.36			49.70		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.51											
Intersection LOS	C											
Intersection V/C	0.947											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
I_p,int, Pedestrian LOS Score for Intersection	2.899	3.193	2.862	2.301
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	730	748	695	487
d_b, Bicycle Delay [s]	23.19	22.56	24.47	32.93
I_b,int, Bicycle LOS Score for Intersection	2.752	3.651	2.744	2.045
Bicycle LOS	C	D	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	976	7	2	533	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	976	7	2	533	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	257	2	1	140	1
Total Analysis Volume [veh/h]	5	0	7	1	0	0	4	1027	7	2	561	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	98	0	11	98	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	2	1	105	0	105
g / C, Green / Cycle	0.02	0.02	0.01	0.88	0.00	0.87
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.00	0.55	0.00	0.30
s, saturation flow rate [veh/h]	1768	1763	1781	1868	1781	1869
c, Capacity [veh/h]	77	95	14	1636	8	1631
d1, Uniform Delay [s]	58.03	57.68	59.19	2.06	59.54	1.39
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.92	0.04	11.14	1.87	17.66	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.01	0.29	0.63	0.27	0.35
d, Delay for Lane Group [s/veh]	58.95	57.72	70.33	3.93	77.20	1.97
Lane Group LOS	E	E	E	A	E	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	0.03	0.16	2.65	0.10	0.98
50th-Percentile Queue Length [ft/ln]	9.49	0.77	4.05	66.20	2.42	24.58
95th-Percentile Queue Length [veh/ln]	0.68	0.06	0.29	4.77	0.17	1.77
95th-Percentile Queue Length [ft/ln]	17.09	1.39	7.29	119.16	4.36	44.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.95	58.95	58.95	57.72	57.72	57.72	70.33	3.93	3.93	77.20	1.97	1.97
Movement LOS	E	E	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	58.95			57.72			4.19			2.24		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	3.95											
Intersection LOS	A											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	117	1567	1567
d_b, Bicycle Delay [s]	53.20	53.20	2.81	2.81
l_b,int, Bicycle LOS Score for Intersection	1.579	1.561	3.272	2.492
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	38.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	160	1269	100	212	1256	702	717	181	142	46	25	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	1269	100	212	1256	702	717	181	142	46	25	227
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	329	26	55	326	182	186	47	37	12	6	59
Total Analysis Volume [veh/h]	166	1316	104	220	1303	728	744	188	147	48	26	235
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	16	34	0	19	37	37	30	51	0	11	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	14	0	0	24	24	0	17	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	50	50	15	53	83	26	28	28	6	8	27
g / C, Green / Cycle	0.10	0.43	0.43	0.13	0.46	0.72	0.23	0.25	0.25	0.05	0.07	0.23
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.39	0.12	0.37	0.46	0.22	0.10	0.09	0.03	0.01	0.15
s, saturation flow rate [veh/h]	1781	1870	1822	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	187	813	793	233	1641	1147	782	461	392	87	129	373
d1, Uniform Delay [s]	50.84	29.77	29.96	49.59	26.38	8.23	43.91	36.31	35.99	53.52	50.56	39.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.16	13.06	14.16	16.86	4.05	2.68	7.32	0.58	0.59	5.44	0.75	2.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.88	0.89	0.94	0.79	0.63	0.95	0.41	0.37	0.55	0.20	0.63
d, Delay for Lane Group [s/veh]	64.01	42.83	44.12	66.46	30.44	10.91	51.23	36.89	36.58	58.96	51.31	41.69
Lane Group LOS	E	D	D	E	C	B	D	D	D	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.39	20.53	20.54	7.34	15.66	8.92	11.15	4.50	3.49	1.49	0.74	6.17
50th-Percentile Queue Length [ft/ln]	134.82	513.36	513.47	183.52	391.46	222.98	278.73	112.50	87.37	37.22	18.38	154.31
95th-Percentile Queue Length [veh/ln]	9.20	27.97	27.97	11.78	22.15	13.82	16.63	7.98	6.29	2.68	1.32	10.25
95th-Percentile Queue Length [ft/ln]	230.04	699.15	699.28	294.61	553.70	345.42	415.64	199.48	157.26	67.00	33.09	256.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.01	43.42	44.12	66.46	30.44	10.91	51.23	36.89	36.58	58.96	51.31	41.69
Movement LOS	E	D	D	E	C	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	45.62			27.64			46.74			45.18		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	38.08											
Intersection LOS	D											
Intersection V/C	0.963											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
I_p,int, Pedestrian LOS Score for Intersection	2.913	3.203	2.884	2.343
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	522	574	817	487
d_b, Bicycle Delay [s]	31.43	29.25	20.12	32.93
I_b,int, Bicycle LOS Score for Intersection	2.868	3.417	3.340	2.069
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-VI

BUILDOUT WITHOUT PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	27.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	626	466	108	18	573	191	97	139	290	142	211	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	626	466	108	18	573	191	97	139	290	142	211	27
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	117	27	5	143	48	24	35	73	36	53	7
Total Analysis Volume [veh/h]	626	466	108	18	573	191	97	139	290	142	211	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	25	0	13	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	53	3	36	36	6	12	12	7	12	12
g / C, Green / Cycle	0.22	0.59	0.03	0.40	0.40	0.07	0.13	0.13	0.08	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.18	0.09	0.01	0.11	0.12	0.03	0.04	0.10	0.04	0.06	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	751	2975	102	2020	630	249	471	372	265	487	217
d1, Uniform Delay [s]	33.73	8.58	42.68	18.50	18.67	39.95	35.33	37.85	40.10	35.71	34.18
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.50	0.11	0.81	0.35	1.24	0.99	0.35	3.56	1.69	0.61	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.16	0.18	0.28	0.30	0.39	0.30	0.78	0.54	0.43	0.12
d, Delay for Lane Group [s/veh]	36.23	8.70	43.49	18.86	19.90	40.94	35.67	41.40	41.79	36.32	34.43
Lane Group LOS	D	A	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.65	1.31	0.21	2.69	2.86	1.05	1.38	3.23	1.56	2.14	0.53
50th-Percentile Queue Length [ft/ln]	166.26	32.79	5.13	67.22	71.56	26.25	34.62	80.73	39.01	53.52	13.24
95th-Percentile Queue Length [veh/ln]	10.88	2.36	0.37	4.84	5.15	1.89	2.49	5.81	2.81	3.85	0.95
95th-Percentile Queue Length [ft/ln]	271.99	59.02	9.24	121.00	128.81	47.25	62.32	145.31	70.22	96.34	23.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.23	8.70	0.00	43.49	18.86	19.90	40.94	35.67	41.40	41.79	36.32	34.43
Movement LOS	D	A		D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	24.48			19.68			39.80			38.23		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	27.91											
Intersection LOS	C											
Intersection V/C	0.541											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.997	0.000	2.668
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	466	511
d_b, Bicycle Delay [s]	15.64	38.32	26.49	24.98
l_b,int, Bicycle LOS Score for Intersection	2.160	1.990	1.994	1.873
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1034	1227	0	810	158	0	0	0	460	0	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1034	1227	0	810	158	0	0	0	460	0	165
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	259	307	0	203	40	0	0	0	115	0	41
Total Analysis Volume [veh/h]	0	1034	1227	0	810	158	0	0	0	460	0	165
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	34	0	0	34	0	0	0	0	56	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	67	67	67		15	15	15
g / C, Green / Cycle	0.75	0.75	0.75		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.20	0.16	0.10		0.13	0.13	0.10
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3809	3809	1189		290	290	259
d1, Uniform Delay [s]	3.58	3.40	3.17		36.12	36.12	35.10
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.18	0.13	0.23		4.85	4.85	2.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.21	0.13		0.79	0.79	0.64
d, Delay for Lane Group [s/veh]	3.76	3.52	3.40		40.97	40.97	37.69
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.54	1.14	0.68		5.15	5.15	3.50
50th-Percentile Queue Length [ft/ln]	38.48	28.54	16.90		128.71	128.71	87.57
95th-Percentile Queue Length [veh/ln]	2.77	2.06	1.22		8.87	8.87	6.31
95th-Percentile Queue Length [ft/ln]	69.27	51.38	30.42		221.74	221.74	157.63

Movement, Approach, & Intersection Results

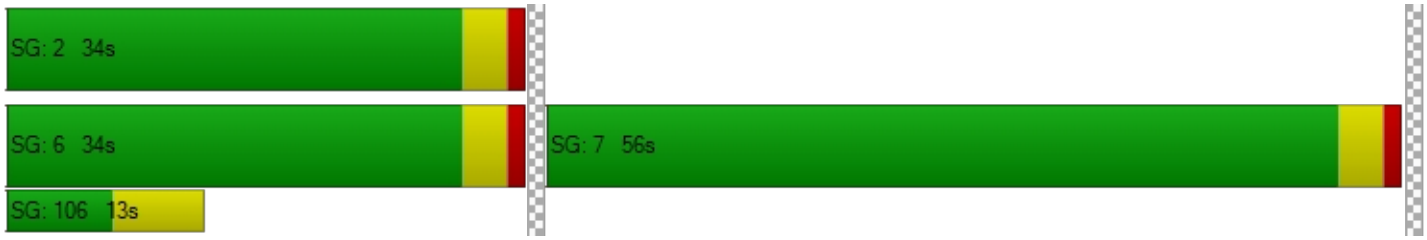
d_M, Delay for Movement [s/veh]	0.00	3.76	0.00	0.00	3.52	3.40	0.00	0.00	0.00	40.97	0.00	37.69
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.76			3.50			0.00			40.10		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.31											
Intersection LOS	B											
Intersection V/C	0.365											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.63
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.283
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	667	0	1157
d_b, Bicycle Delay [s]	19.96	19.96	44.96	7.99
l_b,int, Bicycle LOS Score for Intersection	2.128	2.092	4.132	2.591
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.749

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	139	2001	1068	123	146	1039
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	2001	1068	123	146	1039
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	500	267	31	37	260
Total Analysis Volume [veh/h]	139	2001	1068	123	146	1039
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	30	66	36	0	34	34
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	26	64	34	34	28	58
g / C, Green / Cycle	0.26	0.64	0.34	0.34	0.28	0.58
(v / s)_i Volume / Saturation Flow Rate	0.04	0.39	0.21	0.08	0.04	0.37
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	897	3249	1724	538	976	1636
d1, Uniform Delay [s]	28.57	10.80	27.70	23.73	26.90	13.88
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.88	1.68	0.99	0.07	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.62	0.62	0.23	0.15	0.63
d, Delay for Lane Group [s/veh]	28.65	11.69	29.38	24.72	26.97	14.52
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.29	8.15	7.25	2.21	1.31	7.34
50th-Percentile Queue Length [ft/ln]	32.27	203.75	181.21	55.34	32.74	183.58
95th-Percentile Queue Length [veh/ln]	2.32	12.83	11.66	3.98	2.36	11.79
95th-Percentile Queue Length [ft/ln]	58.08	320.79	291.60	99.61	58.93	294.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.65	11.69	29.38	24.72	26.97	14.52
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	12.79		28.90		16.05	
Approach LOS	B		C		B	
d_I, Intersection Delay [s/veh]	17.89					
Intersection LOS	B					
Intersection V/C	0.749					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1240	640	600
d_b, Bicycle Delay [s]	7.22	23.12	24.50
l_b,int, Bicycle LOS Score for Intersection	2.737	2.215	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1307	333	627	1475	665	929
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1307	333	627	1475	665	929
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	327	83	157	369	166	232
Total Analysis Volume [veh/h]	1307	333	627	1475	665	929
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	47	0	13	13	35	48
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	42	42	20	66	21	45
g / C, Green / Cycle	0.44	0.44	0.21	0.69	0.22	0.48
(v / s)_i Volume / Saturation Flow Rate	0.38	0.12	0.18	0.52	0.19	0.26
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1520	1237	747	1946	775	1696
d1, Uniform Delay [s]	23.99	16.93	36.01	9.50	35.41	17.64
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	0.12	10.90	2.82	2.89	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.27	0.84	0.76	0.86	0.55
d, Delay for Lane Group [s/veh]	25.52	17.04	46.91	12.33	38.30	18.92
Lane Group LOS	C	B	D	B	D	B
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	12.82	2.27	7.97	8.90	7.56	7.18
50th-Percentile Queue Length [ft/ln]	320.62	56.69	199.26	222.58	188.90	179.56
95th-Percentile Queue Length [veh/ln]	18.70	4.08	12.60	13.80	12.06	11.58
95th-Percentile Queue Length [ft/ln]	467.45	102.04	315.02	344.92	301.61	289.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.52	17.04	46.91	12.33	38.30	18.92
Movement LOS	C	B	D	B	D	B
d_A, Approach Delay [s/veh]	23.80		22.64		27.01	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	24.30					
Intersection LOS	C					
Intersection V/C	0.941					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	905	189	926
d_b, Bicycle Delay [s]	14.24	38.94	13.70
l_b,int, Bicycle LOS Score for Intersection	1.560	3.294	2.875
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	93.7
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	39	0	206	4	0	2	0	230	55	394	368	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	206	4	0	2	0	230	55	394	368	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	52	1	0	1	0	58	14	99	92	0
Total Analysis Volume [veh/h]	39	0	206	4	0	2	0	230	55	394	368	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.56	0.00	0.26	0.09	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00
d_M, Delay for Movement [s/veh]	93.71	85.20	47.02	92.54	55.18	16.07	8.03	0.00	0.00	8.38	0.00	0.00
Movement LOS	F	F	E	F	F	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.79	6.79	6.79	0.30	0.30	0.30	0.00	0.00	0.00	0.84	0.84	0.84
95th-Percentile Queue Length [ft/ln]	169.69	169.69	169.69	7.46	7.46	7.46	0.00	0.00	0.00	20.93	20.93	20.93
d_A, Approach Delay [s/veh]	54.45			67.05			0.00			4.33		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	13.12											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	50.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.833

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	345	361	169	132	561	198	69	225	69	376	344	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	361	169	132	561	198	69	225	69	376	344	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	90	42	33	140	50	17	56	17	94	86	11
Total Analysis Volume [veh/h]	345	361	169	132	561	198	69	225	69	376	344	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	19	0	0	49	0	11	25	25	22	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	24	34	34	6	22	73	18	34
g / C, Green / Cycle	0.21	0.21	0.21	0.30	0.30	0.05	0.19	0.63	0.16	0.29
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.11	0.25	0.27	0.04	0.04	0.04	0.15	0.21
s, saturation flow rate [veh/h]	1781	1870	1589	1844	1574	1781	5094	1589	2586	1834
c, Capacity [veh/h]	378	396	337	553	472	98	979	1002	426	539
d1, Uniform Delay [s]	44.31	44.28	39.98	37.56	38.85	53.46	39.28	8.21	49.71	36.35
k, delay calibration	0.26	0.26	0.11	0.19	0.24	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.07	16.94	1.16	5.79	14.29	8.88	0.55	0.13	6.12	7.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.91	0.50	0.83	0.91	0.70	0.23	0.07	0.88	0.72
d, Delay for Lane Group [s/veh]	62.39	61.22	41.14	43.36	53.14	62.33	39.83	8.34	55.83	44.33
Lane Group LOS	E	E	D	D	D	E	D	A	E	D
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.44	11.84	4.32	12.82	13.46	2.20	1.85	0.68	5.77	10.84
50th-Percentile Queue Length [ft/ln]	285.92	296.03	108.12	320.58	336.49	55.08	46.20	17.00	144.24	270.93
95th-Percentile Queue Length [veh/ln]	16.98	17.48	7.74	18.70	19.48	3.97	3.33	1.22	9.71	16.24
95th-Percentile Queue Length [ft/ln]	424.57	437.12	193.39	467.40	486.91	99.14	83.16	30.61	242.73	405.90

Movement, Approach, & Intersection Results

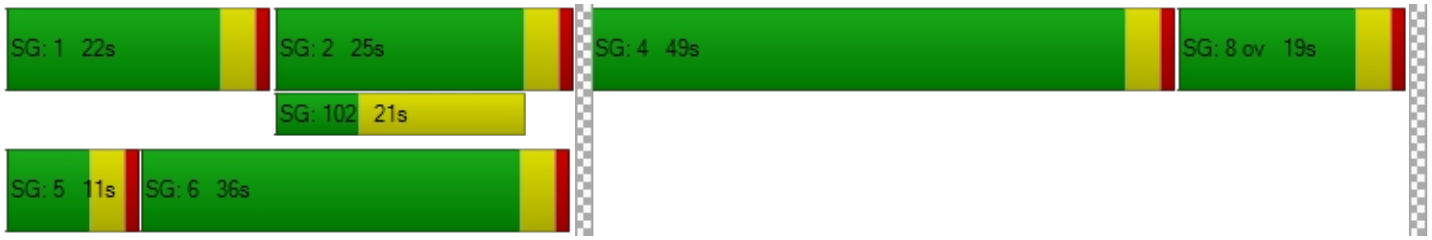
d_M, Delay for Movement [s/veh]	62.39	61.22	41.14	43.36	47.43	53.14	62.33	39.83	8.34	55.83	44.33	44.33
Movement LOS	E	E	D	D	D	D	E	D	A	E	D	D
d_A, Approach Delay [s/veh]	57.80			48.09			38.12			50.00		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	50.28											
Intersection LOS	D											
Intersection V/C	0.833											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.213	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	261	782	365	556
d_b, Bicycle Delay [s]	43.50	21.32	38.44	29.97
l_b,int, Bicycle LOS Score for Intersection	3.003	2.295	1.759	2.819
Bicycle LOS	C	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.611

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	13	44	5	183	59	324	114	310	20	21	490	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	44	5	183	59	324	114	310	20	21	490	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	1	46	15	81	29	78	5	5	123	40
Total Analysis Volume [veh/h]	13	44	5	183	59	324	114	310	20	21	490	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	59	0	0	59	0	11	20	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	21	21	21	21	21	21	7	54	54	3	50	50
g / C, Green / Cycle	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.60	0.60	0.03	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.13	0.03	0.20	0.06	0.06	0.06	0.01	0.26	0.10
s, saturation flow rate [veh/h]	1000	1870	1805	1356	1870	1589	1781	3560	1813	1781	1870	1589
c, Capacity [veh/h]	269	440	425	356	440	374	140	2131	1085	59	1034	879
d1, Uniform Delay [s]	29.99	26.68	26.69	33.02	27.19	33.07	40.83	7.73	7.74	42.60	12.21	10.02
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.05	0.06	1.15	0.14	6.12	10.70	0.10	0.19	3.63	1.56	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.06	0.06	0.51	0.13	0.87	0.81	0.10	0.10	0.36	0.47	0.18
d, Delay for Lane Group [s/veh]	30.06	26.73	26.75	34.17	27.32	39.19	51.53	7.83	7.93	46.23	13.76	10.48
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.41	0.41	3.72	1.01	7.25	2.87	0.86	0.91	0.51	5.95	1.60
50th-Percentile Queue Length [ft/ln]	5.87	10.26	10.23	92.95	25.16	181.14	71.82	21.39	22.84	12.80	148.73	39.91
95th-Percentile Queue Length [veh/ln]	0.42	0.74	0.74	6.69	1.81	11.66	5.17	1.54	1.64	0.92	9.95	2.87
95th-Percentile Queue Length [ft/ln]	10.56	18.47	18.41	167.31	45.28	291.51	129.28	38.50	41.11	23.05	248.73	71.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.06	26.74	26.75	34.17	27.32	39.19	51.53	7.86	7.93	46.23	13.76	10.48
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	27.44			36.33			19.07			13.99		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	23.01											
Intersection LOS	C											
Intersection V/C	0.611											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.331	2.472	0.000	2.903
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	1222	355	355
d_b, Bicycle Delay [s]	6.81	6.81	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	1.611	2.494	1.804	2.668
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.418

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	181	218	96	77	444	107	73	256	151	249	420	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	218	96	77	444	107	73	256	151	249	420	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	55	24	19	111	27	18	64	38	62	105	20
Total Analysis Volume [veh/h]	181	218	96	77	444	107	73	256	151	249	420	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	11	31	0	21	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	47	47	6	46	46	6	12	12	9	15	15
g / C, Green / Cycle	0.08	0.52	0.52	0.07	0.51	0.51	0.07	0.14	0.14	0.10	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.06	0.06	0.02	0.12	0.07	0.02	0.07	0.09	0.07	0.14	0.14
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1770
c, Capacity [veh/h]	269	1852	827	234	1816	811	230	486	217	340	315	298
d1, Uniform Delay [s]	40.46	11.05	11.04	40.09	12.37	11.60	40.14	36.23	37.15	39.51	36.13	36.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.91	0.13	0.29	0.81	0.32	0.34	0.79	0.89	3.99	3.06	5.04	5.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.12	0.12	0.33	0.24	0.13	0.32	0.53	0.70	0.73	0.81	0.81
d, Delay for Lane Group [s/veh]	43.37	11.18	11.33	40.90	12.69	11.94	40.93	37.12	41.15	42.57	41.18	41.54
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.04	1.09	0.99	0.83	2.45	1.15	0.79	2.64	3.37	2.79	5.75	5.49
50th-Percentile Queue Length [ft/ln]	50.95	27.20	24.84	20.80	61.25	28.69	19.73	66.11	84.19	69.67	143.79	137.20
95th-Percentile Queue Length [veh/ln]	3.67	1.96	1.79	1.50	4.41	2.07	1.42	4.76	6.06	5.02	9.68	9.33
95th-Percentile Queue Length [ft/ln]	91.72	48.96	44.71	37.45	110.26	51.64	35.51	119.00	151.53	125.41	242.11	233.25

Movement, Approach, & Intersection Results

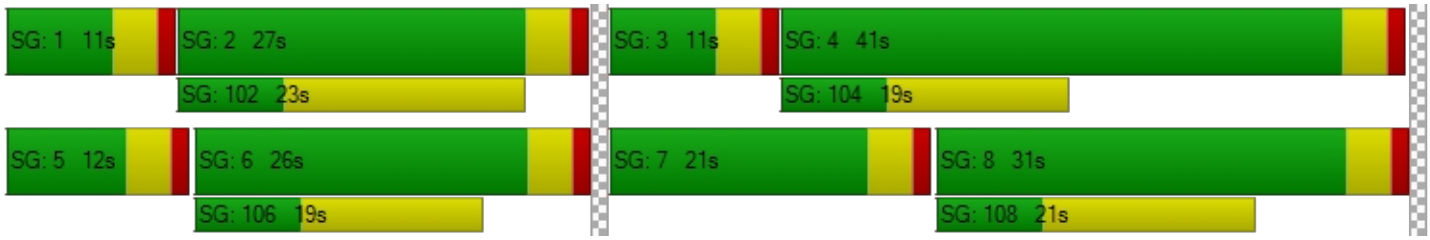
d_M, Delay for Movement [s/veh]	43.37	11.18	11.33	40.90	12.69	11.94	40.93	37.12	41.15	42.57	41.32	41.54
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	22.98			16.02			38.96			41.76		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	30.35											
Intersection LOS	C											
Intersection V/C	0.418											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.888	2.732	2.759	2.757
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	599	821
d_b, Bicycle Delay [s]	25.73	24.98	22.09	15.64
l_b,int, Bicycle LOS Score for Intersection	1.968	2.078	1.956	2.176
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name	Monroe Street		Monroe Street		Showcase Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Monroe Street		Monroe Street		Showcase Parkway	
Base Volume Input [veh/h]	884	282	17	975	421	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	884	282	17	975	421	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	71	4	244	105	12
Total Analysis Volume [veh/h]	884	282	17	975	421	49
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	20	0	11	31	59	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	9	0	0	9	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	2	68	14	14
g / C, Green / Cycle	0.68	0.68	0.03	0.76	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.25	0.18	0.00	0.27	0.12	0.03
s, saturation flow rate [veh/h]	3560	1589	3459	3560	3459	1589
c, Capacity [veh/h]	2433	1086	97	2691	537	247
d1, Uniform Delay [s]	6.01	5.49	42.73	3.69	36.58	33.15
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.42	0.58	0.84	0.38	2.56	0.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.26	0.17	0.36	0.78	0.20
d, Delay for Lane Group [s/veh]	6.43	6.07	43.57	4.07	39.14	33.54
Lane Group LOS	A	A	D	A	D	C
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.09	1.89	0.19	2.30	4.56	0.95
50th-Percentile Queue Length [ft/ln]	77.30	47.37	4.86	57.52	114.09	23.73
95th-Percentile Queue Length [veh/ln]	5.57	3.41	0.35	4.14	8.07	1.71
95th-Percentile Queue Length [ft/ln]	139.14	85.26	8.75	103.53	201.68	42.71

Movement, Approach, & Intersection Results

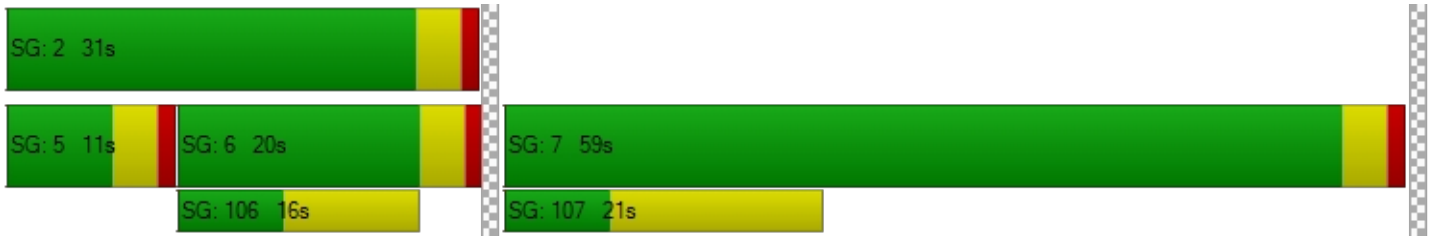
d_M, Delay for Movement [s/veh]	6.43	6.07	43.57	4.07	39.14	33.54
Movement LOS	A	A	D	A	D	C
d_A, Approach Delay [s/veh]	6.34		4.75		38.56	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.50					
Intersection LOS	B					
Intersection V/C	0.456					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.950	2.862	2.577
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	600	1222
d_b, Bicycle Delay [s]	30.43	22.06	6.81
l_b,int, Bicycle LOS Score for Intersection	2.522	2.378	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	582	692	0	0	762	611	0	0	0	587	3	350
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	582	692	0	0	762	611	0	0	0	587	3	350
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	173	0	0	191	153	0	0	0	147	1	88
Total Analysis Volume [veh/h]	582	692	0	0	762	611	0	0	0	587	3	350
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	36	61	0	0	25	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	20	69	45	45		23	23	23
g / C, Green / Cycle	0.20	0.69	0.45	0.45		0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.17	0.19	0.21	0.38		0.18	0.18	0.20
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1755	1589
c, Capacity [veh/h]	685	2458	1611	719		409	403	365
d1, Uniform Delay [s]	38.67	5.95	19.08	24.36		36.06	36.15	36.87
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.08	0.29	1.00	12.02		3.10	3.32	6.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.28	0.47	0.85		0.77	0.78	0.85
d, Delay for Lane Group [s/veh]	41.75	6.24	20.08	36.38		39.16	39.48	43.44
Lane Group LOS	D	A	C	D		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.08	2.55	6.20	14.63		7.45	7.47	7.80
50th-Percentile Queue Length [ft/ln]	176.98	63.83	154.96	365.85		186.13	186.74	195.04
95th-Percentile Queue Length [veh/ln]	11.44	4.60	10.28	20.91		11.92	11.95	12.38
95th-Percentile Queue Length [ft/ln]	286.07	114.89	257.03	522.70		298.00	298.79	309.56

Movement, Approach, & Intersection Results

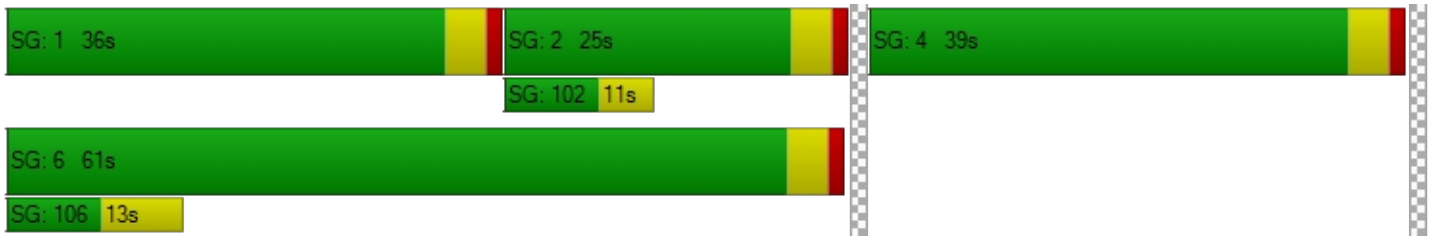
d_M, Delay for Movement [s/veh]	41.75	6.24	0.00	0.00	20.08	36.38	0.00	0.00	0.00	39.31	39.48	43.02
Movement LOS	D	A			C	D				D	D	D
d_A, Approach Delay [s/veh]	22.46			27.33			0.00			40.68		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	29.10											
Intersection LOS	C											
Intersection V/C	0.850											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.303	2.251
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	420	0	700
d_b, Bicycle Delay [s]	9.25	31.21	50.00	21.13
l_b,int, Bicycle LOS Score for Intersection	2.611	2.692	4.132	3.111
Bicycle LOS	B	B	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1023	332	239	1106	0	250	3	643	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1023	332	239	1106	0	250	3	643	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	256	83	60	277	0	63	1	161	0	0	0
Total Analysis Volume [veh/h]	0	1023	332	239	1106	0	250	3	643	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	34	0	12	46	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	48	8	60	22	22	22	
g / C, Green / Cycle	0.53	0.53	0.09	0.67	0.24	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.21	0.07	0.31	0.14	0.20	0.20	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1592	1589	
c, Capacity [veh/h]	1901	849	310	2379	433	387	386	
d1, Uniform Delay [s]	13.72	12.36	40.07	7.19	30.02	32.37	32.38	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.10	1.36	4.04	0.66	1.22	4.79	4.82	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.39	0.77	0.46	0.58	0.84	0.84	
d, Delay for Lane Group [s/veh]	14.81	13.71	44.11	7.85	31.24	37.17	37.21	
Lane Group LOS	B	B	D	A	C	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.57	3.99	2.73	4.56	4.81	7.02	7.02	
50th-Percentile Queue Length [ft/ln]	164.32	99.84	68.18	113.91	120.37	175.52	175.55	
95th-Percentile Queue Length [veh/ln]	10.78	7.19	4.91	8.06	8.41	11.37	11.37	
95th-Percentile Queue Length [ft/ln]	269.44	179.71	122.72	201.42	210.33	284.16	284.20	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	14.81	13.71	44.11	7.85	0.00	31.24	37.17	37.19	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	14.55			14.29			35.53			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.68											
Intersection LOS	B											
Intersection V/C	0.646											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.231	1.994
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	933	889	0
d_b, Bicycle Delay [s]	20.01	12.81	13.90	45.01
I_b,int, Bicycle LOS Score for Intersection	2.677	2.669	3.038	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	22.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	83	1092	63	62	1374	133	66	2	42	193	11	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	1092	63	62	1374	133	66	2	42	193	11	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	273	16	16	344	33	17	1	11	48	3	30
Total Analysis Volume [veh/h]	83	1092	63	62	1374	133	66	2	42	193	11	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	61	0	11	61	0	0	28	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	58	58	6	58	58	24	24	24
g / C, Green / Cycle	0.06	0.58	0.58	0.06	0.58	0.58	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.31	0.31	0.03	0.41	0.41	0.27	0.18	0.08
s, saturation flow rate [veh/h]	1781	1870	1834	1781	1870	1813	406	1152	1589
c, Capacity [veh/h]	116	1088	1067	106	1078	1045	154	345	380
d1, Uniform Delay [s]	45.87	12.71	12.72	45.84	15.14	15.26	43.29	35.21	31.35
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.38	0.15	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.07	1.89	1.93	5.07	3.90	4.17	19.12	2.23	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.54	0.54	0.59	0.71	0.71	0.71	0.59	0.32
d, Delay for Lane Group [s/veh]	53.94	14.60	14.65	50.91	19.04	19.44	62.41	37.44	31.83
Lane Group LOS	D	B	B	D	B	B	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.27	7.96	7.83	1.64	12.55	12.47	3.56	4.74	2.44
50th-Percentile Queue Length [ft/ln]	56.79	198.90	195.80	41.10	313.87	311.72	88.97	118.46	60.99
95th-Percentile Queue Length [veh/ln]	4.09	12.58	12.42	2.96	18.37	18.26	6.41	8.31	4.39
95th-Percentile Queue Length [ft/ln]	102.23	314.55	310.54	73.97	459.15	456.49	160.15	207.71	109.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.94	14.63	14.65	50.91	19.22	19.44	62.41	62.41	62.41	37.44	37.44	31.83
Movement LOS	D	B	B	D	B	B	E	E	E	D	D	C
d_A, Approach Delay [s/veh]	17.26			20.49			62.41			35.35		
Approach LOS	B			C			E			D		
d_I, Intersection Delay [s/veh]	22.17											
Intersection LOS	C											
Intersection V/C	0.829											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	3.134	2.954	1.884	2.092
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	1140	480	480
d_b, Bicycle Delay [s]	9.25	9.25	28.88	28.88
l_b,int, Bicycle LOS Score for Intersection	2.581	2.854	1.741	2.096
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	64	1067	402	54	1464	23	20	6	65	565	12	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	1067	402	54	1464	23	20	6	65	565	12	171
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	267	101	14	366	6	5	2	16	141	3	43
Total Analysis Volume [veh/h]	64	1067	402	54	1464	23	20	6	65	565	12	171
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	12	20	0	11	19	0	0	20	0	0	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	48	48	5	48	48	7	19	19	19
g / C, Green / Cycle	0.06	0.51	0.51	0.06	0.50	0.50	0.07	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.04	0.41	0.42	0.03	0.40	0.40	0.06	0.16	0.16	0.11
s, saturation flow rate [veh/h]	1781	1870	1700	1781	1870	1860	1645	1781	1784	1589
c, Capacity [veh/h]	108	949	863	101	941	936	117	350	351	312
d1, Uniform Delay [s]	43.51	19.40	19.82	43.64	19.49	19.51	43.41	36.62	36.62	34.39
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.09	7.00	8.78	4.36	6.76	6.85	10.49	4.89	4.87	1.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.80	0.82	0.54	0.79	0.79	0.78	0.82	0.82	0.55
d, Delay for Lane Group [s/veh]	48.60	26.40	28.60	48.00	26.25	26.37	53.90	41.51	41.49	35.89
Lane Group LOS	D	C	C	D	C	C	D	D	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.61	14.72	14.44	1.35	14.40	14.39	2.43	6.78	6.79	3.64
50th-Percentile Queue Length [ft/ln]	40.20	368.10	360.97	33.72	360.09	359.68	60.65	169.57	169.74	91.08
95th-Percentile Queue Length [veh/ln]	2.89	21.02	20.67	2.43	20.63	20.61	4.37	11.05	11.06	6.56
95th-Percentile Queue Length [ft/ln]	72.36	525.43	516.76	60.70	515.69	515.19	109.17	276.34	276.58	163.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.60	27.04	28.60	48.00	26.31	26.37	53.90	53.90	53.90	41.50	41.49	35.89
Movement LOS	D	C	C	D	C	C	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	28.35			27.07			53.90			40.22		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.71											
Intersection LOS	C											
Intersection V/C	0.800											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.16	37.16	37.16	37.16
l_p,int, Pedestrian LOS Score for Intersection	3.009	2.848	1.810	2.428
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	337	316	337	842
d_b, Bicycle Delay [s]	32.87	33.70	32.87	15.94
l_b,int, Bicycle LOS Score for Intersection	2.824	2.831	1.710	2.794
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	45.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.029

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	141	962	127	125	1201	925	423	177	65	45	54	173
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	962	127	125	1201	925	423	177	65	45	54	173
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	241	32	31	300	231	106	44	16	11	14	43
Total Analysis Volume [veh/h]	141	962	127	125	1201	925	423	177	65	45	54	173
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	65	0	15	67	0	18	29	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	65	65	10	66	66	14	24	24	5	15	15
g / C, Green / Cycle	0.08	0.54	0.54	0.08	0.55	0.55	0.12	0.20	0.20	0.05	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.08	0.30	0.30	0.07	0.34	0.58	0.12	0.09	0.04	0.03	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1795	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	135	1009	969	152	1955	873	405	366	311	82	233	198
d1, Uniform Delay [s]	55.49	18.09	18.11	54.04	18.41	27.06	53.00	42.89	40.48	56.03	47.35	51.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.83	2.16	2.26	10.62	1.45	47.54	33.40	0.99	0.33	5.57	0.50	11.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.05	0.55	0.55	0.82	0.61	1.06	1.04	0.48	0.21	0.55	0.23	0.87
d, Delay for Lane Group [s/veh]	104.32	20.24	20.37	64.65	19.86	74.60	86.40	43.88	40.81	61.60	47.85	62.80
Lane Group LOS	F	C	C	E	B	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.90	10.43	10.07	4.16	11.39	35.02	7.97	4.78	1.65	1.46	1.49	5.72
50th-Percentile Queue Length [ft/ln]	147.51	260.73	251.87	104.04	284.73	875.49	199.31	119.44	41.24	36.57	37.36	143.04
95th-Percentile Queue Length [veh/ln]	10.04	15.73	15.28	7.49	16.92	46.91	12.83	8.36	2.97	2.63	2.69	9.64
95th-Percentile Queue Length [ft/ln]	250.88	393.13	382.00	187.26	423.10	1172.73	320.69	209.05	74.24	65.83	67.26	241.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	104.32	20.30	20.37	64.65	19.86	74.60	86.40	43.88	40.81	61.60	47.85	62.80
Movement LOS	F	C	C	E	B	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	29.94			44.85			70.63			59.63		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	45.49											
Intersection LOS	D											
Intersection V/C	1.029											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.809	3.086	2.856	2.316
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1016	1050	417	300
d_b, Bicycle Delay [s]	14.52	13.55	37.62	43.37
l_b,int, Bicycle LOS Score for Intersection	2.574	3.417	2.657	2.008
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	47.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.935

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	185	1055	35	25	1152	248	271	239	339	121	239	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1055	35	25	1152	248	271	239	339	121	239	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	264	9	6	288	62	68	60	85	30	60	15
Total Analysis Volume [veh/h]	185	1055	35	25	1152	248	271	239	339	121	239	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	60	0	11	54	0	24	36	0	13	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	59	59	4	50	50	20	32	32	9	21
g / C, Green / Cycle	0.11	0.49	0.49	0.03	0.42	0.42	0.17	0.27	0.27	0.08	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.29	0.01	0.38	0.39	0.15	0.13	0.21	0.07	0.17
s, saturation flow rate [veh/h]	1781	1870	1849	1781	1870	1757	1781	1870	1589	1781	1806
c, Capacity [veh/h]	193	922	911	60	781	734	297	496	421	134	314
d1, Uniform Delay [s]	53.22	21.82	21.83	56.87	33.00	33.27	49.18	37.17	41.21	55.06	49.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.16	0.11	0.31	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	2.82	2.86	4.64	17.48	19.94	15.16	0.73	9.76	18.73	22.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.59	0.59	0.42	0.92	0.93	0.91	0.48	0.80	0.90	0.95
d, Delay for Lane Group [s/veh]	74.47	24.64	24.69	61.51	50.48	53.21	64.34	37.90	50.98	73.79	71.73
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.68	11.59	11.49	0.82	23.04	22.54	9.21	6.02	10.45	4.33	10.80
50th-Percentile Queue Length [ft/ln]	167.05	289.80	287.20	20.52	575.89	563.48	230.24	150.45	261.19	108.15	270.06
95th-Percentile Queue Length [veh/ln]	10.92	17.18	17.05	1.48	30.91	30.33	14.19	10.04	15.75	7.74	16.19
95th-Percentile Queue Length [ft/ln]	273.03	429.40	426.16	36.94	772.68	758.13	354.66	251.03	393.71	193.43	404.81

Movement, Approach, & Intersection Results

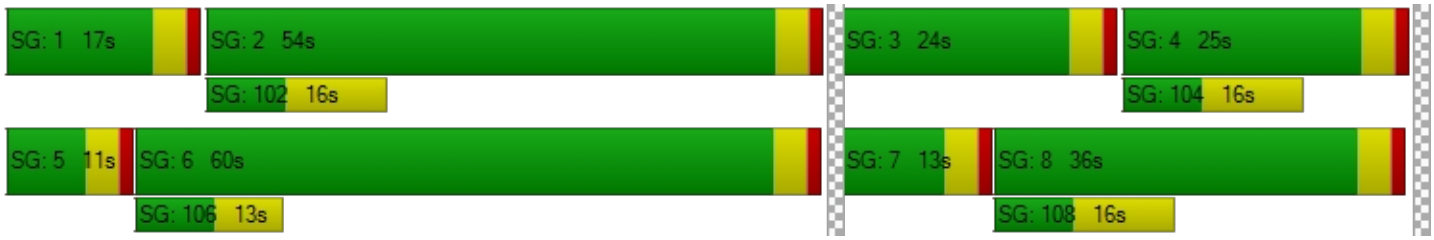
d_M, Delay for Movement [s/veh]	74.47	24.66	24.69	61.51	51.51	53.21	64.34	37.90	50.98	73.79	71.73	71.73
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	31.89			51.98			51.56			72.33		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	47.59											
Intersection LOS	D											
Intersection V/C	0.935											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.877	2.862	2.610	2.188
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	833	533	350
d_b, Bicycle Delay [s]	17.07	20.42	32.27	40.85
l_b,int, Bicycle LOS Score for Intersection	2.611	2.735	2.960	2.253
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	30	873	70	258	1169	175	128	82	39	87	123	218
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	873	70	258	1169	175	128	82	39	87	123	218
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	218	18	65	292	44	32	21	10	22	31	55
Total Analysis Volume [veh/h]	30	873	70	258	1169	175	128	82	39	87	123	218
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	30	0	31	42	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	15	49	49	25	25	25	25
g / C, Green / Cycle	0.04	0.42	0.42	0.17	0.55	0.55	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.26	0.26	0.14	0.36	0.37	0.12	0.07	0.07	0.20
s, saturation flow rate [veh/h]	1781	1870	1822	1781	1870	1787	1039	1769	1270	1680
c, Capacity [veh/h]	75	786	766	300	1022	977	155	492	338	467
d1, Uniform Delay [s]	42.01	20.32	20.32	36.39	14.55	14.71	43.12	25.20	30.69	29.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.16
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	3.48	3.57	7.11	3.44	3.80	10.51	0.26	0.40	3.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.61	0.61	0.86	0.67	0.68	0.83	0.25	0.26	0.73
d, Delay for Lane Group [s/veh]	45.39	23.80	23.89	43.51	17.99	18.51	53.63	25.46	31.09	32.79
Lane Group LOS	D	C	C	D	B	B	D	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	8.21	8.01	6.00	10.01	9.93	3.28	2.01	1.63	6.92
50th-Percentile Queue Length [ft/ln]	17.85	205.15	200.33	149.93	250.32	248.13	82.10	50.16	40.73	173.09
95th-Percentile Queue Length [veh/ln]	1.29	12.90	12.66	10.01	15.20	15.09	5.91	3.61	2.93	11.24
95th-Percentile Queue Length [ft/ln]	32.13	322.60	316.39	250.34	380.06	377.29	147.78	90.28	73.31	280.98

Movement, Approach, & Intersection Results

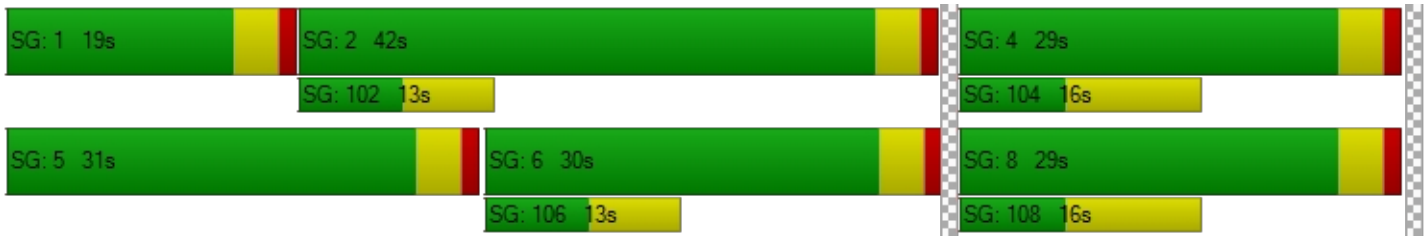
d_M, Delay for Movement [s/veh]	45.39	23.84	23.89	43.51	18.21	18.51	53.63	25.46	25.46	31.09	32.79	32.79
Movement LOS	D	C	C	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.51			22.32			39.94			32.44		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	25.65											
Intersection LOS	C											
Intersection V/C	0.696											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.865	3.032	2.127	2.212
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	844	555	555
d_b, Bicycle Delay [s]	22.77	15.03	23.48	23.48
l_b,int, Bicycle LOS Score for Intersection	2.362	2.881	1.970	2.266
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	176	672	113	196	716	247	161	607	46	103	559	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	672	113	196	716	247	161	607	46	103	559	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	168	28	49	179	62	40	152	12	26	140	25
Total Analysis Volume [veh/h]	176	672	113	196	716	247	161	607	46	103	559	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	45	0	12	46	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	27	27	7	28	28	7	33	33	7	33	44
g / C, Green / Cycle	0.08	0.30	0.30	0.08	0.31	0.31	0.08	0.37	0.37	0.07	0.36	0.49
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.22	0.06	0.27	0.27	0.05	0.12	0.12	0.03	0.11	0.06
s, saturation flow rate [veh/h]	3459	1870	1777	3459	1870	1708	3459	3560	1804	3459	5094	1589
c, Capacity [veh/h]	269	570	542	274	573	524	267	1301	659	252	1839	770
d1, Uniform Delay [s]	40.41	27.76	27.76	40.52	29.65	29.69	40.26	20.67	20.69	39.94	20.68	12.79
k, delay calibration	0.11	0.11	0.11	0.11	0.15	0.15	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.70	1.62	1.70	3.46	6.00	6.71	2.18	0.69	1.37	1.06	0.43	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.71	0.71	0.71	0.88	0.88	0.60	0.33	0.33	0.41	0.30	0.13
d, Delay for Lane Group [s/veh]	43.11	29.38	29.46	43.98	35.66	36.40	42.44	21.35	22.05	41.00	21.10	13.14
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.97	7.70	7.33	2.23	10.91	10.11	1.79	3.31	3.51	1.12	2.81	1.15
50th-Percentile Queue Length [ft/ln]	49.36	192.56	183.34	55.68	272.70	252.68	44.69	82.86	87.70	27.91	70.23	28.83
95th-Percentile Queue Length [veh/ln]	3.55	12.25	11.77	4.01	16.32	15.32	3.22	5.97	6.31	2.01	5.06	2.08
95th-Percentile Queue Length [ft/ln]	88.84	306.35	294.37	100.23	408.11	383.03	80.45	149.14	157.87	50.23	126.41	51.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.11	29.41	29.46	43.98	35.88	36.40	42.44	21.55	22.05	41.00	21.10	13.14
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	31.92			37.36			25.71			22.74		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	30.36											
Intersection LOS	C											
Intersection V/C	0.580											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.749	2.793	2.944	3.031
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	910	932	400	400
d_b, Bicycle Delay [s]	13.37	12.84	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.352	2.516	2.007	1.979
Bicycle LOS	B	B	B	A

Sequence

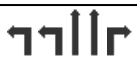
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	319	739	199	98	686	197	171	327	548	72	107	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	739	199	98	686	197	171	327	548	72	107	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	185	50	25	172	49	43	82	137	18	27	17
Total Analysis Volume [veh/h]	319	739	199	98	686	197	171	327	548	72	107	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	27	0	11	21	0	25	41	0	11	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	41	6	37	37	7	21	21	6	20	20
g / C, Green / Cycle	0.12	0.45	0.07	0.41	0.41	0.08	0.23	0.23	0.07	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.09	0.15	0.03	0.13	0.12	0.05	0.09	0.19	0.02	0.03	0.04
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	403	2293	250	2067	645	268	834	659	229	793	354
d1, Uniform Delay [s]	38.78	15.95	39.95	18.39	18.17	40.36	29.12	32.84	40.16	28.09	28.46
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.55	0.37	1.00	0.43	1.22	2.50	0.30	2.82	0.78	0.08	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.32	0.39	0.33	0.31	0.64	0.39	0.83	0.31	0.13	0.19
d, Delay for Lane Group [s/veh]	42.33	16.32	40.95	18.82	19.39	42.86	29.42	35.66	40.94	28.17	28.72
Lane Group LOS	D	B	D	B	B	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.58	3.20	1.06	3.24	2.91	1.91	2.97	5.80	0.78	0.92	1.20
50th-Percentile Queue Length [ft/ln]	89.49	80.06	26.52	80.99	72.63	47.78	74.21	145.06	19.46	23.08	30.10
95th-Percentile Queue Length [veh/ln]	6.44	5.76	1.91	5.83	5.23	3.44	5.34	9.75	1.40	1.66	2.17
95th-Percentile Queue Length [ft/ln]	161.08	144.11	47.74	145.78	130.74	86.00	133.58	243.82	35.03	41.54	54.17

Movement, Approach, & Intersection Results

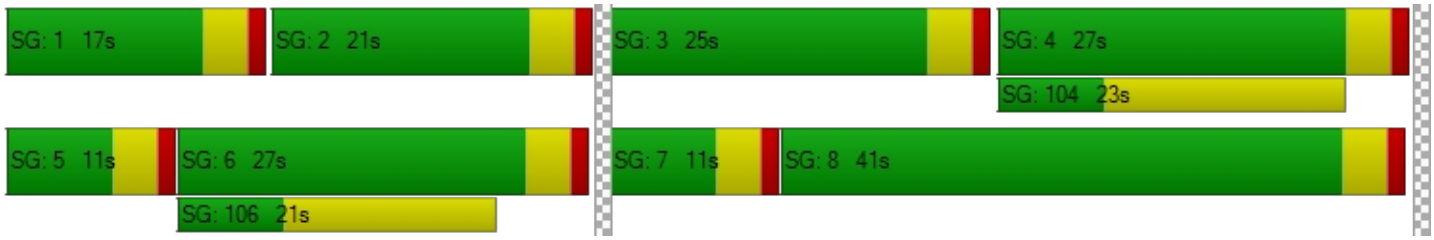
d_M, Delay for Movement [s/veh]	42.33	16.32	0.00	40.95	18.82	19.39	42.86	29.42	35.66	40.94	28.17	28.72
Movement LOS	D	B		D	B	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	24.16			21.15			34.89			32.04		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.23											
Intersection LOS	C											
Intersection V/C	0.538											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.061	0.000	2.687
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	377	821	511
d_b, Bicycle Delay [s]	24.98	29.65	15.64	24.98
l_b,int, Bicycle LOS Score for Intersection	2.142	2.099	2.423	1.763
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1130	1054	0	1117	211	0	0	0	292	0	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1130	1054	0	1117	211	0	0	0	292	0	151
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	283	264	0	279	53	0	0	0	73	0	38
Total Analysis Volume [veh/h]	0	1130	1054	0	1117	211	0	0	0	292	0	151
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	17	0	0	17	0	0	0	0	73	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	71		11	11	11
g / C, Green / Cycle	0.79	0.79	0.79		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.22	0.22	0.13		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1762	1589
c, Capacity [veh/h]	4040	4040	1261		210	208	187
d1, Uniform Delay [s]	2.47	2.46	2.22		38.25	38.25	38.25
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.17	0.29		4.86	4.92	5.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.28	0.17		0.73	0.73	0.73
d, Delay for Lane Group [s/veh]	2.64	2.63	2.50		43.11	43.17	43.69
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.17	1.15	0.65		3.50	3.47	3.16
50th-Percentile Queue Length [ft/ln]	29.19	28.76	16.37		87.62	86.76	79.02
95th-Percentile Queue Length [veh/ln]	2.10	2.07	1.18		6.31	6.25	5.69
95th-Percentile Queue Length [ft/ln]	52.55	51.77	29.47		157.72	156.17	142.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	2.64	0.00	0.00	2.63	2.50	0.00	0.00	0.00	43.14	0.00	43.68
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.64			2.61			0.00			43.31		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	8.84											
Intersection LOS	A											
Intersection V/C	0.338											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	34.63
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.239
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	289	0	1535
d_b, Bicycle Delay [s]	32.90	32.90	44.96	2.43
l_b,int, Bicycle LOS Score for Intersection	2.181	2.290	4.132	2.291
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.694

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	208	1897	1258	177	209	969
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	1897	1258	177	209	969
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	474	315	44	52	242
Total Analysis Volume [veh/h]	208	1897	1258	177	209	969
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	34	84	50	0	36	36
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	30	81	47	47	31	65
g / C, Green / Cycle	0.25	0.67	0.39	0.39	0.26	0.54
(v / s)_i Volume / Saturation Flow Rate	0.06	0.37	0.25	0.11	0.06	0.34
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	865	3423	1979	618	904	1532
d1, Uniform Delay [s]	35.89	10.28	29.77	25.22	34.82	18.96
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.65	1.57	1.17	0.13	0.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.55	0.64	0.29	0.23	0.63
d, Delay for Lane Group [s/veh]	36.03	10.93	31.34	26.39	34.95	19.85
Lane Group LOS	D	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.46	8.32	10.03	3.68	2.43	9.27
50th-Percentile Queue Length [ft/ln]	61.59	207.95	250.72	92.11	60.82	231.72
95th-Percentile Queue Length [veh/ln]	4.43	13.05	15.22	6.63	4.38	14.26
95th-Percentile Queue Length [ft/ln]	110.86	326.20	380.56	165.79	109.47	356.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.03	10.93	31.34	26.39	34.95	19.85
Movement LOS	D	B	C	C	C	B
d_A, Approach Delay [s/veh]	13.41		30.73		22.53	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	20.96					
Intersection LOS	C					
Intersection V/C	0.694					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1334	767	533
d_b, Bicycle Delay [s]	6.66	22.80	32.25
l_b,int, Bicycle LOS Score for Intersection	2.717	2.349	1.560
Bicycle LOS	B	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1418	551	939	1374	394	705
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1418	551	939	1374	394	705
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	355	138	235	344	99	176
Total Analysis Volume [veh/h]	1418	551	939	1374	394	705
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	59	0	37	37	19	56
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	35	92	15	54
g / C, Green / Cycle	0.46	0.46	0.30	0.80	0.13	0.47
(v / s)_i Volume / Saturation Flow Rate	0.41	0.20	0.26	0.49	0.11	0.20
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1606	1307	1074	2253	448	1659
d1, Uniform Delay [s]	27.94	20.50	38.08	4.45	49.15	20.44
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.76	0.22	9.93	1.24	5.73	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.42	0.87	0.61	0.88	0.42
d, Delay for Lane Group [s/veh]	29.70	20.71	48.00	5.69	54.88	21.24
Lane Group LOS	C	C	D	A	D	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	17.47	4.91	13.87	5.05	5.90	6.42
50th-Percentile Queue Length [ft/ln]	436.81	122.71	346.69	126.30	147.42	160.40
95th-Percentile Queue Length [veh/ln]	24.33	8.54	19.97	8.74	9.88	10.57
95th-Percentile Queue Length [ft/ln]	608.19	213.55	499.37	218.45	246.98	264.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.70	20.71	48.00	5.69	54.88	21.24
Movement LOS	C	C	D	A	D	C
d_A, Approach Delay [s/veh]	27.18		22.87		33.30	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	26.58					
Intersection LOS	C					
Intersection V/C	0.879					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	957	574	905
d_b, Bicycle Delay [s]	15.64	29.22	17.25
l_b,int, Bicycle LOS Score for Intersection	1.560	3.468	2.466
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	107.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	19	0	292	1	0	0	4	627	50	169	229	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	292	1	0	0	4	627	50	169	229	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	73	0	0	0	1	157	13	42	57	1
Total Analysis Volume [veh/h]	19	0	292	1	0	0	4	627	50	169	229	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.62	0.03	0.00	0.00	0.00	0.01	0.00	0.18	0.00	0.00
d_M, Delay for Movement [s/veh]	60.26	56.47	38.26	107.45	34.55	12.27	7.70	0.00	0.00	9.14	0.00	0.00
Movement LOS	F	F	E	F	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	6.64	6.64	6.64	0.08	0.08	0.08	0.01	0.01	0.01	0.31	0.31	0.31
95th-Percentile Queue Length [ft/ln]	166.06	166.06	166.06	2.09	2.09	2.09	0.17	0.17	0.17	7.79	7.79	7.79
d_A, Approach Delay [s/veh]	39.60			107.45			0.05			3.84		
Approach LOS	E			F			A			A		
d_I, Intersection Delay [s/veh]	10.04											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	45.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	138	472	252	211	406	77	206	465	227	179	199	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	138	472	252	211	406	77	206	465	227	179	199	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	118	63	53	102	19	52	116	57	45	50	27
Total Analysis Volume [veh/h]	138	472	252	211	406	77	206	465	227	179	199	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	36	0	0	41	0	20	25	25	13	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	32	32	32	27	27	15	31	80	9	24
g / C, Green / Cycle	0.28	0.28	0.28	0.23	0.23	0.13	0.27	0.70	0.08	0.21
(v / s)_i Volume / Saturation Flow Rate	0.08	0.25	0.16	0.19	0.21	0.12	0.09	0.14	0.08	0.17
s, saturation flow rate [veh/h]	1781	1870	1589	1815	1637	1781	5094	1589	2240	1761
c, Capacity [veh/h]	502	528	448	427	385	235	1349	1105	205	373
d1, Uniform Delay [s]	32.15	39.67	35.24	41.66	42.67	49.05	34.23	6.23	54.62	43.25
k, delay calibration	0.11	0.24	0.11	0.16	0.20	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	11.05	1.11	5.62	13.07	10.06	0.70	0.42	10.89	17.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.89	0.56	0.82	0.90	0.88	0.34	0.21	0.87	0.82
d, Delay for Lane Group [s/veh]	32.44	50.72	36.35	47.28	55.74	59.11	34.93	6.65	65.51	61.20
Lane Group LOS	C	D	D	D	E	E	C	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.04	14.29	6.15	9.96	10.84	6.45	3.60	1.94	2.94	10.11
50th-Percentile Queue Length [ft/ln]	76.05	357.14	153.65	249.11	271.12	161.22	89.98	48.54	73.53	252.81
95th-Percentile Queue Length [veh/ln]	5.48	20.48	10.21	15.14	16.25	10.61	6.48	3.49	5.29	15.33
95th-Percentile Queue Length [ft/ln]	136.89	512.11	255.29	378.53	406.13	265.34	161.96	87.37	132.36	383.19

Movement, Approach, & Intersection Results

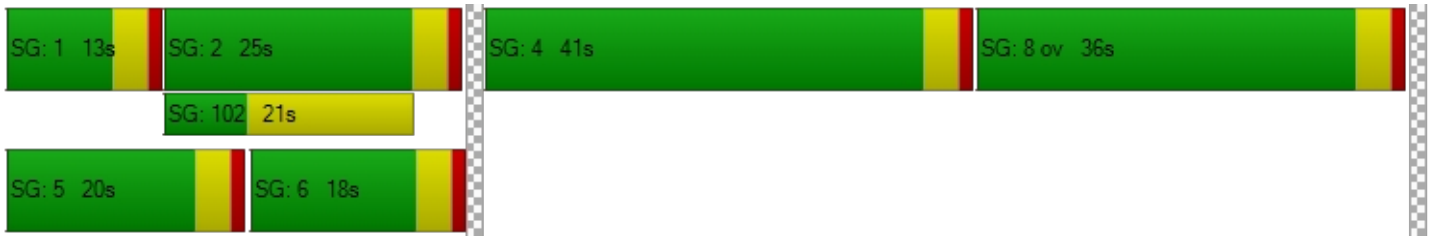
d_M, Delay for Movement [s/veh]	32.44	50.72	36.35	47.28	52.88	55.74	59.11	34.93	6.65	65.51	61.20	61.20
Movement LOS	C	D	D	D	D	E	E	C	A	E	E	E
d_A, Approach Delay [s/veh]	43.59			51.49			33.32			62.79		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	45.49											
Intersection LOS	D											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.893	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	643	365	243
d_b, Bicycle Delay [s]	29.97	26.47	38.44	44.37
l_b,int, Bicycle LOS Score for Intersection	2.982	2.132	2.054	2.360
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.421

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	25	59	34	88	27	98	166	734	27	27	382	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	59	34	88	27	98	166	734	27	27	382	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	9	22	7	25	42	184	7	7	96	22
Total Analysis Volume [veh/h]	25	59	34	88	27	98	166	734	27	27	382	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	52	0	13	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	13	13	13	10	62	62	3	55	55
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.69	0.69	0.04	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.02	0.03	0.03	0.07	0.01	0.06	0.09	0.14	0.14	0.02	0.20	0.06
s, saturation flow rate [veh/h]	1266	1870	1653	1303	1870	1589	1781	3560	1836	1781	1870	1589
c, Capacity [veh/h]	209	261	231	197	261	222	206	2451	1264	69	1144	972
d1, Uniform Delay [s]	37.05	34.17	34.26	39.99	33.80	35.50	38.83	5.08	5.08	42.25	8.54	7.19
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	0.33	0.42	1.59	0.17	1.38	7.29	0.19	0.37	3.64	0.79	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.18	0.20	0.45	0.10	0.44	0.81	0.20	0.21	0.39	0.33	0.09
d, Delay for Lane Group [s/veh]	37.30	34.50	34.68	41.58	33.97	36.88	46.12	5.27	5.45	45.89	9.32	7.38
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	A	A
Critical Lane Group	No	No	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.51	0.92	0.90	1.96	0.52	2.03	3.94	1.50	1.61	0.65	3.54	0.70
50th-Percentile Queue Length [ft/ln]	12.84	23.11	22.59	49.02	13.06	50.71	98.43	37.49	40.34	16.23	88.39	17.39
95th-Percentile Queue Length [veh/ln]	0.92	1.66	1.63	3.53	0.94	3.65	7.09	2.70	2.90	1.17	6.36	1.25
95th-Percentile Queue Length [ft/ln]	23.11	41.60	40.66	88.23	23.50	91.28	177.18	67.49	72.62	29.22	159.11	31.30

Movement, Approach, & Intersection Results

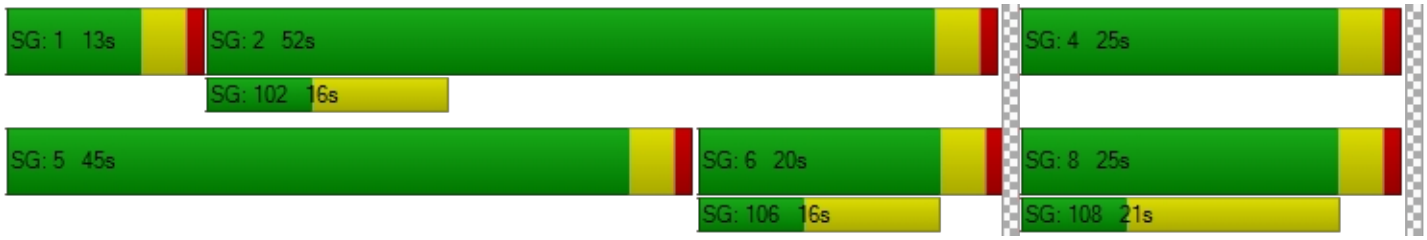
d_M, Delay for Movement [s/veh]	37.30	34.54	34.68	41.58	33.97	36.88	46.12	5.33	5.45	45.89	9.32	7.38
Movement LOS	D	C	C	D	C	D	D	A	A	D	A	A
d_A, Approach Delay [s/veh]	35.16			38.45			12.64			10.96		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.81											
Intersection LOS	B											
Intersection V/C	0.421											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.338	2.402	0.000	2.798
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1067	356
d_b, Bicycle Delay [s]	26.45	26.45	9.80	30.43
l_b,int, Bicycle LOS Score for Intersection	1.657	1.911	2.069	2.381
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	164	346	150	154	254	56	148	489	202	165	267	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	346	150	154	254	56	148	489	202	165	267	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	87	38	39	64	14	37	122	51	41	67	28
Total Analysis Volume [veh/h]	164	346	150	154	254	56	148	489	202	165	267	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	27	0	14	27	0	21	34	0	15	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	45	45	7	45	45	7	16	16	7	16	16
g / C, Green / Cycle	0.08	0.50	0.50	0.08	0.50	0.50	0.08	0.17	0.17	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.09	0.04	0.07	0.04	0.04	0.14	0.13	0.05	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1687
c, Capacity [veh/h]	268	1762	787	266	1761	786	266	617	275	268	325	293
d1, Uniform Delay [s]	40.29	12.74	12.70	40.20	12.40	11.94	40.15	35.73	35.31	40.30	34.40	34.48
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.27	0.25	0.54	1.98	0.17	0.18	1.83	2.36	3.78	2.30	1.82	2.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.20	0.19	0.58	0.14	0.07	0.56	0.79	0.73	0.62	0.61	0.62
d, Delay for Lane Group [s/veh]	42.56	12.99	13.24	42.18	12.57	12.11	41.97	38.09	39.09	42.60	36.22	36.60
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	1.92	1.73	1.70	1.37	0.60	1.63	5.25	4.41	1.84	4.08	3.78
50th-Percentile Queue Length [ft/ln]	45.61	48.11	43.20	42.58	34.33	15.08	40.78	131.32	110.32	45.92	102.05	94.62
95th-Percentile Queue Length [veh/ln]	3.28	3.46	3.11	3.07	2.47	1.09	2.94	9.01	7.86	3.31	7.35	6.81
95th-Percentile Queue Length [ft/ln]	82.10	86.59	77.77	76.64	61.79	27.15	73.41	225.29	196.44	82.65	183.70	170.31

Movement, Approach, & Intersection Results

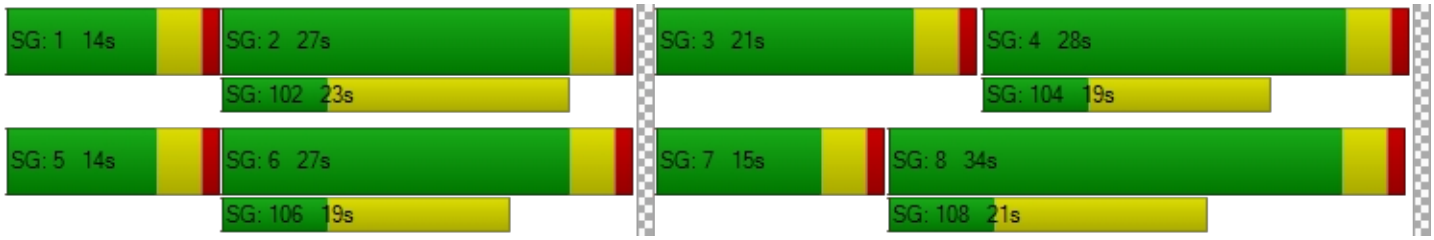
d_M, Delay for Movement [s/veh]	42.56	12.99	13.24	42.18	12.57	12.11	41.97	38.09	39.09	42.60	36.32	36.60
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.39			22.34			39.02			38.28		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.87											
Intersection LOS	C											
Intersection V/C	0.397											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.881	2.742	2.778	2.780
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	511	666	533
d_b, Bicycle Delay [s]	24.98	24.98	20.04	24.24
l_b,int, Bicycle LOS Score for Intersection	2.104	1.942	2.252	2.008
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.474

Intersection Setup

Name	Monroe Street		Monroe Street		Showcase Parkway	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Monroe Street		Monroe Street		Showcase Parkway	
Base Volume Input [veh/h]	797	419	18	782	491	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	797	419	18	782	491	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	105	5	196	123	13
Total Analysis Volume [veh/h]	797	419	18	782	491	50
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Split	Split
Signal Group	6	0	5	2	7	0
Auxiliary Signal Groups						
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	7	0	7	7	7	0
Maximum Green [s]	30	0	30	30	30	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	20	0	11	31	59	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	7	0	0	7	7	0
Pedestrian Clearance [s]	9	0	0	9	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	3	66	16	16
g / C, Green / Cycle	0.66	0.66	0.03	0.73	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.22	0.26	0.01	0.22	0.14	0.03
s, saturation flow rate [veh/h]	3560	1589	3459	3560	3459	1589
c, Capacity [veh/h]	2351	1050	102	2614	612	281
d1, Uniform Delay [s]	6.69	7.05	42.63	4.08	35.54	31.49
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	1.13	0.82	0.29	2.51	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.40	0.18	0.30	0.80	0.18
d, Delay for Lane Group [s/veh]	7.08	8.19	43.45	4.37	38.05	31.79
Lane Group LOS	A	A	D	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.00	3.51	0.21	1.99	5.28	0.94
50th-Percentile Queue Length [ft/ln]	74.96	87.79	5.13	49.75	131.95	23.43
95th-Percentile Queue Length [veh/ln]	5.40	6.32	0.37	3.58	9.05	1.69
95th-Percentile Queue Length [ft/ln]	134.93	158.03	9.23	89.54	226.14	42.17

Movement, Approach, & Intersection Results

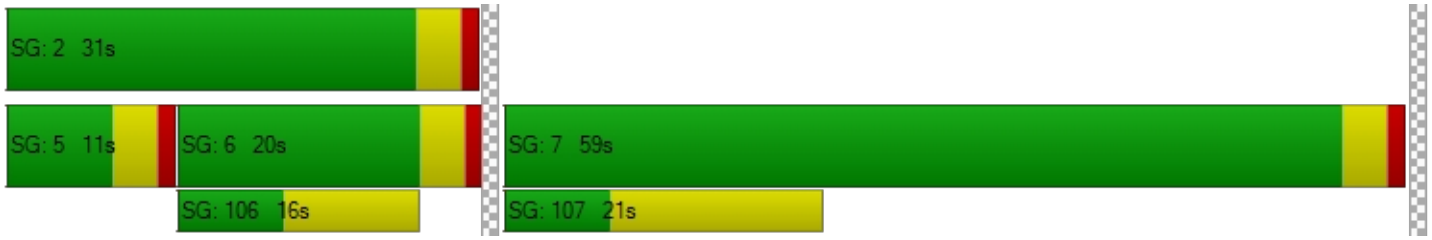
d_M, Delay for Movement [s/veh]	7.08	8.19	43.45	4.37	38.05	31.79
Movement LOS	A	A	D	A	D	C
d_A, Approach Delay [s/veh]	7.47		5.25		37.47	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.12					
Intersection LOS	B					
Intersection V/C	0.474					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.940	2.823	2.611
Crosswalk LOS	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	355	600	1222
d_b, Bicycle Delay [s]	30.43	22.06	6.81
l_b,int, Bicycle LOS Score for Intersection	2.563	2.220	1.560
Bicycle LOS	B	B	A

Sequence

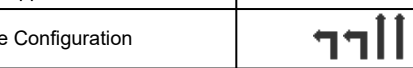
Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	428	1030	0	0	872	296	0	0	0	418	4	248
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	428	1030	0	0	872	296	0	0	0	418	4	248
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	258	0	0	218	74	0	0	0	105	1	62
Total Analysis Volume [veh/h]	428	1030	0	0	872	296	0	0	0	418	4	248
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	33	48	0	0	15	0	0	0	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	14	67	49	49		15	15	15
g / C, Green / Cycle	0.15	0.74	0.54	0.54		0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.12	0.29	0.24	0.19		0.13	0.13	0.13
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1747	1589
c, Capacity [veh/h]	535	2646	1936	864		299	294	267
d1, Uniform Delay [s]	36.70	4.18	12.41	11.51		35.82	35.84	35.90
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	0.43	0.76	1.08		4.28	4.41	5.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.39	0.45	0.34		0.77	0.78	0.79
d, Delay for Lane Group [s/veh]	39.51	4.62	13.17	12.59		40.10	40.24	40.98
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.67	2.72	5.12	3.36		5.13	5.06	4.71
50th-Percentile Queue Length [ft/ln]	116.68	68.05	128.00	83.90		128.35	126.54	117.87
95th-Percentile Queue Length [veh/ln]	8.21	4.90	8.83	6.04		8.85	8.75	8.28
95th-Percentile Queue Length [ft/ln]	205.26	122.49	220.77	151.02		221.25	218.78	206.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.51	4.62	0.00	0.00	13.17	12.59	0.00	0.00	0.00	40.17	40.24	40.90
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	14.86			13.02			0.00			40.42		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	19.41											
Intersection LOS	B											
Intersection V/C	0.578											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.069	2.157
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	978	244	0	844
d_b, Bicycle Delay [s]	11.76	34.68	45.01	15.03
l_b,int, Bicycle LOS Score for Intersection	2.762	2.523	4.132	2.665
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1034	429	311	961	0	455	3	533	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1034	429	311	961	0	455	3	533	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	259	107	78	240	0	114	1	133	0	0	0
Total Analysis Volume [veh/h]	0	1034	429	311	961	0	455	3	533	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	34	0	14	48	0	0	42	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	10	60	22	22	22	
g / C, Green / Cycle	0.51	0.51	0.11	0.66	0.25	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.29	0.27	0.09	0.27	0.19	0.20	0.21	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1659	1589	
c, Capacity [veh/h]	1805	806	383	2358	443	413	396	
d1, Uniform Delay [s]	15.43	14.99	39.11	7.04	31.18	31.71	32.06	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.33	2.51	4.16	0.52	2.51	3.62	4.67	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.57	0.53	0.81	0.41	0.75	0.80	0.83	
d, Delay for Lane Group [s/veh]	16.75	17.51	43.27	7.56	33.69	35.33	36.73	
Lane Group LOS	B	B	D	A	C	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.21	6.11	3.53	3.83	6.76	6.97	7.14	
50th-Percentile Queue Length [ft/ln]	180.16	152.65	88.22	95.76	168.94	174.34	178.61	
95th-Percentile Queue Length [veh/ln]	11.61	10.16	6.35	6.89	11.02	11.30	11.53	
95th-Percentile Queue Length [ft/ln]	290.23	253.96	158.80	172.37	275.53	282.61	288.20	

Movement, Approach, & Intersection Results

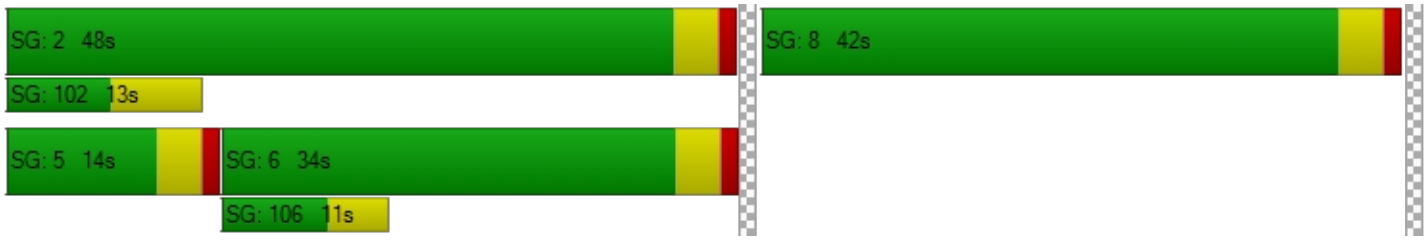
d_M, Delay for Movement [s/veh]	0.00	16.75	17.51	43.27	7.56	0.00	34.14	35.33	36.20	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	16.97			16.29			35.25			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	21.60											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.262	2.077
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	978	844	0
d_b, Bicycle Delay [s]	20.01	11.76	15.03	45.01
l_b,int, Bicycle LOS Score for Intersection	2.767	2.609	3.195	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	37	1177	139	184	1232	36	81	13	64	139	8	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	1177	139	184	1232	36	81	13	64	139	8	91
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	294	35	46	308	9	20	3	16	35	2	23
Total Analysis Volume [veh/h]	37	1177	139	184	1232	36	81	13	64	139	8	91
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	27	48	0	25	46	0	0	27	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	53	53	12	60	60	23	23	23
g / C, Green / Cycle	0.05	0.53	0.53	0.12	0.60	0.60	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.36	0.36	0.10	0.34	0.34	0.25	0.15	0.06
s, saturation flow rate [veh/h]	1781	1870	1802	1781	1870	1851	635	1001	1589
c, Capacity [veh/h]	82	985	949	219	1130	1118	200	300	366
d1, Uniform Delay [s]	46.48	17.42	17.48	42.87	11.88	11.90	42.57	34.70	31.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.33	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.86	3.76	3.96	8.28	2.04	2.07	18.25	1.24	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.68	0.68	0.84	0.56	0.56	0.79	0.49	0.25
d, Delay for Lane Group [s/veh]	50.34	21.18	21.44	51.15	13.92	13.97	60.82	35.93	31.80
Lane Group LOS	D	C	C	D	B	B	E	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	11.70	11.41	4.91	8.45	8.41	4.93	3.29	1.82
50th-Percentile Queue Length [ft/ln]	24.52	292.40	285.32	122.79	211.35	210.20	123.36	82.25	45.55
95th-Percentile Queue Length [veh/ln]	1.77	17.30	16.95	8.55	13.22	13.16	8.58	5.92	3.28
95th-Percentile Queue Length [ft/ln]	44.13	432.62	423.84	213.65	330.57	329.09	214.44	148.06	81.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.34	21.29	21.44	51.15	13.94	13.97	60.82	60.82	60.82	35.93	35.93	31.80
Movement LOS	D	C	C	D	B	B	E	E	E	D	D	C
d_A, Approach Delay [s/veh]	22.10			18.66			60.82			34.35		
Approach LOS	C			B			E			C		
d_I, Intersection Delay [s/veh]	23.36											
Intersection LOS	C											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	3.046	2.966	1.836	2.132
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	880	840	460	460
d_b, Bicycle Delay [s]	15.68	16.82	29.65	29.65
l_b,int, Bicycle LOS Score for Intersection	2.676	2.758	1.820	1.952
Bicycle LOS	B	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.823

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	40	1240	455	91	1299	12	18	13	68	399	8	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1240	455	91	1299	12	18	13	68	399	8	142
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	310	114	23	325	3	5	3	17	100	2	36
Total Analysis Volume [veh/h]	40	1240	455	91	1299	12	18	13	68	399	8	142
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	27	56	0	12	41	0	0	20	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	71	71	8	73	73	9	17	17	17
g / C, Green / Cycle	0.04	0.59	0.59	0.06	0.61	0.61	0.07	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.02	0.46	0.49	0.05	0.35	0.35	0.06	0.11	0.11	0.09
s, saturation flow rate [veh/h]	1781	1870	1705	1781	1870	1864	1654	1781	1784	1589
c, Capacity [veh/h]	78	1102	1005	115	1141	1137	124	246	246	219
d1, Uniform Delay [s]	56.15	18.79	19.76	55.37	14.06	14.06	54.65	50.36	50.36	48.99
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.12	5.57	7.81	11.49	2.11	2.12	11.15	6.98	6.97	3.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.78	0.83	0.79	0.58	0.58	0.80	0.83	0.83	0.65
d, Delay for Lane Group [s/veh]	61.27	24.36	27.57	66.85	16.17	16.19	65.80	57.34	57.33	52.19
Lane Group LOS	E	C	C	E	B	B	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.30	18.98	19.69	3.08	10.87	10.85	3.33	6.41	6.42	4.23
50th-Percentile Queue Length [ft/ln]	32.45	474.49	492.23	77.06	271.72	271.17	83.22	160.32	160.59	105.70
95th-Percentile Queue Length [veh/ln]	2.34	26.12	26.97	5.55	16.28	16.25	5.99	10.57	10.58	7.60
95th-Percentile Queue Length [ft/ln]	58.42	653.11	674.16	138.70	406.89	406.20	149.80	264.14	264.50	190.00

Movement, Approach, & Intersection Results

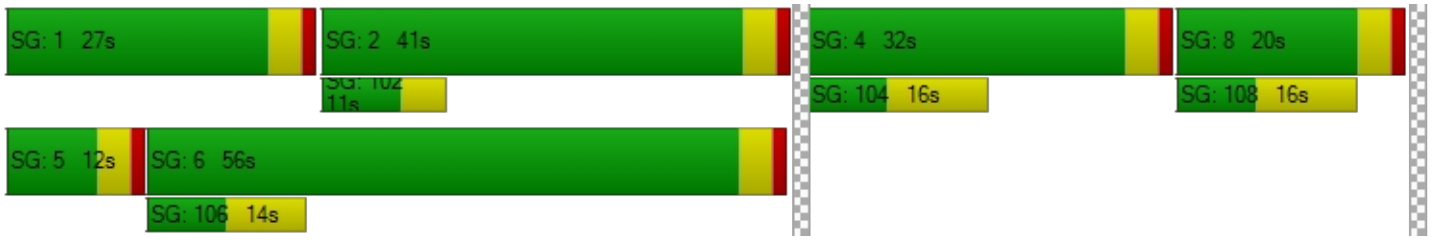
d_M, Delay for Movement [s/veh]	61.27	25.34	27.57	66.85	16.18	16.19	65.80	65.80	65.80	57.34	57.33	52.19
Movement LOS	E	C	C	E	B	B	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	26.75			19.47			65.80			56.00		
Approach LOS	C			B			E			E		
d_I, Intersection Delay [s/veh]	29.32											
Intersection LOS	C											
Intersection V/C	0.823											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.996	2.860	1.806	2.415
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	866	617	267	467
d_b, Bicycle Delay [s]	19.28	28.72	45.08	35.28
l_b,int, Bicycle LOS Score for Intersection	2.991	2.716	1.723	2.465
Bicycle LOS	C	B	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	47.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	168	996	105	152	1010	603	697	235	149	61	43	244
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	996	105	152	1010	603	697	235	149	61	43	244
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	249	26	38	253	151	174	59	37	15	11	61
Total Analysis Volume [veh/h]	168	996	105	152	1010	603	697	235	149	61	43	244
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	52	0	15	51	0	29	39	0	14	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	48	48	11	47	47	25	39	39	6	20	20
g / C, Green / Cycle	0.10	0.40	0.40	0.09	0.39	0.39	0.21	0.32	0.32	0.05	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.30	0.30	0.09	0.28	0.38	0.20	0.13	0.09	0.03	0.02	0.15
s, saturation flow rate [veh/h]	1781	1870	1808	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	179	749	724	164	1396	623	721	603	513	92	310	263
d1, Uniform Delay [s]	53.63	30.77	30.81	54.08	30.96	35.73	47.11	31.52	30.41	55.92	42.78	49.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.44	6.68	6.97	18.81	3.28	28.84	9.61	0.41	0.31	7.99	0.20	18.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.75	0.75	0.93	0.72	0.97	0.97	0.39	0.29	0.67	0.14	0.93
d, Delay for Lane Group [s/veh]	73.06	37.45	37.78	72.89	34.24	64.57	56.73	31.93	30.72	63.92	42.98	67.96
Lane Group LOS	E	D	D	E	C	E	E	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.00	15.03	14.65	5.41	12.89	21.89	11.22	5.36	3.28	2.02	1.11	8.54
50th-Percentile Queue Length [ft/ln]	149.91	375.72	366.21	135.26	322.36	547.19	280.59	133.95	81.99	50.50	27.86	213.56
95th-Percentile Queue Length [veh/ln]	10.01	21.39	20.93	9.22	18.78	29.56	16.72	9.15	5.90	3.64	2.01	13.34
95th-Percentile Queue Length [ft/ln]	250.31	534.66	523.13	230.62	469.58	739.00	417.95	228.85	147.58	90.89	50.14	333.39

Movement, Approach, & Intersection Results

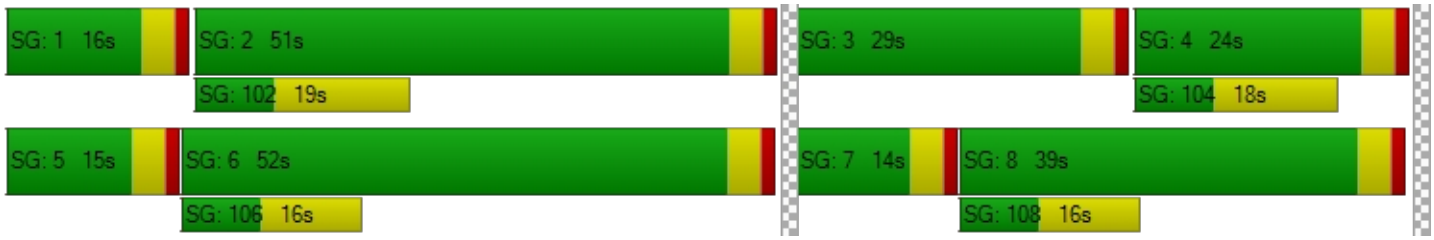
d_M, Delay for Movement [s/veh]	73.06	37.60	37.78	72.89	34.24	64.57	56.73	31.93	30.72	63.92	42.98	67.96
Movement LOS	E	D	D	E	C	E	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	42.31			47.93			47.75			64.16		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	47.55											
Intersection LOS	D											
Intersection V/C	0.956											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.799	3.068	2.872	2.350
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	783	583	333
d_b, Bicycle Delay [s]	21.61	22.22	30.12	41.68
l_b,int, Bicycle LOS Score for Intersection	2.607	3.016	3.343	2.134
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	35.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	186	1177	50	58	1107	191	227	203	236	90	163	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	1177	50	58	1107	191	227	203	236	90	163	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	294	13	15	277	48	57	51	59	23	41	13
Total Analysis Volume [veh/h]	186	1177	50	58	1107	191	227	203	236	90	163	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	26	0	12	20	0	52	52	0	20	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	57	57	6	49	49	16	25	25	7	15
g / C, Green / Cycle	0.12	0.51	0.51	0.05	0.45	0.45	0.15	0.22	0.22	0.06	0.14
(v / s)_i Volume / Saturation Flow Rate	0.10	0.33	0.33	0.03	0.35	0.36	0.13	0.11	0.15	0.05	0.12
s, saturation flow rate [veh/h]	1781	1870	1843	1781	1870	1776	1781	1870	1589	1781	1793
c, Capacity [veh/h]	216	959	945	96	833	791	263	417	354	116	252
d1, Uniform Delay [s]	47.46	19.51	19.53	50.95	26.26	26.37	45.81	37.29	39.04	50.66	46.23
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.67	3.32	3.39	6.04	7.80	8.47	8.13	0.88	2.16	10.44	8.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.64	0.65	0.61	0.80	0.80	0.86	0.49	0.67	0.77	0.85
d, Delay for Lane Group [s/veh]	57.13	22.83	22.93	56.99	34.06	34.84	53.94	38.17	41.19	61.10	54.33
Lane Group LOS	E	C	C	E	C	C	D	D	D	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.56	11.92	11.81	1.72	16.24	15.74	6.62	4.86	6.00	2.77	6.28
50th-Percentile Queue Length [ft/ln]	139.06	297.92	295.35	43.07	406.10	393.47	165.59	121.40	149.95	69.33	157.09
95th-Percentile Queue Length [veh/ln]	9.43	17.58	17.45	3.10	22.85	22.25	10.84	8.47	10.01	4.99	10.39
95th-Percentile Queue Length [ft/ln]	235.75	439.46	436.27	77.52	571.35	556.13	271.11	211.74	250.36	124.80	259.87

Movement, Approach, & Intersection Results

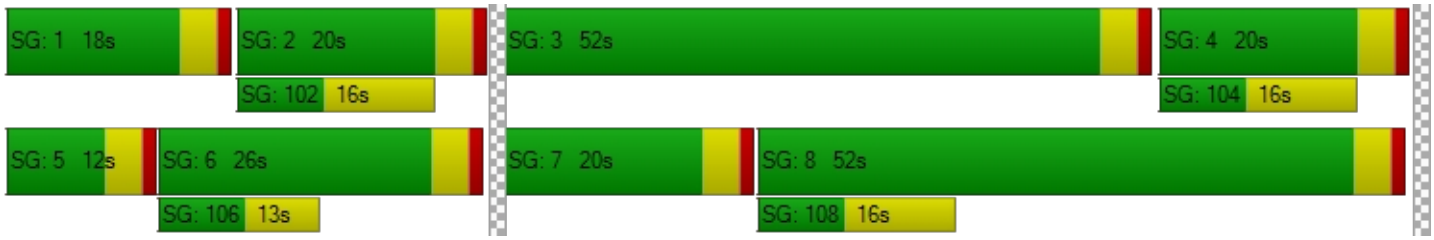
d_M, Delay for Movement [s/veh]	57.13	22.87	22.93	56.99	34.37	34.84	53.94	38.17	41.19	61.10	54.33	54.33
Movement LOS	E	C	C	E	C	C	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	27.39			35.41			44.62			56.33		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	35.72											
Intersection LOS	D											
Intersection V/C	0.830											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	2.864	2.858	2.545	2.150
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	400	291	872	291
d_b, Bicycle Delay [s]	35.22	40.19	17.49	40.19
l_b,int, Bicycle LOS Score for Intersection	2.725	2.678	2.659	2.063
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	26.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	59	1069	111	301	1042	75	57	98	32	63	88	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1069	111	301	1042	75	57	98	32	63	88	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	267	28	75	261	19	14	25	8	16	22	63
Total Analysis Volume [veh/h]	59	1069	111	301	1042	75	57	98	32	63	88	252
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	17	0	47	53	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	39	39	17	51	51	22	22	22	22
g / C, Green / Cycle	0.06	0.43	0.43	0.19	0.56	0.56	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.32	0.32	0.17	0.30	0.30	0.05	0.07	0.05	0.21
s, saturation flow rate [veh/h]	1781	1870	1809	1781	1870	1826	1040	1792	1260	1654
c, Capacity [veh/h]	109	800	774	346	1049	1024	109	438	287	405
d1, Uniform Delay [s]	41.05	21.69	21.71	35.18	12.42	12.45	44.38	27.70	33.09	32.34
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.15	6.35	6.61	6.75	1.97	2.04	3.85	0.37	0.38	7.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.75	0.75	0.87	0.54	0.54	0.52	0.30	0.22	0.84
d, Delay for Lane Group [s/veh]	45.19	28.04	28.33	41.92	14.40	14.49	48.23	28.07	33.47	39.55
Lane Group LOS	D	C	C	D	B	B	D	C	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.38	11.48	11.19	6.90	7.10	6.99	1.38	2.29	1.23	7.66
50th-Percentile Queue Length [ft/ln]	34.57	286.88	279.80	172.60	177.38	174.84	34.43	57.23	30.63	191.55
95th-Percentile Queue Length [veh/ln]	2.49	17.03	16.68	11.21	11.46	11.33	2.48	4.12	2.21	12.20
95th-Percentile Queue Length [ft/ln]	62.23	425.76	416.96	280.32	286.59	283.27	61.98	103.01	55.13	305.04

Movement, Approach, & Intersection Results

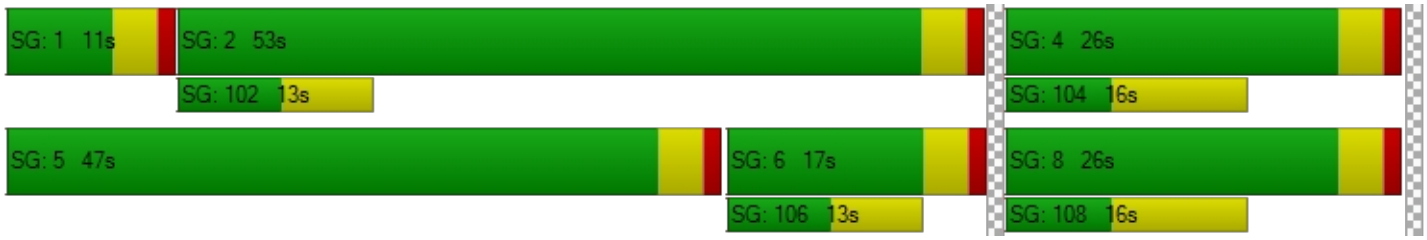
d_M, Delay for Movement [s/veh]	45.19	28.16	28.33	41.92	14.44	14.49	48.23	28.07	28.07	33.47	39.55	39.55
Movement LOS	D	C	C	D	B	B	D	C	C	C	D	D
d_A, Approach Delay [s/veh]	28.99			20.28			34.21			38.60		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	26.68											
Intersection LOS	C											
Intersection V/C	0.803											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.852	2.926	2.073	2.236
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	1089	489	489
d_b, Bicycle Delay [s]	32.95	9.35	25.70	25.70
l_b,int, Bicycle LOS Score for Intersection	2.582	2.729	1.868	2.225
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	175	687	123	201	626	238	266	881	60	137	711	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	687	123	201	626	238	266	881	60	137	711	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	172	31	50	157	60	67	220	15	34	178	31
Total Analysis Volume [veh/h]	175	687	123	201	626	238	266	881	60	137	711	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	44	0	12	45	0	12	23	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	25	25	7	25	25	8	35	35	7	34	45
g / C, Green / Cycle	0.08	0.27	0.27	0.08	0.28	0.28	0.09	0.39	0.39	0.08	0.38	0.50
(v / s)_i Volume / Saturation Flow Rate	0.05	0.22	0.22	0.06	0.24	0.24	0.08	0.18	0.18	0.04	0.14	0.08
s, saturation flow rate [veh/h]	3459	1870	1772	3459	1870	1697	3459	3560	1810	3459	5094	1589
c, Capacity [veh/h]	269	515	488	279	521	472	310	1389	706	264	1919	798
d1, Uniform Delay [s]	40.40	30.45	30.45	40.45	30.98	30.99	40.48	20.32	20.33	40.07	20.35	12.12
k, delay calibration	0.11	0.11	0.11	0.11	0.12	0.12	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.66	3.06	3.22	3.48	4.90	5.41	6.83	1.05	2.06	1.59	0.55	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.81	0.81	0.72	0.87	0.87	0.86	0.45	0.45	0.52	0.37	0.15
d, Delay for Lane Group [s/veh]	43.06	33.51	33.67	43.93	35.88	36.40	47.31	21.38	22.39	41.65	20.90	12.52
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.96	8.60	8.17	2.28	9.78	8.95	3.16	4.87	5.15	1.50	3.59	1.35
50th-Percentile Queue Length [ft/ln]	49.04	214.97	204.30	57.08	244.59	223.81	79.06	121.73	128.84	37.55	89.77	33.85
95th-Percentile Queue Length [veh/ln]	3.53	13.41	12.86	4.11	14.91	13.86	5.69	8.49	8.88	2.70	6.46	2.44
95th-Percentile Queue Length [ft/ln]	88.27	335.20	321.51	102.75	372.83	346.48	142.31	212.20	221.91	67.59	161.59	60.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.06	33.57	33.67	43.93	36.03	36.40	47.31	21.67	22.39	41.65	20.90	12.52
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	35.27			37.60			27.36			22.78		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.73											
Intersection LOS	C											
Intersection V/C	0.619											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.746	2.800	3.009	3.084
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	888	910	422	400
d_b, Bicycle Delay [s]	13.92	13.37	28.05	28.84
l_b,int, Bicycle LOS Score for Intersection	2.372	2.438	2.223	2.093
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



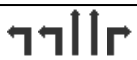
APPENDIX D-VII

BUILDOUT WITH PROJECT OPTION A TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	626	466	299	34	573	191	97	161	290	417	235	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	626	466	299	34	573	191	97	161	290	417	235	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	117	75	9	143	48	24	40	73	104	59	8
Total Analysis Volume [veh/h]	626	466	299	34	573	191	97	161	290	417	235	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	34	36	0	11	13	0	11	12	0	31	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	45	4	29	29	6	12	12	14	19	19
g / C, Green / Cycle	0.21	0.49	0.05	0.32	0.32	0.07	0.13	0.13	0.15	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.18	0.09	0.01	0.11	0.12	0.03	0.05	0.10	0.12	0.07	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	745	2509	159	1646	514	249	471	372	525	755	337
d1, Uniform Delay [s]	33.90	12.78	41.45	23.28	23.48	39.95	35.55	37.85	36.89	29.97	28.56
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.66	0.16	0.66	0.58	2.06	0.99	0.43	3.55	2.78	0.23	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.19	0.21	0.35	0.37	0.39	0.34	0.78	0.79	0.31	0.09
d, Delay for Lane Group [s/veh]	36.55	12.95	42.11	23.86	25.54	40.94	35.98	41.40	39.67	30.20	28.69
Lane Group LOS	D	B	D	C	C	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.68	1.71	0.38	3.11	3.34	1.05	1.62	3.23	4.55	2.14	0.56
50th-Percentile Queue Length [ft/ln]	167.07	42.75	9.38	77.65	83.44	26.25	40.41	80.73	113.87	53.58	14.03
95th-Percentile Queue Length [veh/ln]	10.92	3.08	0.68	5.59	6.01	1.89	2.91	5.81	8.05	3.86	1.01
95th-Percentile Queue Length [ft/ln]	273.05	76.95	16.89	139.77	150.18	47.25	72.74	145.32	201.37	96.45	25.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.55	12.95	0.00	42.11	23.86	25.54	40.94	35.98	41.40	39.67	30.20	28.69
Movement LOS	D	B		D	C	C	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	26.48			25.04			39.73			35.90		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.50											
Intersection LOS	C											
Intersection V/C	0.638											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.000	0.000	2.716
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	710	200	178	622
d_b, Bicycle Delay [s]	18.73	36.49	37.40	21.40
l_b,int, Bicycle LOS Score for Intersection	2.160	1.999	2.012	2.124
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1225	1227	0	929	315	0	0	0	460	0	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1225	1227	0	929	315	0	0	0	460	0	165
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	306	307	0	232	79	0	0	0	115	0	41
Total Analysis Volume [veh/h]	0	1225	1227	0	929	315	0	0	0	460	0	165
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	47	0	0	47	0	0	0	0	58	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	105	105	105		105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80		17	17	17
g / C, Green / Cycle	0.77	0.77	0.77		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.24	0.18	0.20		0.13	0.13	0.10
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3902	3902	1217		281	281	251
d1, Uniform Delay [s]	3.78	3.51	3.58		42.66	42.66	41.45
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.14	0.52		5.85	5.85	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.24	0.26		0.82	0.82	0.66
d, Delay for Lane Group [s/veh]	3.99	3.65	4.09		48.51	48.51	44.39
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.20	1.55	1.72		6.17	6.17	4.19
50th-Percentile Queue Length [ft/ln]	54.89	38.63	43.08		154.28	154.28	104.70
95th-Percentile Queue Length [veh/ln]	3.95	2.78	3.10		10.25	10.25	7.54
95th-Percentile Queue Length [ft/ln]	98.81	69.54	77.54		256.13	256.13	188.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	3.99	0.00	0.00	3.65	4.09	0.00	0.00	0.00	48.51	0.00	44.39
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.99			3.76			0.00			47.42		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.67											
Intersection LOS	B											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.291
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	0	1030
d_b, Bicycle Delay [s]	18.24	18.24	52.43	12.33
l_b,int, Bicycle LOS Score for Intersection	2.233	2.244	4.132	2.591
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	139	2108	1187	123	230	1039
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	2108	1187	123	230	1039
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	527	297	31	58	260
Total Analysis Volume [veh/h]	139	2108	1187	123	230	1039
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	36	82	46	0	38	38
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	32	79	43	43	33	69
g / C, Green / Cycle	0.26	0.66	0.36	0.36	0.28	0.57
(v / s)_i Volume / Saturation Flow Rate	0.04	0.41	0.23	0.08	0.07	0.37
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	913	3349	1835	573	954	1612
d1, Uniform Delay [s]	33.85	12.00	32.00	26.60	33.69	17.33
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.91	1.78	0.86	0.13	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.63	0.65	0.21	0.24	0.64
d, Delay for Lane Group [s/veh]	33.93	12.91	33.77	27.46	33.82	18.25
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.58	10.51	9.81	2.59	2.63	9.55
50th-Percentile Queue Length [ft/ln]	39.42	262.67	245.33	64.86	65.87	238.63
95th-Percentile Queue Length [veh/ln]	2.84	15.82	14.95	4.67	4.74	14.61
95th-Percentile Queue Length [ft/ln]	70.96	395.57	373.76	116.75	118.56	365.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.93	12.91	33.77	27.46	33.82	18.25
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	14.21		33.18		21.07	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	21.16					
Intersection LOS	C					
Intersection V/C	0.755					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	700	567
d_b, Bicycle Delay [s]	7.34	25.33	30.80
l_b,int, Bicycle LOS Score for Intersection	2.795	2.280	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	27.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.941

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1414	333	627	1594	665	929
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1414	333	627	1594	665	929
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	354	83	157	399	166	232
Total Analysis Volume [veh/h]	1414	333	627	1594	665	929
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	57	0	16	16	37	53
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	52	52	22	78	24	50
g / C, Green / Cycle	0.47	0.47	0.20	0.71	0.22	0.46
(v / s)_i Volume / Saturation Flow Rate	0.41	0.12	0.18	0.57	0.19	0.26
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1629	1325	715	1993	757	1624
d1, Uniform Delay [s]	26.02	17.44	42.62	10.79	41.53	22.01
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.53	0.10	14.26	3.48	3.49	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.25	0.88	0.80	0.88	0.57
d, Delay for Lane Group [s/veh]	27.54	17.54	56.88	14.27	45.02	23.48
Lane Group LOS	C	B	E	B	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	16.21	2.52	9.61	12.05	9.00	8.97
50th-Percentile Queue Length [ft/ln]	405.32	63.09	240.29	301.17	225.04	224.14
95th-Percentile Queue Length [veh/ln]	22.82	4.54	14.70	17.74	13.92	13.88
95th-Percentile Queue Length [ft/ln]	570.41	113.57	367.40	443.48	348.05	346.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	27.54	17.54	56.88	14.27	45.02	23.48
Movement LOS	C	B	E	B	D	C
d_A, Approach Delay [s/veh]	25.64		26.30		32.46	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	27.86					
Intersection LOS	C					
Intersection V/C	0.941					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	964	218	891
d_b, Bicycle Delay [s]	14.76	43.65	16.91
l_b,int, Bicycle LOS Score for Intersection	1.560	3.392	2.875
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	859.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.009

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	52	1	0	1	0	115	14	99	168	0
Total Analysis Volume [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	2.01	0.00	0.35	0.38	0.00	0.00	0.00	0.00	0.00	0.37	0.01	0.00
d_M, Delay for Movement [s/veh]	859.05	812.50	679.84	445.33	251.63	115.17	8.92	0.00	0.00	9.00	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	21.87	21.87	21.87	1.01	1.01	1.01	0.00	0.00	0.00	0.85	0.85	0.85
95th-Percentile Queue Length [ft/ln]	546.68	546.68	546.68	25.20	25.20	25.20	0.00	0.00	0.00	21.18	21.18	21.18
d_A, Approach Delay [s/veh]	708.37			335.27			0.00			3.32		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	97.77											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	83.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.752

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	92	49	33	146	50	37	61	167	109	88	11
Total Analysis Volume [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	31	0	0	33	0	31	25	25	31	25	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	29	29	12	21	83	27	36
g / C, Green / Cycle	0.22	0.22	0.22	0.24	0.24	0.10	0.18	0.69	0.22	0.30
(v / s)_i Volume / Saturation Flow Rate	0.27	0.20	0.12	0.26	0.28	0.08	0.05	0.42	0.29	0.21
s, saturation flow rate [veh/h]	1781	1870	1589	1844	1577	1781	5094	1589	1494	1835
c, Capacity [veh/h]	400	420	357	445	381	179	896	1100	372	551
d1, Uniform Delay [s]	46.58	44.97	41.14	45.56	45.56	52.98	42.86	9.82	49.54	37.44
k, delay calibration	0.50	0.30	0.11	0.47	0.50	0.11	0.50	0.50	0.14	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	108.05	14.30	1.29	57.42	98.39	9.20	0.75	2.49	83.91	7.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.19	0.88	0.54	1.06	1.16	0.83	0.27	0.61	1.17	0.71
d, Delay for Lane Group [s/veh]	154.63	59.27	42.43	102.98	143.95	62.18	43.61	12.31	133.45	45.12
Lane Group LOS	F	E	D	F	F	E	D	B	F	D
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	23.84	12.19	5.20	20.26	21.66	4.84	2.17	9.26	10.00	11.40
50th-Percentile Queue Length [ft/ln]	596.11	304.80	130.10	506.50	541.56	120.92	54.36	231.46	249.95	285.12
95th-Percentile Queue Length [veh/ln]	34.97	17.92	8.95	28.58	31.84	8.44	3.91	14.25	16.36	16.94
95th-Percentile Queue Length [ft/ln]	874.28	447.96	223.63	714.47	796.02	211.08	97.85	356.21	408.92	423.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	154.63	59.27	42.43	102.98	120.16	143.95	62.18	43.61	12.31	133.45	45.12	45.12
Movement LOS	F	E	D	F	F	F	E	D	B	F	D	D
d_A, Approach Delay [s/veh]	99.85			122.83			26.51			91.48		
Approach LOS	F			F			C			F		
d_I, Intersection Delay [s/veh]	83.27											
Intersection LOS	F											
Intersection V/C	0.752											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.462	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	483	350	350
d_b, Bicycle Delay [s]	36.07	34.53	40.87	40.87
I_b,int, Bicycle LOS Score for Intersection	3.272	2.314	2.143	2.924
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.656

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	13	44	5	183	59	340	119	350	20	21	538	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	44	5	183	59	340	119	350	20	21	538	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	1	46	15	85	30	88	5	5	135	40
Total Analysis Volume [veh/h]	13	44	5	183	59	340	119	350	20	21	538	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	59	0	0	59	0	11	20	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	22	22	22	7	53	53	3	49	49
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.25	0.25	0.08	0.59	0.59	0.03	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.13	0.03	0.21	0.07	0.07	0.07	0.01	0.29	0.10
s, saturation flow rate [veh/h]	985	1870	1805	1356	1870	1589	1781	3560	1819	1781	1870	1589
c, Capacity [veh/h]	277	459	443	370	459	390	140	2095	1070	59	1015	862
d1, Uniform Delay [s]	29.23	25.98	25.99	32.18	26.47	32.61	40.95	8.19	8.20	42.60	13.22	10.48
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.05	0.05	1.03	0.12	6.12	13.05	0.11	0.22	3.63	1.98	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.06	0.49	0.13	0.87	0.85	0.12	0.12	0.36	0.53	0.19
d, Delay for Lane Group [s/veh]	29.30	26.03	26.04	33.21	26.60	38.73	54.00	8.31	8.42	46.23	15.21	10.96
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.40	0.40	3.66	0.99	7.58	3.08	1.00	1.07	0.51	7.01	1.64
50th-Percentile Queue Length [ft/ln]	5.78	10.10	10.06	91.39	24.75	189.47	77.00	25.02	26.71	12.80	175.22	41.11
95th-Percentile Queue Length [veh/ln]	0.42	0.73	0.72	6.58	1.78	12.09	5.54	1.80	1.92	0.92	11.35	2.96
95th-Percentile Queue Length [ft/ln]	10.40	18.18	18.11	164.51	44.55	302.35	138.59	45.03	48.08	23.05	283.76	74.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.30	26.03	26.04	33.21	26.60	38.73	54.00	8.34	8.42	46.23	15.21	10.96
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	26.72			35.76			19.46			15.16		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	23.15											
Intersection LOS	C											
Intersection V/C	0.656											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.331	2.476	0.000	2.917
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1222	1222	355	355
d_b, Bicycle Delay [s]	6.81	6.81	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	1.611	2.520	1.829	2.748
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.419

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	181	218	96	77	444	123	77	293	151	249	452	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	218	96	77	444	123	77	293	151	249	452	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	55	24	19	111	31	19	73	38	62	113	20
Total Analysis Volume [veh/h]	181	218	96	77	444	123	77	293	151	249	452	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	27	0	11	27	0	11	29	0	23	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	46	46	6	45	45	6	13	13	9	16	16
g / C, Green / Cycle	0.08	0.51	0.51	0.07	0.50	0.50	0.07	0.15	0.15	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.06	0.06	0.02	0.12	0.08	0.02	0.08	0.09	0.07	0.15	0.15
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1775
c, Capacity [veh/h]	269	1816	811	234	1780	795	234	520	232	342	331	315
d1, Uniform Delay [s]	40.46	11.52	11.51	40.09	12.88	12.22	40.09	35.83	36.34	39.46	35.72	35.73
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.91	0.14	0.30	0.81	0.34	0.41	0.81	0.96	3.06	2.98	5.03	5.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.12	0.12	0.33	0.25	0.15	0.33	0.56	0.65	0.73	0.82	0.82
d, Delay for Lane Group [s/veh]	43.37	11.66	11.81	40.90	13.22	12.63	40.90	36.80	39.40	42.44	40.75	41.06
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.04	1.12	1.02	0.83	2.52	1.37	0.83	3.02	3.28	2.78	6.09	5.83
50th-Percentile Queue Length [ft/ln]	50.95	27.95	25.52	20.80	62.91	34.26	20.80	75.57	82.11	69.55	152.35	145.63
95th-Percentile Queue Length [veh/ln]	3.67	2.01	1.84	1.50	4.53	2.47	1.50	5.44	5.91	5.01	10.14	9.78
95th-Percentile Queue Length [ft/ln]	91.72	50.31	45.94	37.45	113.24	61.68	37.45	136.03	147.80	125.20	253.56	244.58

Movement, Approach, & Intersection Results

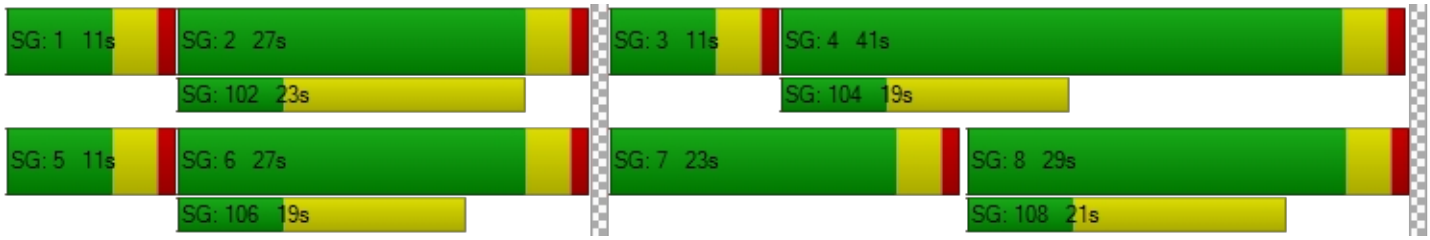
d_M, Delay for Movement [s/veh]	43.37	11.66	11.81	40.90	13.22	12.63	40.90	36.80	39.40	42.44	40.87	41.06
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	23.28			16.42			38.16			41.39		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	30.43											
Intersection LOS	C											
Intersection V/C	0.419											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.888	2.735	2.771	2.767
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	511	555	821
d_b, Bicycle Delay [s]	24.98	24.98	23.51	15.64
l_b,int, Bicycle LOS Score for Intersection	1.968	2.091	1.989	2.202
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.959

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	173	244	71	4	357	57	17	7	89	105	7	12
Total Analysis Volume [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	29	57	0	11	39	0	18	23	23	19	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	69	69	3	48	48	6	7	35	15	16	16
g / C, Green / Cycle	0.22	0.63	0.63	0.03	0.43	0.43	0.06	0.06	0.32	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.20	0.27	0.18	0.00	0.40	0.14	0.04	0.01	0.13	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	761	2232	996	93	1544	689	101	120	902	473	270	229
d1, Uniform Delay [s]	41.88	10.56	9.32	52.39	29.47	20.60	50.95	48.91	29.10	46.71	40.95	41.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	0.62	0.71	0.94	10.81	1.28	7.82	0.93	0.28	5.94	0.17	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.44	0.28	0.18	0.92	0.33	0.68	0.22	0.40	0.89	0.11	0.21
d, Delay for Lane Group [s/veh]	46.55	11.18	10.03	53.33	40.29	21.88	58.77	49.84	29.38	52.65	41.12	42.06
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.58	5.90	3.11	0.24	19.48	4.06	2.08	0.74	3.69	6.03	0.70	1.21
50th-Percentile Queue Length [ft/ln]	239.46	147.41	77.73	6.04	486.91	101.51	52.08	18.40	92.37	150.63	17.47	30.16
95th-Percentile Queue Length [veh/ln]	14.65	9.88	5.60	0.44	26.71	7.31	3.75	1.32	6.65	10.05	1.26	2.17
95th-Percentile Queue Length [ft/ln]	366.35	246.97	139.92	10.88	667.85	182.72	93.75	33.12	166.27	251.27	31.44	54.28

Movement, Approach, & Intersection Results

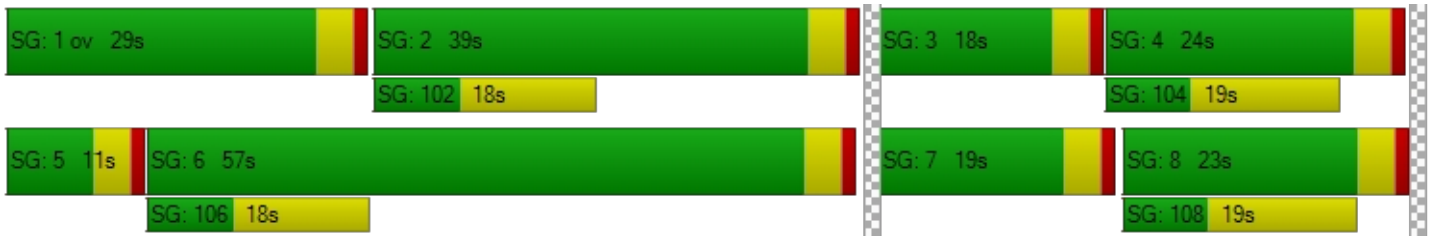
d_M, Delay for Movement [s/veh]	46.55	11.18	10.03	53.33	40.29	21.88	58.77	49.84	29.38	52.65	41.12	42.06
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	23.59			37.92			35.08			50.94		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	32.95											
Intersection LOS	C											
Intersection V/C	0.959											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.182	2.988	2.690	2.597
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	963	636	345	363
d_b, Bicycle Delay [s]	14.79	25.59	37.67	36.84
l_b,int, Bicycle LOS Score for Intersection	3.168	2.938	2.307	2.383
Bicycle LOS	C	C	B	B

Sequence

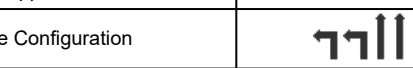
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	40.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.989

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	582	1345	0	0	1392	790	0	0	0	587	3	481
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	582	1345	0	0	1392	790	0	0	0	587	3	481
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	336	0	0	348	198	0	0	0	147	1	120
Total Analysis Volume [veh/h]	582	1345	0	0	1392	790	0	0	0	587	3	481
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	25	89	0	0	64	0	0	0	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	120	120	120	120		120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	21	85	60	60		27	27	27
g / C, Green / Cycle	0.18	0.71	0.50	0.50		0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.17	0.38	0.39	0.50		0.20	0.21	0.22
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1710	1589
c, Capacity [veh/h]	606	2522	1779	794		401	385	358
d1, Uniform Delay [s]	49.07	8.21	24.65	29.85		45.05	45.52	46.45
k, delay calibration	0.11	0.50	0.50	0.50		0.31	0.33	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	10.03	0.81	3.51	30.65		16.66	23.08	40.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.53	0.78	0.99		0.89	0.93	1.00
d, Delay for Lane Group [s/veh]	59.10	9.02	28.16	60.49		61.71	68.60	87.19
Lane Group LOS	E	A	C	E		E	E	F
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.45	7.68	16.62	28.41		12.10	12.82	14.61
50th-Percentile Queue Length [ft/ln]	236.35	191.89	415.51	710.32		302.50	320.51	365.30
95th-Percentile Queue Length [veh/ln]	14.50	12.22	23.31	37.15		17.80	18.69	20.88
95th-Percentile Queue Length [ft/ln]	362.42	305.48	582.66	928.86		445.12	467.31	522.02

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.10	9.02	0.00	0.00	28.16	60.49	0.00	0.00	0.00	64.41	68.60	82.40
Movement LOS	E	A			C	E				E	E	F
d_A, Approach Delay [s/veh]	24.14			39.87			0.00			72.50		
Approach LOS	C			D			A			E		
d_I, Intersection Delay [s/veh]	40.76											
Intersection LOS	D											
Intersection V/C	0.989											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.50	49.50
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.399	2.302
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1417	1000	0	450
d_b, Bicycle Delay [s]	5.10	14.99	59.99	36.03
l_b,int, Bicycle LOS Score for Intersection	3.149	3.360	4.132	3.327
Bicycle LOS	C	C	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.858

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1493	332	360	1617	0	434	3	643	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1493	332	360	1617	0	434	3	643	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	373	83	90	404	0	109	1	161	0	0	0
Total Analysis Volume [veh/h]	0	1493	332	360	1617	0	434	3	643	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	42	0	16	58	0	0	37	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	12	62	25	25	25	
g / C, Green / Cycle	0.49	0.49	0.12	0.65	0.26	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.42	0.21	0.10	0.45	0.20	0.22	0.23	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1627	1589	
c, Capacity [veh/h]	1733	773	428	2323	469	429	418	
d1, Uniform Delay [s]	21.57	15.83	40.71	10.51	32.32	33.11	33.34	
k, delay calibration	0.50	0.50	0.11	0.50	0.15	0.19	0.20	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.91	1.74	4.51	1.75	3.59	7.47	9.16	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.43	0.84	0.70	0.77	0.84	0.86	
d, Delay for Lane Group [s/veh]	27.48	17.57	45.22	12.26	35.91	40.59	42.49	
Lane Group LOS	C	B	D	B	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.12	4.85	4.34	9.87	7.94	8.55	8.77	
50th-Percentile Queue Length [ft/ln]	378.09	121.15	108.40	246.85	198.51	213.63	219.31	
95th-Percentile Queue Length [veh/ln]	21.50	8.46	7.75	15.03	12.56	13.34	13.63	
95th-Percentile Queue Length [ft/ln]	537.54	211.40	193.77	375.68	314.04	333.49	340.75	

Movement, Approach, & Intersection Results

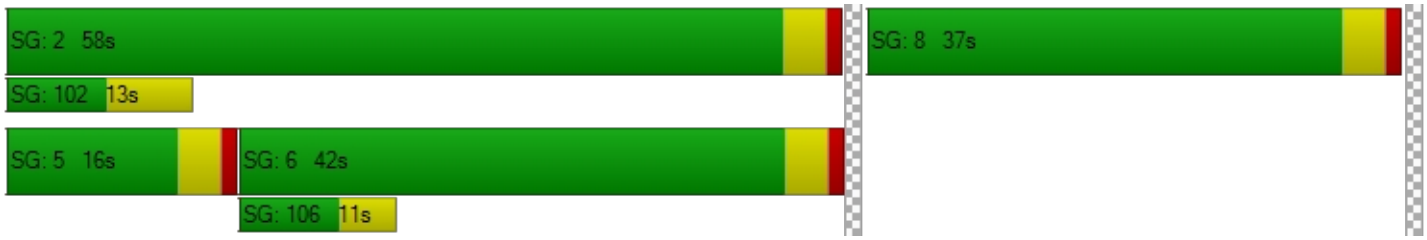
d_M, Delay for Movement [s/veh]	0.00	27.48	17.57	45.22	12.26	0.00	36.71	40.59	41.65	0.00	0.00	0.00
Movement LOS		C	B	D	B		D	D	D			
d_A, Approach Delay [s/veh]	25.68			18.26			39.66			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	25.77											
Intersection LOS	C											
Intersection V/C	0.858											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.293	2.056
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	1137	695	0
d_b, Bicycle Delay [s]	17.11	8.85	20.24	47.51
l_b,int, Bicycle LOS Score for Intersection	3.065	3.191	3.342	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	30.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.013

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	83	1548	63	64	1863	153	72	2	42	193	11	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	1548	63	64	1863	153	72	2	42	193	11	129
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	387	16	16	466	38	18	1	11	48	3	32
Total Analysis Volume [veh/h]	83	1548	63	64	1863	153	72	2	42	193	11	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	78	0	11	78	0	0	31	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	75	75	6	74	74	27	27	27
g / C, Green / Cycle	0.06	0.62	0.62	0.05	0.62	0.62	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.43	0.44	0.04	0.54	0.55	0.31	0.17	0.08
s, saturation flow rate [veh/h]	1781	1870	1844	1781	1870	1821	373	1186	1589
c, Capacity [veh/h]	105	1164	1148	93	1152	1122	133	325	358
d1, Uniform Delay [s]	55.70	15.03	15.12	55.88	19.19	19.81	54.24	43.49	39.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.38	3.42	3.55	8.72	9.39	11.39	50.30	4.01	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.69	0.70	0.69	0.88	0.90	0.88	0.63	0.36
d, Delay for Lane Group [s/veh]	68.08	18.45	18.67	64.60	28.58	31.20	104.54	47.50	39.80
Lane Group LOS	E	B	B	E	C	C	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.84	14.87	14.89	2.13	24.66	25.90	5.38	6.02	3.28
50th-Percentile Queue Length [ft/ln]	71.02	371.78	372.28	53.28	616.48	647.57	134.56	150.38	82.03
95th-Percentile Queue Length [veh/ln]	5.11	21.20	21.22	3.84	32.80	34.25	9.19	10.04	5.91
95th-Percentile Queue Length [ft/ln]	127.84	529.89	530.49	95.91	820.07	856.24	229.68	250.93	147.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.08	18.56	18.67	64.60	29.78	31.20	104.54	104.54	104.54	47.50	47.50	39.80
Movement LOS	E	B	B	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	20.99			30.96			104.54			44.52		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	30.05											
Intersection LOS	C											
Intersection V/C	1.013											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	49.49	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	3.328	3.163	1.906	2.104
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1234	1234	450	450
d_b, Bicycle Delay [s]	8.81	8.81	36.02	36.02
l_b,int, Bicycle LOS Score for Intersection	2.957	3.276	1.751	2.109
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	43.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	64	1511	402	66	1941	23	20	6	65	565	12	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	1511	402	66	1941	23	20	6	65	565	12	182
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	378	101	17	485	6	5	2	16	141	3	46
Total Analysis Volume [veh/h]	64	1511	402	66	1941	23	20	6	65	565	12	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	13	64	0	11	62	0	0	20	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	68	68	6	69	69	8	21	21	21
g / C, Green / Cycle	0.05	0.57	0.57	0.05	0.57	0.57	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.51	0.55	0.04	0.53	0.53	0.06	0.16	0.16	0.11
s, saturation flow rate [veh/h]	1781	1870	1741	1781	1870	1862	1645	1781	1784	1589
c, Capacity [veh/h]	93	1065	992	94	1066	1062	114	312	313	278
d1, Uniform Delay [s]	55.93	22.75	24.66	55.95	23.35	23.46	55.07	48.73	48.72	46.12
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.19	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.69	11.81	21.16	9.21	14.09	14.57	12.11	17.75	17.63	2.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.90	0.96	0.70	0.92	0.92	0.80	0.92	0.92	0.65
d, Delay for Lane Group [s/veh]	64.62	34.55	45.83	65.16	37.44	38.03	67.17	66.47	66.35	48.71
Lane Group LOS	E	C	D	E	D	D	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	25.89	30.11	2.21	27.79	28.02	3.10	10.01	10.01	5.26
50th-Percentile Queue Length [ft/ln]	53.29	647.13	752.70	55.20	694.79	700.60	77.38	250.17	250.26	131.52
95th-Percentile Queue Length [veh/ln]	3.84	34.23	39.11	3.97	36.44	36.71	5.57	15.19	15.20	9.02
95th-Percentile Queue Length [ft/ln]	95.93	855.73	977.67	99.36	910.93	917.64	139.29	379.87	379.98	225.55

Movement, Approach, & Intersection Results

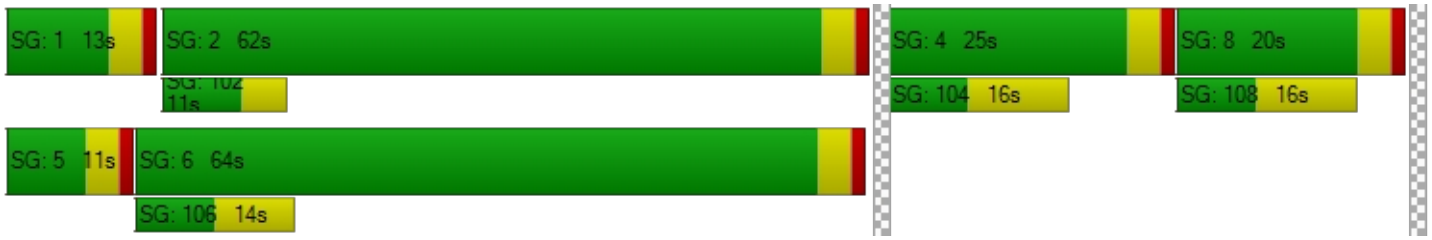
d_M, Delay for Movement [s/veh]	64.62	38.69	45.83	65.16	37.73	38.03	67.17	67.17	67.17	66.41	66.35	48.71
Movement LOS	E	D	D	E	D	D	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	40.98			38.63			67.17			62.17		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	43.80											
Intersection LOS	D											
Intersection V/C	0.927											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.201	3.044	1.821	2.445
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	966	267	350
d_b, Bicycle Delay [s]	15.01	16.03	45.08	40.85
l_b,int, Bicycle LOS Score for Intersection	3.191	3.234	1.710	2.812
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	86.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.252

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	298	32	46	360	276	146	44	16	11	14	57
Total Analysis Volume [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	60	0	18	66	0	20	31	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	56	56	14	62	62	16	28	28	5	18	18
g / C, Green / Cycle	0.07	0.47	0.47	0.12	0.52	0.52	0.13	0.24	0.24	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.08	0.36	0.36	0.10	0.40	0.69	0.17	0.09	0.04	0.03	0.03	0.14
s, saturation flow rate [veh/h]	1781	1870	1808	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	119	874	845	208	1842	823	461	443	376	81	279	237
d1, Uniform Delay [s]	56.00	26.46	26.58	52.20	23.46	28.96	52.00	38.60	36.44	56.08	44.76	50.71
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	100.40	6.27	6.69	11.71	3.38	161.62	124.32	0.58	0.22	5.81	0.34	22.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.76	0.77	0.88	0.78	1.34	1.27	0.40	0.17	0.55	0.19	0.96
d, Delay for Lane Group [s/veh]	156.39	32.73	33.27	63.91	26.84	190.57	176.32	39.19	36.66	61.90	45.09	72.72
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.92	16.96	16.69	6.13	16.84	59.45	14.89	4.48	1.55	1.47	1.44	8.19
50th-Percentile Queue Length [ft/ln]	173.00	424.11	417.32	153.16	420.95	1486.23	372.31	111.95	38.75	36.67	36.06	204.82
95th-Percentile Queue Length [veh/ln]	11.82	23.72	23.39	10.19	23.57	88.07	23.37	7.95	2.79	2.64	2.60	12.89
95th-Percentile Queue Length [ft/ln]	295.62	592.98	584.83	254.64	589.19	2201.70	584.16	198.72	69.75	66.01	64.90	322.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.39	32.97	33.27	63.91	26.84	190.57	176.32	39.19	36.66	61.90	45.09	72.72
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	44.92			95.57			135.99			66.65		
Approach LOS	D			F			F			E		
d_I, Intersection Delay [s/veh]	86.22											
Intersection LOS	F											
Intersection V/C	1.252											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.900	3.235	2.904	2.343
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	1033	450	300
d_b, Bicycle Delay [s]	17.07	14.02	36.04	43.35
l_b,int, Bicycle LOS Score for Intersection	2.763	3.809	2.924	2.098
Bicycle LOS	C	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	58.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.029

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	315	9	7	347	63	72	60	85	30	60	17
Total Analysis Volume [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	62	0	11	57	0	23	34	0	13	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	61	61	4	53	53	19	30	30	9	20
g / C, Green / Cycle	0.10	0.51	0.51	0.03	0.44	0.44	0.16	0.25	0.25	0.08	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.35	0.02	0.44	0.46	0.16	0.13	0.21	0.07	0.17
s, saturation flow rate [veh/h]	1781	1870	1852	1781	1870	1772	1781	1870	1589	1781	1800
c, Capacity [veh/h]	179	950	941	62	828	785	282	464	395	134	297
d1, Uniform Delay [s]	54.00	22.26	22.30	56.74	33.44	33.44	50.50	38.88	43.10	55.06	50.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.34	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.98	3.99	4.06	4.66	32.01	40.15	37.32	0.88	15.34	18.73	43.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.68	0.69	0.43	1.00	1.03	1.02	0.51	0.86	0.90	1.03
d, Delay for Lane Group [s/veh]	94.98	26.25	26.35	61.40	65.45	73.60	87.82	39.76	58.45	73.79	93.25
Lane Group LOS	F	C	C	E	F	F	F	D	E	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.41	14.53	14.46	0.88	30.70	30.87	11.37	6.18	11.23	4.33	12.44
50th-Percentile Queue Length [ft/ln]	185.36	363.15	361.48	22.10	767.58	771.80	284.20	154.59	280.67	108.15	310.95
95th-Percentile Queue Length [veh/ln]	12.04	20.78	20.70	1.59	39.89	40.92	17.04	10.26	16.72	7.74	18.52
95th-Percentile Queue Length [ft/ln]	301.07	519.42	517.39	39.77	997.14	1023.08	425.91	256.55	418.04	193.43	462.91

Movement, Approach, & Intersection Results

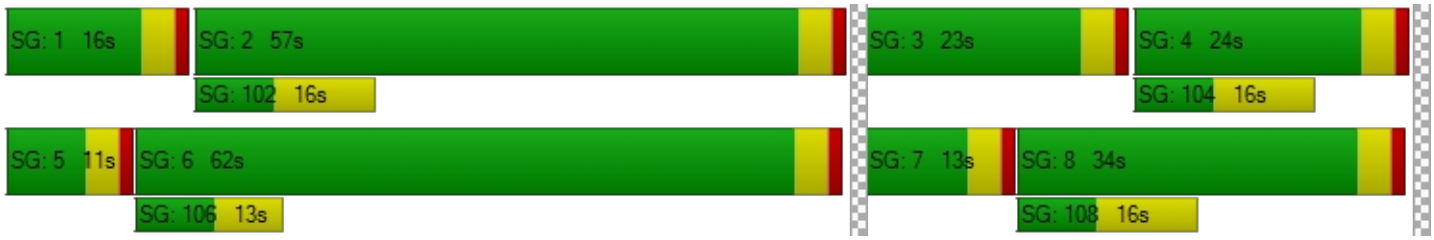
d_M, Delay for Movement [s/veh]	94.98	26.30	26.35	61.40	68.71	73.60	87.82	39.76	58.45	73.79	93.25	93.25
Movement LOS	F	C	C	E	E	E	F	D	E	E	F	F
d_A, Approach Delay [s/veh]	34.89			69.34			63.03			87.75		
Approach LOS	C			E			E			F		
d_I, Intersection Delay [s/veh]	58.40											
Intersection LOS	E											
Intersection V/C	1.029											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.962	2.953	2.614	2.191
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	883	500	333
d_b, Bicycle Delay [s]	16.02	18.71	33.76	41.67
l_b,int, Bicycle LOS Score for Intersection	2.781	2.934	2.987	2.266
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	30	1071	70	260	1401	175	128	82	39	87	123	225
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1071	70	260	1401	175	128	82	39	87	123	225
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	268	18	65	350	44	32	21	10	22	31	56
Total Analysis Volume [veh/h]	30	1071	70	260	1401	175	128	82	39	87	123	225
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	14	34	0	27	47	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	15	49	49	25	25	25	25
g / C, Green / Cycle	0.04	0.42	0.42	0.17	0.55	0.55	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.31	0.31	0.15	0.42	0.44	0.12	0.07	0.07	0.21
s, saturation flow rate [veh/h]	1781	1870	1830	1781	1870	1799	1033	1769	1270	1678
c, Capacity [veh/h]	75	785	769	301	1022	983	149	492	338	466
d1, Uniform Delay [s]	42.01	21.90	21.90	36.42	16.04	16.41	43.39	25.20	30.69	29.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	6.02	6.16	7.36	5.71	6.73	13.04	0.26	0.40	3.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.73	0.73	0.86	0.77	0.80	0.86	0.25	0.26	0.75
d, Delay for Lane Group [s/veh]	45.39	27.91	28.07	43.77	21.76	23.14	56.43	25.46	31.09	33.43
Lane Group LOS	D	C	C	D	C	C	E	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	10.99	10.80	6.07	13.20	13.58	3.37	2.01	1.63	7.16
50th-Percentile Queue Length [ft/ln]	17.85	274.77	269.96	151.64	329.93	339.52	84.31	50.16	40.73	178.89
95th-Percentile Queue Length [veh/ln]	1.29	16.43	16.19	10.10	19.15	19.62	6.07	3.61	2.93	11.54
95th-Percentile Queue Length [ft/ln]	32.13	410.69	404.69	252.62	478.87	490.62	151.75	90.28	73.31	288.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.39	27.99	28.07	43.77	22.36	23.14	56.43	25.46	25.46	31.09	33.43	33.43
Movement LOS	D	C	C	D	C	C	E	C	C	C	C	C
d_A, Approach Delay [s/veh]	28.44			25.47			41.38			32.96		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	28.37											
Intersection LOS	C											
Intersection V/C	0.764											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.949	3.117	2.127	2.215
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	666	955	555	555
d_b, Bicycle Delay [s]	20.01	12.28	23.48	23.48
l_b,int, Bicycle LOS Score for Intersection	2.526	3.074	1.970	2.277
Bicycle LOS	B	C	A	B

Sequence

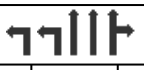
Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	176	741	113	233	779	379	253	607	46	103	559	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	741	113	233	779	379	253	607	46	103	559	135
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	185	28	58	195	95	63	152	12	26	140	34
Total Analysis Volume [veh/h]	176	741	113	233	779	379	253	607	46	103	559	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	48	0	13	50	0	12	23	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	33	33	8	35	35	8	31	31	7	29	42
g / C, Green / Cycle	0.07	0.35	0.35	0.09	0.37	0.37	0.08	0.32	0.32	0.07	0.31	0.44
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.07	0.32	0.33	0.07	0.12	0.12	0.03	0.11	0.08
s, saturation flow rate [veh/h]	3459	1870	1785	3459	1870	1668	3459	3560	1804	3459	5094	1589
c, Capacity [veh/h]	255	658	628	307	686	611	294	1145	580	241	1561	695
d1, Uniform Delay [s]	43.00	26.10	26.10	42.36	28.25	28.53	42.98	24.93	24.94	42.43	25.71	16.46
k, delay calibration	0.11	0.11	0.11	0.11	0.22	0.23	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.30	1.16	1.22	3.84	7.73	10.22	7.33	0.95	1.89	1.19	0.64	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.66	0.66	0.76	0.88	0.90	0.86	0.38	0.38	0.43	0.36	0.19
d, Delay for Lane Group [s/veh]	46.30	27.26	27.32	46.20	35.98	38.74	50.31	25.88	26.83	43.63	26.35	17.09
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.12	8.34	7.97	2.81	13.90	13.16	3.21	3.85	4.07	1.19	3.32	1.89
50th-Percentile Queue Length [ft/ln]	52.97	208.38	199.15	70.28	347.51	328.93	80.13	96.16	101.74	29.79	82.94	47.13
95th-Percentile Queue Length [veh/ln]	3.81	13.07	12.59	5.06	20.01	19.11	5.77	6.92	7.33	2.14	5.97	3.39
95th-Percentile Queue Length [ft/ln]	95.34	326.75	314.87	126.51	500.37	477.64	144.24	173.09	183.13	53.62	149.29	84.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.30	27.29	27.32	46.20	36.59	38.74	50.31	26.15	26.83	43.63	26.35	17.09
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	30.54			38.79			32.93			27.01		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	33.17											
Intersection LOS	C											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.773	2.865	2.974	3.041
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	926	968	400	379
d_b, Bicycle Delay [s]	13.72	12.67	30.44	31.24
l_b,int, Bicycle LOS Score for Intersection	2.409	2.707	2.058	1.998
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	319	739	536	109	686	197	171	359	548	342	135	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	739	536	109	686	197	171	359	548	342	135	84
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	185	134	27	172	49	43	90	137	86	34	21
Total Analysis Volume [veh/h]	319	739	536	109	686	197	171	359	548	342	135	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	25	25	0	11	11	0	27	39	0	15	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	36	7	31	31	7	21	21	11	25	25
g / C, Green / Cycle	0.12	0.40	0.07	0.35	0.35	0.08	0.23	0.23	0.12	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.09	0.15	0.03	0.13	0.12	0.05	0.10	0.19	0.10	0.04	0.05
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	417	2008	255	1770	552	268	834	659	416	986	440
d1, Uniform Delay [s]	38.42	19.35	39.95	22.19	21.92	40.36	29.40	32.83	38.72	24.50	24.89
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.96	0.52	1.13	0.64	1.80	2.50	0.35	2.81	4.09	0.06	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.37	0.43	0.39	0.36	0.64	0.43	0.83	0.82	0.14	0.19
d, Delay for Lane Group [s/veh]	41.37	19.87	41.08	22.83	23.72	42.86	29.76	35.64	42.81	24.56	25.09
Lane Group LOS	D	B	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.53	3.62	1.18	3.65	3.29	1.91	3.29	5.80	3.87	1.08	1.38
50th-Percentile Queue Length [ft/ln]	88.35	90.60	29.57	91.23	82.29	47.78	82.32	145.01	96.73	26.92	34.39
95th-Percentile Queue Length [veh/ln]	6.36	6.52	2.13	6.57	5.92	3.44	5.93	9.75	6.96	1.94	2.48
95th-Percentile Queue Length [ft/ln]	159.02	163.08	53.23	164.22	148.12	86.00	148.18	243.76	174.11	48.45	61.90

Movement, Approach, & Intersection Results

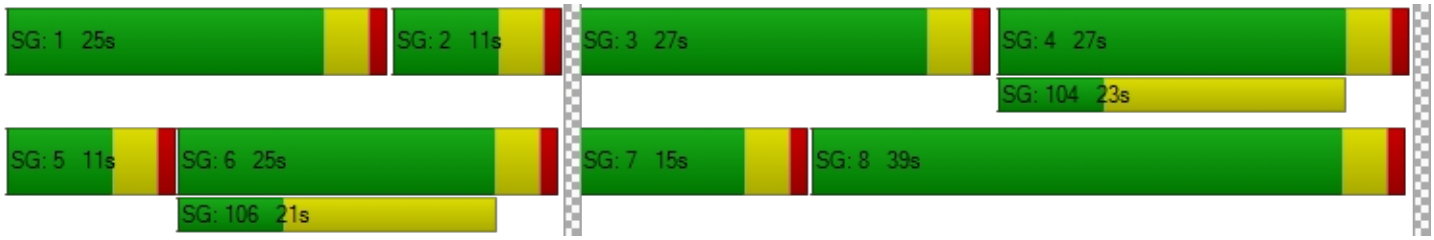
d_M, Delay for Movement [s/veh]	41.37	19.87	0.00	41.08	22.83	23.72	42.86	29.76	35.64	42.81	24.56	25.09
Movement LOS	D	B		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	26.36			25.01			34.83			35.77		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	29.90											
Intersection LOS	C											
Intersection V/C	0.633											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.064	0.000	2.737
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	155	777	511
d_b, Bicycle Delay [s]	26.49	38.32	16.84	24.98
l_b,int, Bicycle LOS Score for Intersection	2.142	2.105	2.449	2.022
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1467	1054	0	1257	341	0	0	0	292	0	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1467	1054	0	1257	341	0	0	0	292	0	151
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	367	264	0	314	85	0	0	0	73	0	38
Total Analysis Volume [veh/h]	0	1467	1054	0	1257	341	0	0	0	292	0	151
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	45	0	0	45	0	0	0	0	60	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	105	105	105		105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	85	85	85		12	12	12
g / C, Green / Cycle	0.81	0.81	0.81		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.29	0.25	0.21		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1762	1589
c, Capacity [veh/h]	4130	4130	1289		201	199	180
d1, Uniform Delay [s]	2.64	2.49	2.39		45.15	45.15	45.15
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.19	0.50		5.92	5.98	6.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.30	0.26		0.76	0.76	0.76
d, Delay for Lane Group [s/veh]	2.88	2.68	2.89		51.06	51.13	51.76
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.90	1.54	1.32		4.19	4.15	3.78
50th-Percentile Queue Length [ft/ln]	47.52	38.45	33.08		104.84	103.81	94.51
95th-Percentile Queue Length [veh/ln]	3.42	2.77	2.38		7.55	7.47	6.80
95th-Percentile Queue Length [ft/ln]	85.54	69.22	59.54		188.71	186.86	170.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	2.88	0.00	0.00	2.68	2.89	0.00	0.00	0.00	51.09	0.00	51.74
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.88			2.73			0.00			51.30		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	8.93											
Intersection LOS	A											
Intersection V/C	0.405											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	42.04
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.246
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	781	781	0	1067
d_b, Bicycle Delay [s]	19.47	19.47	52.46	11.41
l_b,int, Bicycle LOS Score for Intersection	2.366	2.439	4.132	2.291
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	208	2053	1398	177	390	969
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	2053	1398	177	390	969
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	513	350	44	98	242
Total Analysis Volume [veh/h]	208	2053	1398	177	390	969
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	28	80	52	0	40	40
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	24	78	50	50	34	62
g / C, Green / Cycle	0.20	0.65	0.41	0.41	0.29	0.52
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.27	0.11	0.11	0.34
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	693	3303	2113	659	985	1459
d1, Uniform Delay [s]	40.80	12.42	28.31	23.11	34.56	21.20
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.89	1.65	1.00	0.26	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.62	0.66	0.27	0.40	0.66
d, Delay for Lane Group [s/veh]	41.04	13.31	29.96	24.11	34.82	22.28
Lane Group LOS	D	B	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.65	10.41	11.00	3.49	4.64	9.94
50th-Percentile Queue Length [ft/ln]	66.33	260.15	274.94	87.34	115.93	248.53
95th-Percentile Queue Length [veh/ln]	4.78	15.70	16.44	6.29	8.17	15.11
95th-Percentile Queue Length [ft/ln]	119.40	392.41	410.91	157.21	204.21	377.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.04	13.31	29.96	24.11	34.82	22.28
Movement LOS	D	B	C	C	C	C
d_A, Approach Delay [s/veh]	15.86		29.30		25.88	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	22.55					
Intersection LOS	C					
Intersection V/C	0.748					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1267	800	600
d_b, Bicycle Delay [s]	8.06	21.59	29.38
l_b,int, Bicycle LOS Score for Intersection	2.803	2.426	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.928

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1574	551	939	1514	394	705
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1574	551	939	1514	394	705
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	394	138	235	379	99	176
Total Analysis Volume [veh/h]	1574	551	939	1514	394	705
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	63	0	38	38	19	57
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	34	97	15	53
g / C, Green / Cycle	0.49	0.49	0.29	0.81	0.13	0.44
(v / s)_i Volume / Saturation Flow Rate	0.46	0.20	0.26	0.54	0.11	0.20
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1688	1373	1020	2273	434	1585
d1, Uniform Delay [s]	28.85	19.55	41.46	4.79	51.76	23.01
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.91	0.19	14.53	1.56	7.51	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.40	0.92	0.67	0.91	0.44
d, Delay for Lane Group [s/veh]	31.75	19.74	55.99	6.36	59.28	23.91
Lane Group LOS	C	B	E	A	E	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	21.14	4.89	15.38	6.25	6.29	7.06
50th-Percentile Queue Length [ft/ln]	528.57	122.24	384.56	156.18	157.31	176.52
95th-Percentile Queue Length [veh/ln]	28.68	8.52	21.81	10.35	10.41	11.42
95th-Percentile Queue Length [ft/ln]	717.09	212.90	545.37	258.66	260.16	285.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.75	19.74	55.99	6.36	59.28	23.91
Movement LOS	C	B	E	A	E	C
d_A, Approach Delay [s/veh]	28.64		25.36		36.59	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	28.76					
Intersection LOS	C					
Intersection V/C	0.928					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	984	567	884
d_b, Bicycle Delay [s]	15.49	30.80	18.69
l_b,int, Bicycle LOS Score for Intersection	1.560	3.583	2.466
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	73	0	0	0	1	252	13	42	136	1
Total Analysis Volume [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.60	0.00	1.03	0.00	0.00	0.00	0.00	0.01	0.00	0.26	0.01	0.00
d_M, Delay for Movement [s/veh]	445.62	418.16	344.56	10000.0	10000.0	10000.0	8.53	0.00	0.00	10.67	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	20.69	20.69	20.69	0.68	0.68	0.68	0.01	0.01	0.01	0.31	0.31	0.31
95th-Percentile Queue Length [ft/ln]	517.27	517.27	517.27	16.95	16.95	16.95	0.17	0.17	0.17	7.77	7.77	7.77
d_A, Approach Delay [s/veh]	350.73			10000.00			0.03			2.51		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	57.88											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	58.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.017

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	124	79	53	106	19	64	119	152	57	55	27
Total Analysis Volume [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	43	0	0	30	0	21	25	25	22	26	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	39	39	39	26	26	17	21	86	18	22
g / C, Green / Cycle	0.32	0.32	0.32	0.22	0.22	0.14	0.18	0.72	0.15	0.18
(v / s)_i Volume / Saturation Flow Rate	0.34	0.27	0.20	0.20	0.22	0.14	0.09	0.38	0.14	0.18
s, saturation flow rate [veh/h]	1781	1870	1589	1816	1639	1781	5094	1589	1581	1768
c, Capacity [veh/h]	576	605	514	394	355	253	899	1139	273	327
d1, Uniform Delay [s]	40.62	37.44	34.31	45.84	46.99	51.51	44.93	7.79	52.46	48.94
k, delay calibration	0.49	0.33	0.17	0.29	0.35	0.14	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	48.50	8.15	1.91	18.25	39.36	31.67	2.24	1.78	6.61	50.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.04	0.82	0.61	0.91	1.00	1.01	0.53	0.53	0.83	1.00
d, Delay for Lane Group [s/veh]	89.12	45.59	36.22	64.09	86.34	83.18	47.17	9.57	59.07	99.11
Lane Group LOS	F	D	D	E	F	F	D	A	E	F
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	24.48	14.67	8.02	12.31	14.38	9.81	4.50	6.99	3.71	14.29
50th-Percentile Queue Length [ft/ln]	612.03	366.78	200.59	307.87	359.41	245.24	112.54	174.77	92.75	357.26
95th-Percentile Queue Length [veh/ln]	33.51	20.95	12.67	18.07	20.59	15.00	7.98	11.33	6.68	20.51
95th-Percentile Queue Length [ft/ln]	837.84	523.83	316.73	451.75	514.87	375.07	199.53	283.17	166.95	512.65

Movement, Approach, & Intersection Results

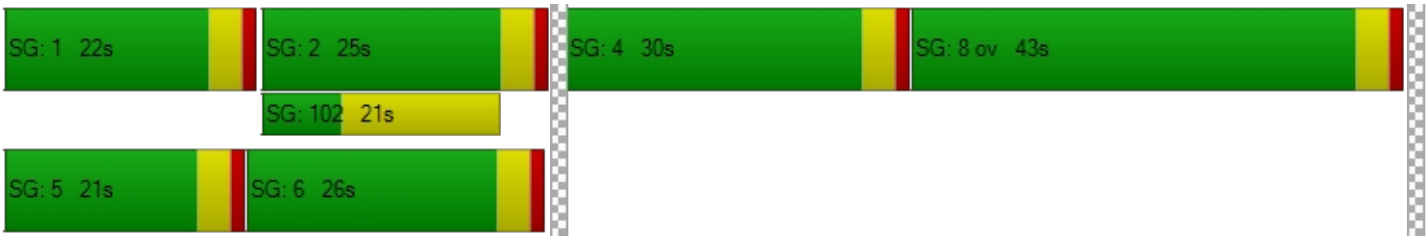
d_M, Delay for Movement [s/veh]	89.12	45.59	36.22	64.09	78.67	86.34	83.18	47.17	9.57	59.07	99.11	99.11
Movement LOS	F	D	D	E	E	F	F	D	A	E	F	F
d_A, Approach Delay [s/veh]	61.98			75.17			37.00			82.66		
Approach LOS	E			E			D			F		
d_I, Intersection Delay [s/veh]	58.85											
Intersection LOS	E											
Intersection V/C	1.017											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.159	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	433	350	367
d_b, Bicycle Delay [s]	27.35	36.83	40.85	40.03
l_b,int, Bicycle LOS Score for Intersection	3.891	2.146	2.296	2.475
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.469

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	25	59	34	88	27	109	182	793	27	27	441	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	59	34	88	27	109	182	793	27	27	441	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	9	22	7	27	46	198	7	7	110	22
Total Analysis Volume [veh/h]	25	59	34	88	27	109	182	793	27	27	441	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	51	0	14	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	13	13	13	11	62	62	3	54	54
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.69	0.69	0.04	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.03	0.03	0.07	0.01	0.07	0.10	0.15	0.15	0.02	0.24	0.06
s, saturation flow rate [veh/h]	1253	1870	1653	1303	1870	1589	1781	3560	1839	1781	1870	1589
c, Capacity [veh/h]	208	262	232	197	262	223	223	2450	1265	69	1125	956
d1, Uniform Delay [s]	37.02	34.14	34.23	39.96	33.77	35.73	38.37	5.16	5.16	42.25	9.35	7.57
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.33	0.41	1.57	0.17	1.66	7.17	0.21	0.40	3.64	1.03	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.18	0.20	0.45	0.10	0.49	0.82	0.22	0.22	0.39	0.39	0.09
d, Delay for Lane Group [s/veh]	37.28	34.47	34.65	41.53	33.94	37.40	45.54	5.37	5.56	45.89	10.38	7.76
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.51	0.92	0.90	1.96	0.52	2.28	4.29	1.64	1.77	0.65	4.41	0.72
50th-Percentile Queue Length [ft/ln]	12.83	23.10	22.58	48.98	13.05	56.99	107.33	41.00	44.14	16.23	110.37	18.00
95th-Percentile Queue Length [veh/ln]	0.92	1.66	1.63	3.53	0.94	4.10	7.69	2.95	3.18	1.17	7.86	1.30
95th-Percentile Queue Length [ft/ln]	23.10	41.58	40.64	88.17	23.49	102.58	192.29	73.80	79.45	29.22	196.52	32.40

Movement, Approach, & Intersection Results

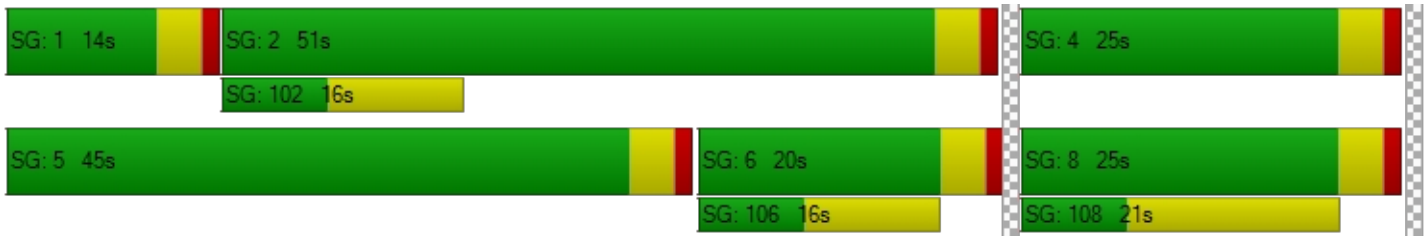
d_M, Delay for Movement [s/veh]	37.28	34.51	34.65	41.53	33.94	37.40	45.54	5.43	5.56	45.89	10.38	7.76
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.13			38.61			12.72			11.68		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.86											
Intersection LOS	B											
Intersection V/C	0.469											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.338	2.407	0.000	2.817
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	1044	356
d_b, Bicycle Delay [s]	26.45	26.45	10.27	30.43
l_b,int, Bicycle LOS Score for Intersection	1.657	1.929	2.111	2.479
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	164	346	150	154	254	67	164	532	202	165	315	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	346	150	154	254	67	164	532	202	165	315	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	87	38	39	64	17	41	133	51	41	79	28
Total Analysis Volume [veh/h]	164	346	150	154	254	67	164	532	202	165	315	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	24	0	14	27	0	14	36	0	16	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	44	44	7	44	44	7	17	17	7	17	17
g / C, Green / Cycle	0.08	0.48	0.48	0.08	0.48	0.48	0.08	0.19	0.19	0.08	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.09	0.04	0.07	0.04	0.05	0.15	0.13	0.05	0.12	0.12
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1707
c, Capacity [veh/h]	268	1716	766	266	1715	765	268	663	296	268	348	318
d1, Uniform Delay [s]	40.29	13.40	13.36	40.20	13.05	12.65	40.29	35.11	34.21	40.30	33.87	33.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.27	0.26	0.57	1.98	0.18	0.23	2.27	2.33	2.77	2.30	1.93	2.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.20	0.20	0.58	0.15	0.09	0.61	0.80	0.68	0.62	0.64	0.64
d, Delay for Lane Group [s/veh]	42.56	13.67	13.93	42.18	13.23	12.88	42.56	37.44	36.99	42.60	35.80	36.12
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	1.99	1.79	1.70	1.42	0.75	1.82	5.69	4.28	1.84	4.58	4.26
50th-Percentile Queue Length [ft/ln]	45.61	49.72	44.65	42.58	35.47	18.79	45.61	142.14	106.92	45.92	114.43	106.57
95th-Percentile Queue Length [veh/ln]	3.28	3.58	3.21	3.07	2.55	1.35	3.28	9.60	7.67	3.31	8.09	7.65
95th-Percentile Queue Length [ft/ln]	82.10	89.49	80.37	76.64	63.85	33.81	82.10	239.90	191.70	82.65	202.15	191.22

Movement, Approach, & Intersection Results

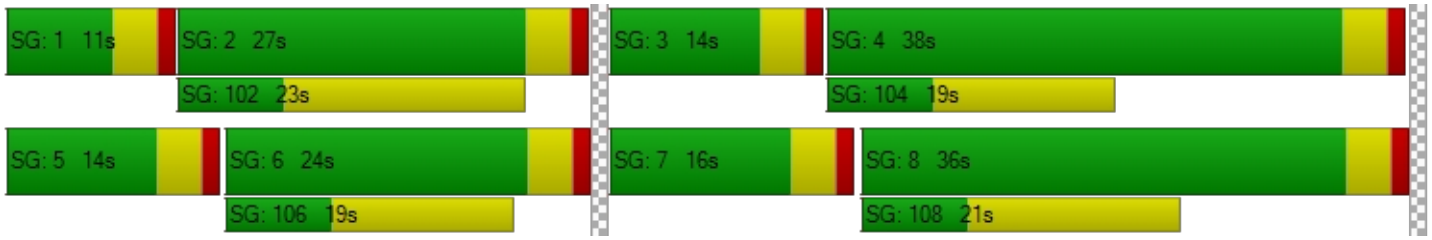
d_M, Delay for Movement [s/veh]	42.56	13.67	13.93	42.18	13.23	12.88	42.56	37.44	36.99	42.60	35.89	36.12
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.91			22.57			38.27			37.81		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.96											
Intersection LOS	C											
Intersection V/C	0.412											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.881	2.746	2.795	2.792
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	444	511	710	755
d_b, Bicycle Delay [s]	27.26	24.98	18.73	17.46
l_b,int, Bicycle LOS Score for Intersection	2.104	1.951	2.300	2.047
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.950

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	273	105	5	263	44	64	10	181	123	10	13
Total Analysis Volume [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	32	54	0	11	33	0	22	24	24	21	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	62	62	3	37	37	18	12	44	17	12	12
g / C, Green / Cycle	0.25	0.56	0.56	0.03	0.34	0.34	0.16	0.11	0.40	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.22	0.31	0.26	0.01	0.30	0.11	0.14	0.02	0.26	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	856	1991	889	97	1209	540	285	211	1116	536	201	171
d1, Uniform Delay [s]	40.22	15.44	14.53	52.28	34.09	26.96	45.35	44.24	26.97	45.83	44.77	45.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.11	1.09	1.79	0.92	8.73	1.58	9.85	0.41	0.64	6.77	0.45	0.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.55	0.47	0.19	0.87	0.32	0.90	0.18	0.65	0.92	0.19	0.29
d, Delay for Lane Group [s/veh]	44.33	16.53	16.32	53.20	42.81	28.54	55.20	44.65	27.61	52.60	45.22	46.23
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.59	8.64	6.46	0.26	14.40	3.62	7.60	0.96	7.66	7.07	0.97	1.30
50th-Percentile Queue Length [ft/ln]	264.73	216.02	161.47	6.38	359.90	90.40	189.92	24.10	191.47	176.79	24.29	32.60
95th-Percentile Queue Length [veh/ln]	15.93	13.46	10.63	0.46	20.62	6.51	12.12	1.74	12.20	11.43	1.75	2.35
95th-Percentile Queue Length [ft/ln]	398.15	336.55	265.67	11.48	515.46	162.72	302.93	43.38	304.94	285.83	43.72	58.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.33	16.53	16.32	53.20	42.81	28.54	55.20	44.65	27.61	52.60	45.22	46.23
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	25.94			40.97			35.20			51.56		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	34.31											
Intersection LOS	C											
Intersection V/C	0.950											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.238	2.972	2.788	2.634
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	909	527	363	345
d_b, Bicycle Delay [s]	16.38	29.85	36.84	37.67
l_b,int, Bicycle LOS Score for Intersection	3.449	2.587	3.236	2.515
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.845

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	428	1944	0	0	1639	522	0	0	0	418	4	408
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	428	1944	0	0	1639	522	0	0	0	418	4	408
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	486	0	0	410	131	0	0	0	105	1	102
Total Analysis Volume [veh/h]	428	1944	0	0	1639	522	0	0	0	418	4	408
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	28	66	0	0	38	0	0	0	0	0	44	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	110	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	16	80	60	60		22	22	22
g / C, Green / Cycle	0.15	0.73	0.54	0.54		0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.12	0.55	0.46	0.33		0.16	0.16	0.17
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1680	1589
c, Capacity [veh/h]	508	2589	1937	865		356	336	318
d1, Uniform Delay [s]	45.68	9.02	21.19	17.03		41.88	42.11	42.33
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.90	2.06	4.79	3.12		4.17	5.04	6.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.75	0.85	0.60		0.80	0.82	0.84
d, Delay for Lane Group [s/veh]	49.57	11.08	25.98	20.15		46.05	47.15	48.41
Lane Group LOS	D	B	C	C		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.94	12.42	18.07	9.34		7.73	7.60	7.50
50th-Percentile Queue Length [ft/ln]	148.41	310.42	451.65	233.42		193.15	190.10	187.46
95th-Percentile Queue Length [veh/ln]	9.93	18.20	25.04	14.35		12.28	12.13	11.99
95th-Percentile Queue Length [ft/ln]	248.31	454.89	625.91	358.70		307.12	303.16	299.73

Movement, Approach, & Intersection Results

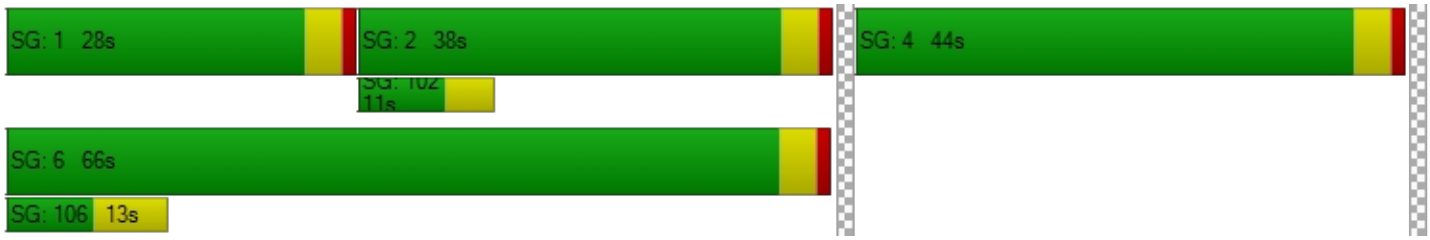
d_M, Delay for Movement [s/veh]	49.57	11.08	0.00	0.00	25.98	20.15	0.00	0.00	0.00	46.41	47.15	48.00
Movement LOS	D	B			C	C				D	D	D
d_A, Approach Delay [s/veh]	18.02			24.57			0.00			47.18		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	25.17											
Intersection LOS	C											
Intersection V/C	0.845											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	44.54	44.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.189	2.219
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1127	618	0	727
d_b, Bicycle Delay [s]	10.47	26.25	54.99	22.27
l_b,int, Bicycle LOS Score for Intersection	3.517	3.342	4.132	2.929
Bicycle LOS	D	C	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.971

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1712	429	468	1573	0	692	3	533	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1712	429	468	1573	0	692	3	533	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	428	107	117	393	0	173	1	133	0	0	0
Total Analysis Volume [veh/h]	0	1712	429	468	1573	0	692	3	533	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	63	0	21	84	0	0	36	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	120	120	120	120	120	120	120	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	59	59	17	80	32	32	32	
g / C, Green / Cycle	0.49	0.49	0.14	0.67	0.27	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.48	0.27	0.14	0.44	0.23	0.24	0.26	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1719	1589	
c, Capacity [veh/h]	1749	781	491	2374	475	458	424	
d1, Uniform Delay [s]	29.90	21.26	51.04	11.94	41.88	42.33	43.44	
k, delay calibration	0.50	0.50	0.11	0.50	0.35	0.37	0.43	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	17.07	2.77	10.57	1.48	13.65	17.91	32.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.98	0.55	0.95	0.66	0.86	0.89	0.97	
d, Delay for Lane Group [s/veh]	46.97	24.04	61.61	13.41	55.53	60.24	76.25	
Lane Group LOS	D	C	E	B	E	E	E	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	27.33	8.86	7.68	12.07	13.26	13.86	15.75	
50th-Percentile Queue Length [ft/ln]	683.32	221.62	192.00	301.84	331.41	346.50	393.63	
95th-Percentile Queue Length [veh/ln]	35.91	13.75	12.22	17.77	19.23	19.97	22.25	
95th-Percentile Queue Length [ft/ln]	897.68	343.69	305.62	444.31	480.69	499.14	556.32	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	46.97	24.04	61.61	13.41	0.00	57.45	60.24	72.53	0.00	0.00	0.00
Movement LOS		D	C	E	B		E	E	E			
d_A, Approach Delay [s/veh]	42.37			24.47			64.00			0.00		
Approach LOS	D			C			E			A		
d_I, Intersection Delay [s/veh]	40.53											
Intersection LOS	D											
Intersection V/C	0.971											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.353	2.167
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	984	1334	533	0
d_b, Bicycle Delay [s]	15.49	6.66	32.25	59.98
l_b,int, Bicycle LOS Score for Intersection	3.326	3.243	3.586	4.132
Bicycle LOS	C	C	D	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.038

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	37	1828	139	193	1823	48	102	13	64	139	8	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	1828	139	193	1823	48	102	13	64	139	8	97
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	457	35	48	456	12	26	3	16	35	2	24
Total Analysis Volume [veh/h]	37	1828	139	193	1823	48	102	13	64	139	8	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	69	0	17	65	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	65	65	13	73	73	25	25	25
g / C, Green / Cycle	0.04	0.56	0.56	0.11	0.64	0.64	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.02	0.53	0.54	0.11	0.50	0.50	0.28	0.13	0.06
s, saturation flow rate [veh/h]	1781	1870	1824	1781	1870	1853	633	1098	1589
c, Capacity [veh/h]	77	1055	1030	202	1187	1177	187	300	346
d1, Uniform Delay [s]	53.75	23.01	23.67	50.64	15.33	15.47	51.36	40.56	37.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.65	15.52	19.14	20.12	5.33	5.59	55.49	1.24	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.93	0.96	0.95	0.79	0.80	0.96	0.49	0.28
d, Delay for Lane Group [s/veh]	58.41	38.53	42.81	70.76	20.66	21.06	106.85	41.80	37.90
Lane Group LOS	E	D	D	E	C	C	F	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.15	27.40	28.98	6.64	18.15	18.37	8.08	3.85	2.33
50th-Percentile Queue Length [ft/ln]	28.63	685.06	724.45	165.91	453.80	459.29	202.07	96.33	58.14
95th-Percentile Queue Length [veh/ln]	2.06	35.99	37.81	10.86	25.14	25.40	12.75	6.94	4.19
95th-Percentile Queue Length [ft/ln]	51.54	899.68	945.16	271.53	628.48	635.02	318.64	173.40	104.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.41	40.51	42.81	70.76	20.86	21.06	106.85	106.85	106.85	41.80	41.80	37.90
Movement LOS	E	D	D	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	41.00			25.53			106.85			40.25		
Approach LOS	D			C			F			D		
d_I, Intersection Delay [s/veh]	36.47											
Intersection LOS	D											
Intersection V/C	1.038											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.01	47.01	47.01	47.01
l_p,int, Pedestrian LOS Score for Intersection	3.295	3.254	1.859	2.143
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1131	1061	435	435
d_b, Bicycle Delay [s]	10.86	12.67	35.21	35.21
l_b,int, Bicycle LOS Score for Intersection	3.213	3.262	1.855	1.962
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	52.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.037

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	40	1874	455	106	1875	12	18	13	68	399	8	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1874	455	106	1875	12	18	13	68	399	8	158
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	469	114	27	469	3	5	3	17	100	2	40
Total Analysis Volume [veh/h]	40	1874	455	106	1875	12	18	13	68	399	8	158
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	26	69	0	11	54	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	73	73	7	74	74	9	16	16	16
g / C, Green / Cycle	0.04	0.60	0.60	0.06	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.62	0.67	0.06	0.50	0.51	0.06	0.11	0.11	0.10
s, saturation flow rate [veh/h]	1781	1870	1749	1781	1870	1866	1654	1781	1784	1589
c, Capacity [veh/h]	78	1128	1056	105	1157	1154	123	232	232	207
d1, Uniform Delay [s]	56.15	23.81	23.81	56.49	17.62	17.66	54.74	51.27	51.27	50.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.12	35.36	60.44	42.78	6.39	6.47	11.73	10.10	10.08	5.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	1.03	1.10	1.01	0.82	0.82	0.81	0.88	0.88	0.76
d, Delay for Lane Group [s/veh]	61.27	59.17	84.25	99.26	24.01	24.13	66.48	61.37	61.36	56.19
Lane Group LOS	E	F	F	F	C	C	E	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.30	40.43	45.17	4.44	20.72	20.79	3.35	6.65	6.66	4.91
50th-Percentile Queue Length [ft/ln]	32.45	1010.70	1129.34	110.88	518.06	519.68	83.69	166.17	166.44	122.85
95th-Percentile Queue Length [veh/ln]	2.34	52.29	61.02	7.91	28.19	28.26	6.03	10.87	10.89	8.55
95th-Percentile Queue Length [ft/ln]	58.42	1307.28	1525.40	197.68	704.70	706.61	150.63	271.87	272.23	213.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.27	68.67	84.25	99.26	24.07	24.13	66.48	66.48	66.48	61.37	61.36	56.19
Movement LOS	E	E	F	F	C	C	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	71.53			28.07			66.48			59.92		
Approach LOS	E			C			E			E		
d_I, Intersection Delay [s/veh]	52.89											
Intersection LOS	D											
Intersection V/C	1.037											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.232	3.102	1.806	2.423
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1083	833	267	267
d_b, Bicycle Delay [s]	12.62	20.43	45.08	45.08
l_b,int, Bicycle LOS Score for Intersection	3.514	3.204	1.723	2.492
Bicycle LOS	D	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	102.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.245

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	329	26	56	326	204	233	59	37	15	11	81
Total Analysis Volume [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	50	0	16	53	0	30	40	0	14	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	46	46	12	49	49	26	40	40	6	20	20
g / C, Green / Cycle	0.08	0.38	0.38	0.10	0.41	0.41	0.22	0.33	0.33	0.05	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.39	0.13	0.37	0.51	0.27	0.13	0.09	0.03	0.02	0.20
s, saturation flow rate [veh/h]	1781	1870	1822	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	135	717	699	179	1455	649	749	619	526	92	310	264
d1, Uniform Delay [s]	55.49	36.96	37.00	54.00	33.14	35.51	47.02	30.73	29.64	55.92	42.75	50.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	124.22	33.14	36.13	120.57	8.98	126.45	112.32	0.38	0.29	7.99	0.20	120.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.25	1.00	1.01	1.25	0.90	1.25	1.24	0.38	0.28	0.67	0.14	1.23
d, Delay for Lane Group [s/veh]	179.71	70.10	73.13	174.57	42.12	161.95	159.35	31.11	29.93	63.92	42.95	170.94
Lane Group LOS	F	E	F	F	D	F	F	C	C	E	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.72	27.11	27.06	11.39	19.14	41.30	22.81	5.28	3.23	2.02	1.11	16.73
50th-Percentile Queue Length [ft/ln]	218.03	677.69	676.42	284.85	478.43	1032.38	570.13	131.98	80.79	50.50	27.85	418.16
95th-Percentile Queue Length [veh/ln]	14.54	35.65	35.81	18.33	26.31	60.09	34.22	9.05	5.82	3.64	2.01	25.70
95th-Percentile Queue Length [ft/ln]	363.58	891.15	895.26	458.20	657.79	1502.30	855.62	226.18	145.42	90.89	50.13	642.51

Movement, Approach, & Intersection Results

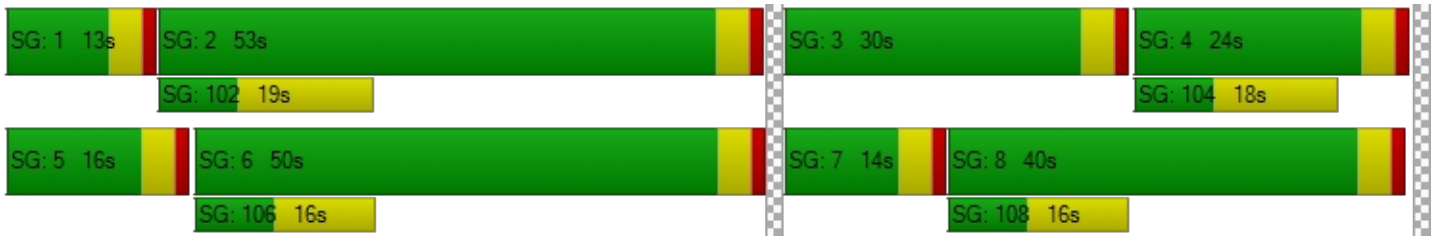
d_M, Delay for Movement [s/veh]	179.71	71.48	73.13	174.57	42.12	161.95	159.35	31.11	29.93	63.92	42.95	170.94
Movement LOS	F	E	E	F	D	F	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	83.03			96.40			121.80			142.76		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	102.04											
Intersection LOS	F											
Intersection V/C	1.245											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.919	3.265	2.934	2.386
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	766	816	600	333
d_b, Bicycle Delay [s]	22.83	21.02	29.41	41.68
l_b,int, Bicycle LOS Score for Intersection	2.871	3.491	3.731	2.264
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	43.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	370	13	17	344	52	60	51	59	23	41	15
Total Analysis Volume [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	67	0	11	60	0	22	23	0	19	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	64	64	6	56	56	18	26	26	8	16
g / C, Green / Cycle	0.12	0.53	0.53	0.05	0.47	0.47	0.15	0.22	0.22	0.06	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.41	0.41	0.04	0.43	0.44	0.13	0.11	0.15	0.05	0.12
s, saturation flow rate [veh/h]	1781	1870	1849	1781	1870	1787	1781	1870	1589	1781	1787
c, Capacity [veh/h]	208	996	984	93	875	836	264	407	346	114	238
d1, Uniform Delay [s]	52.26	22.24	22.34	55.99	29.71	30.21	50.25	41.21	43.14	55.36	51.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.44	5.74	5.96	9.78	15.71	18.88	10.86	0.95	3.33	11.33	14.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.77	0.78	0.72	0.92	0.94	0.90	0.50	0.68	0.79	0.93
d, Delay for Lane Group [s/veh]	64.70	27.98	28.30	65.77	45.41	49.08	61.10	42.16	46.47	66.69	65.81
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.24	18.12	18.16	2.25	24.65	25.07	7.81	5.38	6.74	3.04	7.50
50th-Percentile Queue Length [ft/ln]	155.89	453.01	454.01	56.32	616.23	626.69	195.13	134.58	168.55	76.10	187.61
95th-Percentile Queue Length [veh/ln]	10.33	25.10	25.15	4.05	32.79	33.28	12.39	9.19	11.00	5.48	12.00
95th-Percentile Queue Length [ft/ln]	258.27	627.54	628.73	101.37	819.79	831.96	309.67	229.71	275.00	136.97	299.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.70	28.13	28.30	65.77	46.95	49.08	61.10	42.16	46.47	66.69	65.81	65.81
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	32.10			47.98			50.32			66.07		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	43.38											
Intersection LOS	D											
Intersection V/C	0.922											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.980	2.982	2.554	2.159
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1050	933	317	267
d_b, Bicycle Delay [s]	13.54	17.07	42.51	45.07
l_b,int, Bicycle LOS Score for Intersection	2.975	2.921	2.677	2.073
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	33.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	59	1367	111	309	1304	75	57	98	32	63	88	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1367	111	309	1304	75	57	98	32	63	88	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	342	28	77	326	19	14	25	8	16	22	64
Total Analysis Volume [veh/h]	59	1367	111	309	1304	75	57	98	32	63	88	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	17	0	59	65	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	48	48	20	62	62	25	25	25	25
g / C, Green / Cycle	0.06	0.45	0.45	0.20	0.59	0.59	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.40	0.40	0.17	0.37	0.37	0.06	0.07	0.05	0.21
s, saturation flow rate [veh/h]	1781	1870	1821	1781	1870	1835	1035	1792	1260	1653
c, Capacity [veh/h]	99	846	824	347	1107	1086	89	427	271	394
d1, Uniform Delay [s]	48.42	26.18	26.33	41.16	13.89	13.98	52.13	32.84	38.95	38.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.61	12.75	13.73	7.81	2.68	2.80	7.51	0.40	0.44	13.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.88	0.89	0.89	0.63	0.63	0.64	0.30	0.23	0.88
d, Delay for Lane Group [s/veh]	54.03	38.93	40.06	48.96	16.57	16.78	59.64	33.24	39.39	51.69
Lane Group LOS	D	D	D	D	B	B	E	C	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.66	19.22	19.17	8.45	10.73	10.72	1.68	2.76	1.47	9.87
50th-Percentile Queue Length [ft/ln]	41.49	480.44	479.36	211.30	268.21	268.09	42.08	68.93	36.64	246.86
95th-Percentile Queue Length [veh/ln]	2.99	26.41	26.36	13.22	16.10	16.09	3.03	4.96	2.64	15.03
95th-Percentile Queue Length [ft/ln]	74.69	660.17	658.89	330.50	402.51	402.35	75.74	124.07	65.95	375.70

Movement, Approach, & Intersection Results

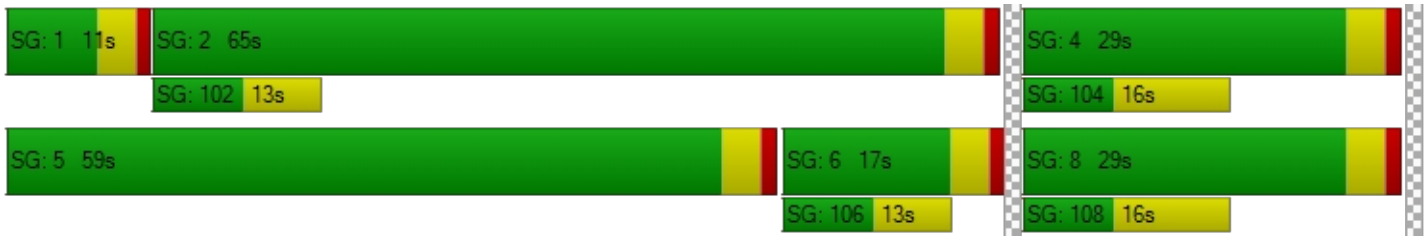
d_M, Delay for Movement [s/veh]	54.03	39.44	40.06	48.96	16.67	16.78	59.64	33.24	33.24	39.39	51.69	51.69
Movement LOS	D	D	D	D	B	B	E	C	C	D	D	D
d_A, Approach Delay [s/veh]	40.05			22.59			41.28			49.79		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	33.43											
Intersection LOS	C											
Intersection V/C	0.886											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	42.07	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	2.969	3.045	2.080	2.248
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	1162	476	476
d_b, Bicycle Delay [s]	40.30	9.22	30.47	30.47
l_b,int, Bicycle LOS Score for Intersection	2.828	2.952	1.868	2.233
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	35.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.748

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	175	776	123	245	713	368	428	881	60	137	711	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	776	123	245	713	368	428	881	60	137	711	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	194	31	61	178	92	107	220	15	34	178	43
Total Analysis Volume [veh/h]	175	776	123	245	713	368	428	881	60	137	711	170
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	44	0	12	45	0	17	28	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	31	31	8	33	33	13	33	33	7	27	39
g / C, Green / Cycle	0.07	0.33	0.33	0.08	0.34	0.34	0.14	0.34	0.34	0.07	0.28	0.41
(v / s)_i Volume / Saturation Flow Rate	0.05	0.25	0.25	0.07	0.30	0.31	0.12	0.18	0.18	0.04	0.14	0.11
s, saturation flow rate [veh/h]	3459	1870	1782	3459	1870	1660	3459	3560	1810	3459	5094	1589
c, Capacity [veh/h]	258	619	590	297	640	568	477	1217	619	254	1414	644
d1, Uniform Delay [s]	42.98	28.29	28.30	42.88	29.65	29.84	40.44	25.02	25.03	42.60	28.90	18.87
k, delay calibration	0.11	0.16	0.16	0.11	0.25	0.26	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.10	2.60	2.73	5.81	9.42	11.84	6.33	1.54	3.02	1.77	1.28	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.74	0.74	0.83	0.89	0.90	0.90	0.51	0.51	0.54	0.50	0.26
d, Delay for Lane Group [s/veh]	46.08	30.89	31.03	48.68	39.07	41.68	46.76	26.57	28.04	44.37	30.18	19.87
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.10	9.48	9.06	3.05	13.53	12.62	5.28	5.73	6.08	1.61	4.63	2.62
50th-Percentile Queue Length [ft/ln]	52.54	237.08	226.60	76.19	338.24	315.45	132.09	143.37	152.08	40.13	115.63	65.50
95th-Percentile Queue Length [veh/ln]	3.78	14.53	14.00	5.49	19.56	18.44	9.05	9.66	10.13	2.89	8.15	4.72
95th-Percentile Queue Length [ft/ln]	94.58	363.34	350.04	137.15	489.05	461.09	226.33	241.55	253.21	72.24	203.80	117.91

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.08	30.95	31.03	48.68	39.60	41.68	46.76	27.00	28.04	44.37	30.18	19.87
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	33.43			41.86			33.22			30.37		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	35.05											
Intersection LOS	D											
Intersection V/C	0.748											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.22	37.22	37.22	37.22
l_p,int, Pedestrian LOS Score for Intersection	2.778	2.894	3.047	3.097
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	841	862	504	378
d_b, Bicycle Delay [s]	15.99	15.41	26.61	31.28
l_b,int, Bicycle LOS Score for Intersection	2.446	2.654	2.313	2.120
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX D-VIII

BUILDOUT WITH PROJECT OPTION A WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.757

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	52	1	0	1	0	115	14	99	168	0
Total Analysis Volume [veh/h]	39	0	206	4	0	2	0	459	55	394	672	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	18	0	0	18	0	11	11	0	61	61	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	14	0	42	22	64
g / C, Green / Cycle	0.16	0.16	0.00	0.46	0.25	0.71
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.00	0.28	0.22	0.36
s, saturation flow rate [veh/h]	1579	888	1781	1835	1781	1869
c, Capacity [veh/h]	293	205	2	851	440	1326
d1, Uniform Delay [s]	37.88	32.17	0.00	18.00	32.77	5.95
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.26	0.06	0.00	3.18	6.62	1.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.03	0.00	0.60	0.90	0.51
d, Delay for Lane Group [s/veh]	44.14	32.23	0.00	21.18	39.39	7.34
Lane Group LOS	D	C	A	C	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.79	0.11	0.00	7.94	8.65	4.62
50th-Percentile Queue Length [ft/ln]	144.81	2.82	0.00	198.47	216.20	115.58
95th-Percentile Queue Length [veh/ln]	9.74	0.20	0.00	12.56	13.47	8.15
95th-Percentile Queue Length [ft/ln]	243.49	5.08	0.00	313.99	336.77	203.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.14	44.14	44.14	32.23	32.23	32.23	0.00	21.18	21.18	39.39	7.34	7.34
Movement LOS	D	D	D	C	C	C	A	C	C	D	A	A
d_A, Approach Delay [s/veh]	44.14			32.23			21.18			19.17		
Approach LOS	D			C			C			B		
d_I, Intersection Delay [s/veh]	23.12											
Intersection LOS	C											
Intersection V/C	0.757											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	311	311	156	1266
d_b, Bicycle Delay [s]	32.10	32.10	38.28	6.06
l_b,int, Bicycle LOS Score for Intersection	1.964	1.570	2.408	3.320
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	45.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	92	49	33	146	50	37	61	167	109	88	11
Total Analysis Volume [veh/h]	476	368	194	132	584	198	148	245	667	434	350	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	42	34	0	40	32	0	15	25	25	21	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	34	52	52	11	29	29	11	25	95	17	30
g / C, Green / Cycle	0.28	0.43	0.43	0.09	0.24	0.24	0.09	0.20	0.79	0.14	0.25
(v / s)_i Volume / Saturation Flow Rate	0.27	0.20	0.12	0.07	0.22	0.22	0.08	0.05	0.42	0.13	0.21
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1870	1710	1781	5094	1589	3459	1835
c, Capacity [veh/h]	505	806	685	162	446	408	164	1040	1260	487	464
d1, Uniform Delay [s]	42.06	24.22	22.16	53.56	44.56	44.56	53.95	39.94	4.45	50.68	42.67
k, delay calibration	0.34	0.11	0.11	0.11	0.32	0.32	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.91	0.41	0.22	9.42	18.95	20.30	15.88	0.53	1.60	5.87	17.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.46	0.28	0.81	0.92	0.92	0.90	0.24	0.53	0.89	0.85
d, Delay for Lane Group [s/veh]	63.97	24.62	22.38	62.99	63.51	64.86	69.83	40.47	6.04	56.56	59.95
Lane Group LOS	E	C	C	E	E	E	E	D	A	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	16.72	7.46	3.60	4.34	14.11	13.06	5.15	2.08	5.18	6.79	13.24
50th-Percentile Queue Length [ft/ln]	418.02	186.62	89.98	108.38	352.76	326.53	128.65	51.98	129.55	169.80	330.91
95th-Percentile Queue Length [veh/ln]	23.43	11.95	6.48	7.75	20.27	18.99	8.87	3.74	8.92	11.07	19.20
95th-Percentile Queue Length [ft/ln]	585.68	298.64	161.96	193.74	506.77	474.70	221.66	93.56	222.88	276.66	480.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.97	24.62	22.38	62.99	63.91	64.86	69.83	40.47	6.04	56.56	59.95	59.95
Movement LOS	E	C	C	E	E	E	E	D	A	E	E	E
d_A, Approach Delay [s/veh]	42.25			63.98			22.91			58.17		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	45.51											
Intersection LOS	D											
Intersection V/C	0.973											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.845	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	467	350	450
d_b, Bicycle Delay [s]	33.76	35.28	40.85	36.05
l_b,int, Bicycle LOS Score for Intersection	3.272	2.314	2.143	2.924
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	40.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.973

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	298	32	46	360	276	146	44	16	11	14	57
Total Analysis Volume [veh/h]	141	1191	127	184	1440	1103	585	177	65	45	54	227
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						3,4
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	15	43	0	18	46	46	37	48	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11	50	50	14	53	90	33	35	35	5	7	44
g / C, Green / Cycle	0.09	0.42	0.42	0.12	0.44	0.75	0.27	0.29	0.29	0.05	0.06	0.37
(v / s)_i Volume / Saturation Flow Rate	0.08	0.36	0.36	0.10	0.40	0.69	0.26	0.09	0.04	0.03	0.03	0.14
s, saturation flow rate [veh/h]	1781	1870	1808	1781	3560	1589	2240	1870	1589	1781	1870	1589
c, Capacity [veh/h]	164	778	752	209	1569	1190	637	538	457	82	110	584
d1, Uniform Delay [s]	53.72	31.86	32.01	52.18	31.53	12.38	44.75	33.65	31.76	56.03	54.73	28.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.06	11.83	12.74	11.47	10.06	13.56	5.87	0.35	0.14	5.57	3.32	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.86	0.87	0.88	0.92	0.93	0.92	0.33	0.14	0.55	0.49	0.39
d, Delay for Lane Group [s/veh]	65.78	43.69	44.74	63.65	41.60	25.94	50.63	34.00	31.90	61.60	58.06	28.47
Lane Group LOS	E	D	D	E	D	C	D	C	C	E	E	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.74	19.76	19.51	6.11	21.23	24.20	9.17	4.13	1.43	1.46	1.69	4.89
50th-Percentile Queue Length [ft/ln]	118.62	494.05	487.76	152.87	530.79	605.06	229.33	103.29	35.79	36.57	42.17	122.37
95th-Percentile Queue Length [veh/ln]	8.32	27.05	26.75	10.17	28.79	32.27	14.14	7.44	2.58	2.63	3.04	8.52
95th-Percentile Queue Length [ft/ln]	207.93	676.32	668.86	254.25	719.71	806.76	353.51	185.91	64.43	65.83	75.90	213.09

Movement, Approach, & Intersection Results

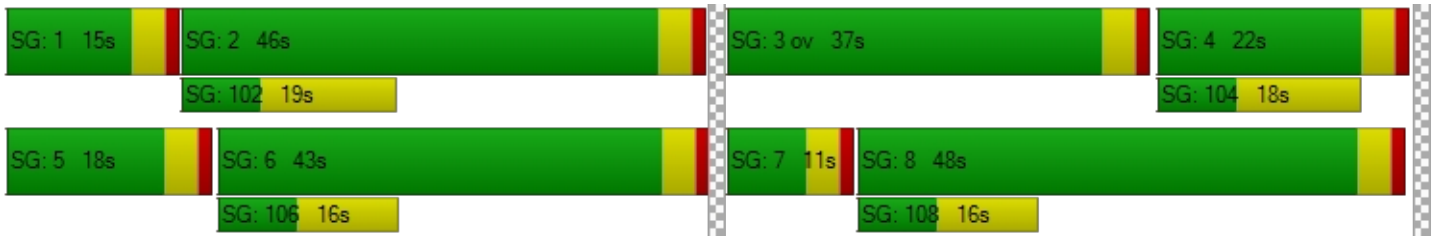
d_M, Delay for Movement [s/veh]	65.78	44.15	44.74	63.65	41.60	25.94	50.63	34.00	31.90	61.60	58.06	28.47
Movement LOS	E	D	D	E	D	C	D	C	C	E	E	C
d_A, Approach Delay [s/veh]	46.29			36.75			45.60			37.95		
Approach LOS	D			D			D			D		
d_I, Intersection Delay [s/veh]	40.80											
Intersection LOS	D											
Intersection V/C	0.973											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.900	4.067	2.904	2.343
Crosswalk LOS	C	D	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	700	733	300
d_b, Bicycle Delay [s]	27.35	25.36	24.08	43.37
l_b,int, Bicycle LOS Score for Intersection	2.763	3.809	2.924	2.098
Bicycle LOS	C	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	51.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	315	9	7	347	63	72	60	85	30	60	17
Total Analysis Volume [veh/h]	185	1260	35	27	1386	253	287	239	339	121	239	68
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	65	0	11	59	0	24	31	0	13	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	64	64	4	55	55	20	27	27	9	16	16
g / C, Green / Cycle	0.11	0.53	0.53	0.03	0.46	0.46	0.17	0.22	0.22	0.08	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.35	0.02	0.44	0.46	0.16	0.13	0.21	0.07	0.13	0.04
s, saturation flow rate [veh/h]	1781	1870	1852	1781	1870	1772	1781	1870	1589	1781	1870	1589
c, Capacity [veh/h]	193	996	987	62	859	814	297	418	355	134	247	210
d1, Uniform Delay [s]	53.22	20.08	20.10	56.74	31.57	32.27	49.67	41.49	45.99	55.06	51.84	47.23
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.19	0.11	0.34	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	3.32	3.37	4.66	23.68	29.99	24.94	1.23	29.68	18.73	19.93	0.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.65	0.65	0.43	0.97	0.99	0.97	0.57	0.95	0.90	0.97	0.32
d, Delay for Lane Group [s/veh]	74.47	23.39	23.48	61.40	55.24	62.26	74.61	42.72	75.67	73.79	71.76	48.12
Lane Group LOS	E	C	C	E	E	E	E	D	E	E	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.68	13.57	13.50	0.88	28.29	29.31	10.57	6.44	12.83	4.33	8.50	1.90
50th-Percentile Queue Length [ft/ln]	167.05	339.13	337.53	22.10	707.27	732.85	264.37	161.01	320.78	108.15	212.51	47.52
95th-Percentile Queue Length [veh/ln]	10.92	19.61	19.53	1.59	37.01	38.19	15.91	10.60	18.71	7.74	13.28	3.42
95th-Percentile Queue Length [ft/ln]	273.03	490.14	488.18	39.77	925.35	954.83	397.70	265.06	467.64	193.43	332.05	85.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.47	23.43	23.48	61.40	58.06	62.26	74.61	42.72	75.67	73.79	71.76	48.12
Movement LOS	E	C	C	E	E	E	E	D	E	E	E	D
d_A, Approach Delay [s/veh]	29.81			58.75			66.21			68.58		
Approach LOS	C			E			E			E		
d_I, Intersection Delay [s/veh]	51.50											
Intersection LOS	D											
Intersection V/C	0.980											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.962	2.953	2.614	2.323
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1017	917	450	267
d_b, Bicycle Delay [s]	14.51	17.61	36.04	45.07
l_b,int, Bicycle LOS Score for Intersection	2.781	2.934	2.987	2.266
Bicycle LOS	C	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	73	0	0	0	1	252	13	42	136	1
Total Analysis Volume [veh/h]	19	0	292	1	0	0	4	1006	50	169	544	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	27	0	0	27	0	11	77	0	16	82	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	1	73	12	84
g / C, Green / Cycle	0.19	0.19	0.01	0.61	0.10	0.70
(v / s)_i Volume / Saturation Flow Rate	0.20	0.00	0.00	0.57	0.09	0.29
s, saturation flow rate [veh/h]	1589	345	1781	1854	1781	1868
c, Capacity [veh/h]	337	126	14	1127	179	1308
d1, Uniform Delay [s]	48.66	39.29	59.19	21.42	53.64	7.62
k, delay calibration	0.29	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	22.68	0.02	11.14	15.37	20.64	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.01	0.29	0.94	0.95	0.42
d, Delay for Lane Group [s/veh]	71.33	39.32	70.33	36.79	74.28	8.61
Lane Group LOS	E	D	E	D	E	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	11.42	0.02	0.16	28.66	6.00	5.51
50th-Percentile Queue Length [ft/ln]	285.50	0.62	4.05	716.51	150.02	137.66
95th-Percentile Queue Length [veh/ln]	16.96	0.04	0.29	37.44	10.02	9.35
95th-Percentile Queue Length [ft/ln]	424.05	1.12	7.29	936.01	250.45	233.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.33	71.33	71.33	39.32	39.32	39.32	70.33	36.79	36.79	74.28	8.61	8.61
Movement LOS	E	E	E	D	D	D	E	D	D	E	A	A
d_A, Approach Delay [s/veh]	71.33			39.32			36.92			24.09		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	37.64											
Intersection LOS	D											
Intersection V/C	0.956											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	383	383	1217	1300
d_b, Bicycle Delay [s]	39.20	39.20	9.20	7.34
l_b,int, Bicycle LOS Score for Intersection	2.073	1.561	3.309	2.743
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	43.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.947

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	124	79	53	106	19	64	119	152	57	55	27
Total Analysis Volume [veh/h]	600	497	316	211	423	77	255	477	606	228	220	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	3	8	0	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	42	43	0	18	19	0	19	26	26	18	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	0.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	39	39	14	16	16	15	22	83	14	21
g / C, Green / Cycle	0.35	0.37	0.37	0.13	0.15	0.15	0.14	0.21	0.79	0.13	0.20
(v / s)_i Volume / Saturation Flow Rate	0.34	0.27	0.20	0.12	0.14	0.14	0.14	0.09	0.38	0.14	0.18
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1870	1771	1781	5094	1589	1581	1768
c, Capacity [veh/h]	627	693	589	238	284	269	255	1069	1256	253	354
d1, Uniform Delay [s]	33.27	28.37	26.00	44.74	43.79	43.81	45.03	36.21	3.74	47.61	41.24
k, delay calibration	0.41	0.25	0.12	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	23.57	3.24	0.82	10.50	10.13	10.89	26.08	1.35	1.33	11.30	31.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.72	0.54	0.89	0.90	0.90	1.00	0.45	0.48	0.90	0.92
d, Delay for Lane Group [s/veh]	56.85	31.61	26.82	55.24	53.91	54.71	71.11	37.56	5.07	58.91	73.10
Lane Group LOS	E	C	C	E	D	D	E	D	A	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	18.61	11.11	6.24	6.06	7.29	6.99	8.43	3.67	3.63	3.39	11.34
50th-Percentile Queue Length [ft/ln]	465.30	277.68	156.08	151.42	182.31	174.80	210.82	91.79	90.81	84.87	283.40
95th-Percentile Queue Length [veh/ln]	25.69	16.57	10.34	10.09	11.72	11.33	13.20	6.61	6.54	6.11	16.86
95th-Percentile Queue Length [ft/ln]	642.18	414.32	258.52	252.33	293.03	283.21	329.88	165.22	163.46	152.76	421.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.85	31.61	26.82	55.24	54.23	54.71	71.11	37.56	5.07	58.91	73.10	73.10
Movement LOS	E	C	C	E	D	D	E	D	A	E	E	E
d_A, Approach Delay [s/veh]	41.26			54.58			29.24			67.27		
Approach LOS	D			D			C			E		
d_I, Intersection Delay [s/veh]	43.21											
Intersection LOS	D											
Intersection V/C	0.947											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.152	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	742	286	419	400
d_b, Bicycle Delay [s]	20.77	38.60	32.83	33.63
l_b,int, Bicycle LOS Score for Intersection	3.891	2.146	2.296	2.475
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	52.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.053

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	329	26	56	326	204	233	59	37	15	11	81
Total Analysis Volume [veh/h]	168	1316	105	223	1304	814	932	235	149	61	43	323
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	16	43	0	19	46	46	36	47	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	12	45	45	15	48	84	32	38	38	6	12	31
g / C, Green / Cycle	0.10	0.38	0.38	0.13	0.40	0.70	0.27	0.31	0.31	0.05	0.10	0.26
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.39	0.13	0.37	0.51	0.27	0.13	0.09	0.03	0.02	0.20
s, saturation flow rate [veh/h]	1781	1870	1822	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	179	706	688	223	1432	1116	922	584	496	92	182	407
d1, Uniform Delay [s]	53.63	37.37	37.37	52.49	33.84	10.92	44.04	32.47	31.32	55.92	50.06	41.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.44	37.54	40.83	27.60	10.18	4.20	16.63	0.45	0.34	7.99	0.66	9.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	1.01	1.03	1.00	0.91	0.73	1.01	0.40	0.30	0.67	0.24	0.79
d, Delay for Lane Group [s/veh]	73.06	74.91	78.20	80.09	44.02	15.12	60.67	32.91	31.66	63.92	50.72	51.34
Lane Group LOS	E	F	F	F	D	B	F	C	C	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.00	27.62	27.54	8.41	19.56	13.05	15.68	5.46	3.34	2.02	1.23	9.98
50th-Percentile Queue Length [ft/ln]	149.91	690.54	688.56	210.31	488.91	326.24	391.97	136.38	83.47	50.50	30.77	249.46
95th-Percentile Queue Length [veh/ln]	10.01	36.63	36.81	13.17	26.81	18.97	22.33	9.29	6.01	3.64	2.22	15.16
95th-Percentile Queue Length [ft/ln]	250.31	915.69	920.21	329.23	670.22	474.35	558.14	232.13	150.24	90.89	55.39	378.98

Movement, Approach, & Intersection Results

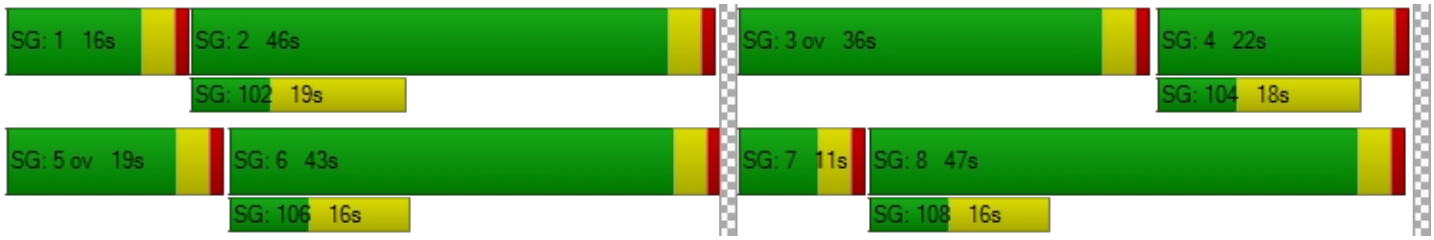
d_M, Delay for Movement [s/veh]	73.06	76.41	78.20	80.09	44.02	15.12	60.67	32.91	31.66	63.92	50.72	51.34
Movement LOS	E	E	E	F	D	B	F	C	C	E	D	D
d_A, Approach Delay [s/veh]	76.18			37.41			52.43			53.07		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	52.93											
Intersection LOS	D											
Intersection V/C	1.053											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.919	3.265	2.934	2.386
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	650	700	716	300
d_b, Bicycle Delay [s]	27.35	25.36	24.72	43.37
l_b,int, Bicycle LOS Score for Intersection	2.871	3.491	3.731	2.264
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	38.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	370	13	17	344	52	60	51	59	23	41	15
Total Analysis Volume [veh/h]	186	1480	50	67	1376	207	238	203	236	90	163	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	67	0	11	60	0	22	30	0	12	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	67	67	6	60	60	18	23	23	8	12	12
g / C, Green / Cycle	0.12	0.56	0.56	0.05	0.50	0.50	0.15	0.19	0.19	0.06	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.10	0.41	0.41	0.04	0.43	0.44	0.13	0.11	0.15	0.05	0.09	0.04
s, saturation flow rate [veh/h]	1781	1870	1849	1781	1870	1787	1781	1870	1589	1781	1870	1589
c, Capacity [veh/h]	209	1050	1038	94	930	888	265	353	300	114	194	165
d1, Uniform Delay [s]	52.25	19.57	19.66	55.96	26.55	26.99	50.24	44.34	46.42	55.41	52.81	50.03
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.15	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.26	4.48	4.64	9.49	10.33	12.17	10.76	1.49	6.38	11.53	9.26	1.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.73	0.74	0.71	0.86	0.88	0.90	0.58	0.79	0.79	0.84	0.35
d, Delay for Lane Group [s/veh]	64.51	24.05	24.30	65.45	36.87	39.16	60.99	45.83	52.80	66.94	62.07	51.30
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.23	16.54	16.57	2.25	22.09	22.29	7.80	5.65	7.23	3.05	5.32	1.68
50th-Percentile Queue Length [ft/ln]	155.67	413.42	414.14	56.17	552.26	557.22	194.97	141.24	180.74	76.27	133.01	42.08
95th-Percentile Queue Length [veh/ln]	10.32	23.21	23.24	4.04	29.80	30.03	12.38	9.55	11.64	5.49	9.10	3.03
95th-Percentile Queue Length [ft/ln]	257.98	580.15	581.01	101.11	744.96	750.78	309.47	238.69	290.98	137.28	227.58	75.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.51	24.17	24.30	65.45	37.83	39.16	60.99	45.83	52.80	66.94	62.07	51.30
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	D
d_A, Approach Delay [s/veh]	28.55			39.12			53.59			61.47		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	38.80											
Intersection LOS	D											
Intersection V/C	0.880											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.980	2.982	2.554	2.299
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1050	933	433	267
d_b, Bicycle Delay [s]	13.55	17.08	36.83	45.08
l_b,int, Bicycle LOS Score for Intersection	2.975	2.921	2.677	2.073
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E

OPTION A TRAFFIC SIGNAL WARRANT WORKSHEETS

APPENDIX E-I

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	639	458	36	4
2	620	444	35	4
3	607	435	34	4
4	569	408	32	4
5	505	362	28	3
6	498	357	28	3
7	492	353	28	3
8	447	321	25	3
9	441	316	25	3
10	435	311	24	3
11	377	270	21	2
12	351	252	20	2
13	345	247	19	2
14	256	183	14	2
15	256	183	14	2
16	179	128	10	1
17	102	73	6	1
18	102	73	6	1
19	58	41	3	0
20	32	23	2	0
21	19	14	1	0
22	6	5	0	0
23	6	5	0	0
24	6	5	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1097	1	36	No	No	No	No	No	No	No	No	No	No
2	1	1064	1	35	No	No	No	No	No	No	No	No	No	No
3	1	1042	1	34	No	No	No	No	No	No	No	No	No	No
4	1	977	1	32	No	No	No	No	No	No	No	No	No	No
5	1	867	1	28	No	No	No	No	No	No	No	No	No	No
6	1	855	1	28	No	No	No	No	No	No	No	No	No	No
7	1	845	1	28	No	No	No	No	No	No	No	No	No	No
8	1	768	1	25	No	No	No	No	No	No	No	No	No	No
9	1	757	1	25	No	No	No	No	No	No	No	No	No	No
10	1	746	1	24	No	No	No	No	No	No	No	No	No	No
11	1	647	1	21	No	No	No	No	No	No	No	No	No	No
12	1	603	1	20	No	No	No	No	No	No	No	No	No	No
13	1	592	1	19	No	No	No	No	No	No	No	No	No	No
14	1	439	1	14	No	No	No	No	No	No	No	No	No	No
15	1	439	1	14	No	No	No	No	No	No	No	No	No	No
16	1	307	1	10	No	No	No	No	No	No	No	No	No	No
17	1	175	1	6	No	No	No	No	No	No	No	No	No	No
18	1	175	1	6	No	No	No	No	No	No	No	No	No	No
19	1	99	1	3	No	No	No	No	No	No	No	No	No	No
20	1	55	1	2	No	No	No	No	No	No	No	No	No	No
21	1	33	1	1	No	No	No	No	No	No	No	No	No	No
22	1	11	1	0	No	No	No	No	No	No	No	No	No	No
23	1	11	1	0	No	No	No	No	No	No	No	No	No	No
24	1	11	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	29.1	23.3
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:17	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	36	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1137	1137
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	517	960	12	1
2	501	931	12	1
3	491	912	11	1
4	460	854	11	1
5	408	758	9	1
6	403	749	9	1
7	398	739	9	1
8	362	672	8	1
9	357	662	8	1
10	352	653	8	1
11	305	566	7	1
12	284	528	7	1
13	279	518	6	1
14	207	384	5	0
15	207	384	5	0
16	145	269	3	0
17	83	154	2	0
18	83	154	2	0
19	47	86	1	0
20	26	48	1	0
21	16	29	0	0
22	5	10	0	0
23	5	10	0	0
24	5	10	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1477	1	12	No	No	No	No	No	No	No	No	No	No
2	1	1432	1	12	No	No	No	No	No	No	No	No	No	No
3	1	1403	1	11	No	No	No	No	No	No	No	No	No	No
4	1	1314	1	11	No	No	No	No	No	No	No	No	No	No
5	1	1166	1	9	No	No	No	No	No	No	No	No	No	No
6	1	1152	1	9	No	No	No	No	No	No	No	No	No	No
7	1	1137	1	9	No	No	No	No	No	No	No	No	No	No
8	1	1034	1	8	No	No	No	No	No	No	No	No	No	No
9	1	1019	1	8	No	No	No	No	No	No	No	No	No	No
10	1	1005	1	8	No	No	No	No	No	No	No	No	No	No
11	1	871	1	7	No	No	No	No	No	No	No	No	No	No
12	1	812	1	7	No	No	No	No	No	No	No	No	No	No
13	1	797	1	6	No	No	No	No	No	No	No	No	No	No
14	1	591	1	5	No	No	No	No	No	No	No	No	No	No
15	1	591	1	5	No	No	No	No	No	No	No	No	No	No
16	1	414	1	3	No	No	No	No	No	No	No	No	No	No
17	1	237	1	2	No	No	No	No	No	No	No	No	No	No
18	1	237	1	2	No	No	No	No	No	No	No	No	No	No
19	1	133	1	1	No	No	No	No	No	No	No	No	No	No
20	1	74	1	1	No	No	No	No	No	No	No	No	No	No
21	1	45	1	0	No	No	No	No	No	No	No	No	No	No
22	1	15	1	0	No	No	No	No	No	No	No	No	No	No
23	1	15	1	0	No	No	No	No	No	No	No	No	No	No
24	1	15	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	42.1	64.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:08	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	1
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1490	1490
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX E-II

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	667	479	36	4
2	647	465	35	4
3	634	455	34	4
4	594	426	32	4
5	527	378	28	3
6	520	374	28	3
7	514	369	28	3
8	467	335	25	3
9	460	331	25	3
10	454	326	24	3
11	394	283	21	2
12	367	263	20	2
13	360	259	19	2
14	267	192	14	2
15	267	192	14	2
16	187	134	10	1
17	107	77	6	1
18	107	77	6	1
19	60	43	3	0
20	33	24	2	0
21	20	14	1	0
22	7	5	0	0
23	7	5	0	0
24	7	5	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1146	1	36	No	No	No	No	No	No	No	No	No	No
2	1	1112	1	35	No	No	No	No	No	No	No	No	No	No
3	1	1089	1	34	No	No	No	No	No	No	No	No	No	No
4	1	1020	1	32	No	No	No	No	No	No	No	No	No	No
5	1	905	1	28	No	No	No	No	No	No	No	No	No	No
6	1	894	1	28	No	No	No	No	No	No	No	No	No	No
7	1	883	1	28	No	No	No	No	No	No	No	No	No	No
8	1	802	1	25	No	No	No	No	No	No	No	No	No	No
9	1	791	1	25	No	No	No	No	No	No	No	No	No	No
10	1	780	1	24	No	No	No	No	No	No	No	No	No	No
11	1	677	1	21	No	No	No	No	No	No	No	No	No	No
12	1	630	1	20	No	No	No	No	No	No	No	No	No	No
13	1	619	1	19	No	No	No	No	No	No	No	No	No	No
14	1	459	1	14	No	No	No	No	No	No	No	No	No	No
15	1	459	1	14	No	No	No	No	No	No	No	No	No	No
16	1	321	1	10	No	No	No	No	No	No	No	No	No	No
17	1	184	1	6	No	No	No	No	No	No	No	No	No	No
18	1	184	1	6	No	No	No	No	No	No	No	No	No	No
19	1	103	1	3	No	No	No	No	No	No	No	No	No	No
20	1	57	1	2	No	No	No	No	No	No	No	No	No	No
21	1	34	1	1	No	No	No	No	No	No	No	No	No	No
22	1	12	1	0	No	No	No	No	No	No	No	No	No	No
23	1	12	1	0	No	No	No	No	No	No	No	No	No	No
24	1	12	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	25.3	21.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:15	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	36	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1186	1186
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	537	987	12	1
2	521	957	12	1
3	510	938	11	1
4	478	878	11	1
5	424	780	9	1
6	419	770	9	1
7	413	760	9	1
8	376	691	8	1
9	371	681	8	1
10	365	671	8	1
11	317	582	7	1
12	295	543	7	1
13	290	533	6	1
14	215	395	5	0
15	215	395	5	0
16	150	276	3	0
17	86	158	2	0
18	86	158	2	0
19	48	89	1	0
20	27	49	1	0
21	16	30	0	0
22	5	10	0	0
23	5	10	0	0
24	5	10	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1524	1	12	No	No	No	No	No	No	No	No	No	No
2	1	1478	1	12	No	No	No	No	No	No	No	No	No	No
3	1	1448	1	11	No	No	No	No	No	No	No	No	No	No
4	1	1356	1	11	No	No	No	No	No	No	No	No	No	No
5	1	1204	1	9	No	No	No	No	No	No	No	No	No	No
6	1	1189	1	9	No	No	No	No	No	No	No	No	No	No
7	1	1173	1	9	No	No	No	No	No	No	No	No	No	No
8	1	1067	1	8	No	No	No	No	No	No	No	No	No	No
9	1	1052	1	8	No	No	No	No	No	No	No	No	No	No
10	1	1036	1	8	No	No	No	No	No	No	No	No	No	No
11	1	899	1	7	No	No	No	No	No	No	No	No	No	No
12	1	838	1	7	No	No	No	No	No	No	No	No	No	No
13	1	823	1	6	No	No	No	No	No	No	No	No	No	No
14	1	610	1	5	No	No	No	No	No	No	No	No	No	No
15	1	610	1	5	No	No	No	No	No	No	No	No	No	No
16	1	426	1	3	No	No	No	No	No	No	No	No	No	No
17	1	244	1	2	No	No	No	No	No	No	No	No	No	No
18	1	244	1	2	No	No	No	No	No	No	No	No	No	No
19	1	137	1	1	No	No	No	No	No	No	No	No	No	No
20	1	76	1	1	No	No	No	No	No	No	No	No	No	No
21	1	46	1	0	No	No	No	No	No	No	No	No	No	No
22	1	15	1	0	No	No	No	No	No	No	No	No	No	No
23	1	15	1	0	No	No	No	No	No	No	No	No	No	No
24	1	15	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	32.7	49.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:06	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	1
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1537	1537
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX E-III

BUILDOUT WITHOUT PROJECT TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	763	285	245	6
2	740	276	238	6
3	725	271	233	6
4	679	254	218	5
5	603	225	194	5
6	595	222	191	5
7	588	219	189	5
8	534	200	172	4
9	526	197	169	4
10	519	194	167	4
11	450	168	145	4
12	420	157	135	3
13	412	154	132	3
14	305	114	98	2
15	305	114	98	2
16	214	80	69	2
17	122	46	39	1
18	122	46	39	1
19	69	26	22	1
20	38	14	12	0
21	23	9	7	0
22	8	3	2	0
23	8	3	2	0
24	8	3	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1048	1	245	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	1	1016	1	238	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	1	996	1	233	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	1	933	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
5	1	828	1	194	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	1	817	1	191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	1	807	1	189	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	1	734	1	172	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
9	1	723	1	169	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
10	1	713	1	167	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
11	1	618	1	145	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
12	1	577	1	135	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
13	1	566	1	132	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
14	1	419	1	98	No	No	No	Yes	No	No	No	No	No	No
15	1	419	1	98	No	No	No	Yes	No	No	No	No	No	No
16	1	294	1	69	No	No	No	No	No	No	No	No	No	No
17	1	168	1	39	No	No	No	No	No	No	No	No	No	No
18	1	168	1	39	No	No	No	No	No	No	No	No	No	No
19	1	95	1	22	No	No	No	No	No	No	No	No	No	No
20	1	52	1	12	No	No	No	No	No	No	No	No	No	No
21	1	32	1	7	No	No	No	No	No	No	No	No	No	No
22	1	11	1	2	No	No	No	No	No	No	No	No	No	No
23	1	11	1	2	No	No	No	No	No	No	No	No	No	No
24	1	11	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	7	11	13	13	8	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	54.5	67.1
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:42	0:06
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	245	6
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1299	1299
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	402	681	311	1
2	390	661	302	1
3	382	647	295	1
4	358	606	277	1
5	318	538	246	1
6	314	531	243	1
7	310	524	239	1
8	281	477	218	1
9	277	470	215	1
10	273	463	211	1
11	237	402	183	1
12	221	375	171	1
13	217	368	168	1
14	161	272	124	0
15	161	272	124	0
16	113	191	87	0
17	64	109	50	0
18	64	109	50	0
19	36	61	28	0
20	20	34	16	0
21	12	20	9	0
22	4	7	3	0
23	4	7	3	0
24	4	7	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1083	1	311	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1051	1	302	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1029	1	295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	964	1	277	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
5	1	856	1	246	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	1	845	1	243	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	1	834	1	239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	1	758	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	1	747	1	215	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
10	1	736	1	211	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
11	1	639	1	183	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
12	1	596	1	171	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
13	1	585	1	168	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
14	1	433	1	124	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	1	433	1	124	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	1	304	1	87	No	No	No	Yes	No	No	No	No	No	No
17	1	173	1	50	No	No	No	No	No	No	No	No	No	No
18	1	173	1	50	No	No	No	No	No	No	No	No	No	No
19	1	97	1	28	No	No	No	No	No	No	No	No	No	No
20	1	54	1	16	No	No	No	No	No	No	No	No	No	No
21	1	32	1	9	No	No	No	No	No	No	No	No	No	No
22	1	11	1	3	No	No	No	No	No	No	No	No	No	No
23	1	11	1	3	No	No	No	No	No	No	No	No	No	No
24	1	11	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	8	11	13	15	10	3

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	39.6	107.4
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	3:25	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	311	1
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1395	1395
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX E-IV

BUILDOUT WITH PROJECT OPTION A TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	1064	513	245	6
2	1032	498	238	6
3	1011	487	233	6
4	947	457	218	5
5	841	405	194	5
6	830	400	191	5
7	819	395	189	5
8	745	359	172	4
9	734	354	169	4
10	724	349	167	4
11	628	303	145	4
12	585	282	135	3
13	575	277	132	3
14	426	205	98	2
15	426	205	98	2
16	298	144	69	2
17	170	82	39	1
18	170	82	39	1
19	96	46	22	1
20	53	26	12	0
21	32	15	7	0
22	11	5	2	0
23	11	5	2	0
24	11	5	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1577	1	245	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1530	1	238	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1498	1	233	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1404	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1246	1	194	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	1	1230	1	191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	1	1214	1	189	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	1	1104	1	172	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	1	1088	1	169	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	1	1073	1	167	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	931	1	145	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
12	1	867	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
13	1	852	1	132	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
14	1	631	1	98	No	No	No	Yes	No	Yes	Yes	Yes	No	No
15	1	631	1	98	No	No	No	Yes	No	Yes	Yes	Yes	No	No
16	1	442	1	69	No	No	No	No	No	No	No	Yes	No	No
17	1	252	1	39	No	No	No	No	No	No	No	No	No	No
18	1	252	1	39	No	No	No	No	No	No	No	No	No	No
19	1	142	1	22	No	No	No	No	No	No	No	No	No	No
20	1	79	1	12	No	No	No	No	No	No	No	No	No	No
21	1	47	1	7	No	No	No	No	No	No	No	No	No	No
22	1	16	1	2	No	No	No	No	No	No	No	No	No	No
23	1	16	1	2	No	No	No	No	No	No	No	No	No	No
24	1	16	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	13	15	15	16	12	4

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	697	330
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	47:26	0:33
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	245	6
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1828	1828
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	715	1057	311	1
2	694	1025	302	1
3	679	1004	295	1
4	636	941	277	1
5	565	835	246	1
6	558	824	243	1
7	551	814	239	1
8	500	740	218	1
9	493	729	215	1
10	486	719	211	1
11	422	624	183	1
12	393	581	171	1
13	386	571	168	1
14	286	423	124	0
15	286	423	124	0
16	200	296	87	0
17	114	169	50	0
18	114	169	50	0
19	64	95	28	0
20	36	53	16	0
21	21	32	9	0
22	7	11	3	0
23	7	11	3	0
24	7	11	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1772	1	311	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1719	1	302	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1683	1	295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1577	1	277	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1400	1	246	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1382	1	243	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1365	1	239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1240	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	1	1222	1	215	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	1	1205	1	211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	1046	1	183	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
12	1	974	1	171	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
13	1	957	1	168	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
14	1	709	1	124	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
15	1	709	1	124	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
16	1	496	1	87	No	No	No	Yes	No	No	No	Yes	No	No
17	1	283	1	50	No	No	No	No	No	No	No	No	No	No
18	1	283	1	50	No	No	No	No	No	No	No	No	No	No
19	1	159	1	28	No	No	No	No	No	No	No	No	No	No
20	1	89	1	16	No	No	No	No	No	No	No	No	No	No
21	1	53	1	9	No	No	No	No	No	No	No	No	No	No
22	1	18	1	3	No	No	No	No	No	No	No	No	No	No
23	1	18	1	3	No	No	No	No	No	No	No	No	No	No
24	1	18	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	13	15	15	16	13	9

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	345.9	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	29:53	2:46
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	311	1
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	2084	2084
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

APPENDIX F

PROJECT OPTION A DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX F-I

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	33.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.938

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	596	240	1	1305	227	69	27	357	372	29	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	596	240	1	1305	227	69	27	357	372	29	34
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	183	157	63	0	344	60	18	7	94	98	8	9
Total Analysis Volume [veh/h]	731	629	253	1	1377	239	73	28	377	392	31	36
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	34	62	0	11	39	0	19	23	23	19	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	77	77	0	50	50	6	7	38	15	16	16
g / C, Green / Cycle	0.24	0.67	0.67	0.00	0.43	0.43	0.06	0.06	0.33	0.13	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.21	0.18	0.16	0.00	0.39	0.15	0.04	0.01	0.13	0.11	0.02	0.02
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	819	2375	1060	10	1542	688	99	115	937	448	253	215
d1, Uniform Delay [s]	42.49	7.75	7.59	57.22	30.16	21.77	53.49	51.45	29.55	49.17	43.76	44.03
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.65	0.27	0.53	4.15	8.32	1.38	10.00	1.08	0.28	5.54	0.21	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.26	0.24	0.10	0.89	0.35	0.73	0.24	0.40	0.88	0.12	0.17
d, Delay for Lane Group [s/veh]	46.14	8.02	8.12	61.37	38.48	23.15	63.49	52.54	29.82	54.71	43.97	44.39
Lane Group LOS	D	A	A	E	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.38	3.04	2.48	0.02	18.86	4.54	2.35	0.81	4.05	5.86	0.80	0.93
50th-Percentile Queue Length [ft/ln]	259.58	76.01	62.01	0.51	471.44	113.59	58.86	20.14	101.26	146.45	19.89	23.34
95th-Percentile Queue Length [veh/ln]	15.67	5.47	4.46	0.04	25.98	8.04	4.24	1.45	7.29	9.83	1.43	1.68
95th-Percentile Queue Length [ft/ln]	391.70	136.81	111.62	0.92	649.49	200.98	105.94	36.25	182.26	245.68	35.79	42.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.14	8.02	8.12	61.37	38.48	23.15	63.49	52.54	29.82	54.71	43.97	44.39
Movement LOS	D	A	A	E	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	25.31			36.23			36.30			53.18		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	33.88											
Intersection LOS	C											
Intersection V/C	0.938											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	3.129	2.934	2.705	2.585
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1008	608	330	330
d_b, Bicycle Delay [s]	14.14	27.84	40.09	40.09
l_b,int, Bicycle LOS Score for Intersection	2.890	2.894	2.348	2.317
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	422	6	0	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	422	6	0	653
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	111	2	0	172
Total Analysis Volume [veh/h]	0	52	444	6	0	687
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	9.93	0.00	0.00	0.00	0.00
Movement LOS		A	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.33	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.93		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	462	9	0	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	462	9	0	653
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	122	2	0	172
Total Analysis Volume [veh/h]	0	83	486	9	0	687
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.34	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.19	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.34		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.187

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	128	525	16	0	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	128	525	16	0	653
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	138	4	0	172
Total Analysis Volume [veh/h]	0	135	553	17	0	687
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.14	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.68	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	17.12	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.14		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	39	647	6	0	653
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	647	6	0	653
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	170	2	0	172
Total Analysis Volume [veh/h]	0	41	681	6	0	687
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.86	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.86		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.472

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	89	39	99	572	16	100	466
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	39	99	572	16	100	466
Peak Hour Factor	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	10	25	151	4	26	123
Total Analysis Volume [veh/h]	94	41	99	602	17	105	491
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	0	73	17	0	67	11
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	7	68	68	8	69
g / C, Green / Cycle	0.07	0.07	0.08	0.72	0.72	0.08	0.72
(v / s)_i Volume / Saturation Flow Rate	0.06	0.03	0.06	0.19	0.01	0.07	0.29
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	120	107	126	2295	1024	133	1213
d1, Uniform Delay [s]	43.22	41.89	42.99	4.71	3.87	42.75	5.24
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.76	2.26	10.24	0.28	0.03	9.91	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.38	0.79	0.26	0.02	0.79	0.40
d, Delay for Lane Group [s/veh]	53.98	44.15	53.23	4.99	3.90	52.67	6.25
Lane Group LOS	D	D	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.51	0.98	2.62	1.79	0.09	2.76	3.44
50th-Percentile Queue Length [ft/ln]	62.73	24.41	65.52	44.73	2.18	69.07	85.97
95th-Percentile Queue Length [veh/ln]	4.52	1.76	4.72	3.22	0.16	4.97	6.19
95th-Percentile Queue Length [ft/ln]	112.92	43.95	117.94	80.51	3.93	124.32	154.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.98	44.15	53.23	4.99	3.90	52.67	6.25
Movement LOS	D	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	51.00		11.62			14.42	
Approach LOS	D		B			B	
d_I, Intersection Delay [s/veh]	16.44						
Intersection LOS	B						
Intersection V/C	0.472						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.026	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	147	274	147
d_b, Bicycle Delay [s]	40.76	35.40	40.76
l_b,int, Bicycle LOS Score for Intersection	1.560	2.152	2.543
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.127

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	655	7	0	565
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	655	7	0	565
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	172	2	0	149
Total Analysis Volume [veh/h]	0	83	689	7	0	595
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.33	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.88	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.33		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.197

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	697	37	0	565
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	697	37	0	565
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	183	10	0	149
Total Analysis Volume [veh/h]	0	124	734	39	0	595
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.11	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.73	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.11		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	777	37	0	565
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	777	37	0	565
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	204	10	0	149
Total Analysis Volume [veh/h]	0	124	818	39	0	595
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.69	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.78	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.62	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.69		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	979	379	7	780	174	256	38	722	450	38	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	979	379	7	780	174	256	38	722	450	38	38
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	209	263	102	2	210	47	69	10	194	121	10	10
Total Analysis Volume [veh/h]	837	1054	408	8	840	187	276	41	777	484	41	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	35	50	0	11	26	0	21	24	24	20	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	29	59	59	2	32	32	17	12	45	16	11	11
g / C, Green / Cycle	0.28	0.56	0.56	0.01	0.30	0.30	0.16	0.12	0.43	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.24	0.30	0.26	0.00	0.24	0.12	0.15	0.02	0.28	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	952	2000	893	52	1073	479	289	221	1215	528	204	173
d1, Uniform Delay [s]	36.41	14.34	13.59	51.11	33.58	29.08	43.66	41.77	23.44	43.87	42.67	42.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.82	1.00	1.69	1.36	5.72	2.39	16.76	0.40	0.57	6.82	0.48	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.53	0.46	0.15	0.78	0.39	0.96	0.19	0.64	0.92	0.20	0.24
d, Delay for Lane Group [s/veh]	39.22	15.34	15.27	52.47	39.30	31.47	60.42	42.17	24.01	50.70	43.15	43.54
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.46	7.68	5.85	0.11	10.47	4.03	8.39	0.98	7.45	6.65	1.00	1.01
50th-Percentile Queue Length [ft/ln]	261.49	192.02	146.16	2.84	261.75	100.64	209.76	24.55	186.26	166.20	24.91	25.16
95th-Percentile Queue Length [veh/ln]	15.76	12.23	9.81	0.20	15.78	7.25	13.14	1.77	11.93	10.88	1.79	1.81
95th-Percentile Queue Length [ft/ln]	394.08	305.64	245.29	5.11	394.42	181.16	328.52	44.20	298.17	271.91	44.84	45.29

Movement, Approach, & Intersection Results

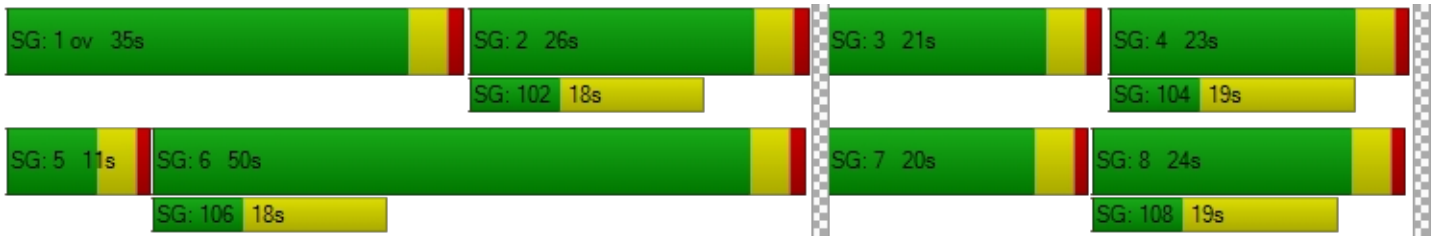
d_M, Delay for Movement [s/veh]	39.22	15.34	15.27	52.47	39.30	31.47	60.42	42.17	24.01	50.70	43.15	43.54
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	24.02			37.99			33.88			49.63		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	31.98											
Intersection LOS	C											
Intersection V/C	0.913											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.11	42.11	42.11	42.11
l_p,int, Pedestrian LOS Score for Intersection	3.214	2.936	2.811	2.626
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	876	419	381	362
d_b, Bicycle Delay [s]	16.60	32.83	34.43	35.25
l_b,int, Bicycle LOS Score for Intersection	3.456	2.413	3.365	2.494
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	31	936	21	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	936	21	0	536
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	246	6	0	141
Total Analysis Volume [veh/h]	0	33	985	22	0	564
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.36	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.36		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	936	31	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	936	31	0	536
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	246	8	0	141
Total Analysis Volume [veh/h]	0	52	985	33	0	564
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.66	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.66		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	932	52	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	932	52	0	536
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	245	14	0	141
Total Analysis Volume [veh/h]	0	83	981	55	0	564
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.17	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.99	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.17		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	24	991	21	0	536
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	24	991	21	0	536
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	261	6	0	141
Total Analysis Volume [veh/h]	0	25	1043	22	0	564
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.58	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	3.94	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.58		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	55	24	61	902	52	333	420
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	24	61	902	52	333	420
Peak Hour Factor	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	6	15	237	14	88	111
Total Analysis Volume [veh/h]	58	25	61	949	55	351	442
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	0	12	17	0	62	67
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	50	50	22	66
g / C, Green / Cycle	0.07	0.07	0.06	0.55	0.55	0.24	0.74
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.04	0.30	0.04	0.22	0.26
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	111	99	99	1774	792	391	1238
d1, Uniform Delay [s]	40.48	39.71	41.18	12.75	9.33	32.94	4.27
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.80	1.33	6.02	1.16	0.17	7.47	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.25	0.61	0.54	0.07	0.90	0.36
d, Delay for Lane Group [s/veh]	44.28	41.04	47.20	13.91	9.50	40.41	5.07
Lane Group LOS	D	D	D	B	A	D	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.34	0.56	1.47	5.86	0.51	8.01	2.49
50th-Percentile Queue Length [ft/ln]	33.62	13.89	36.79	146.42	12.75	200.30	62.36
95th-Percentile Queue Length [veh/ln]	2.42	1.00	2.65	9.83	0.92	12.65	4.49
95th-Percentile Queue Length [ft/ln]	60.52	25.01	66.22	245.64	22.95	316.36	112.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.28	41.04	47.20	13.91	9.50	40.41	5.07
Movement LOS	D	D	D	B	A	D	A
d_A, Approach Delay [s/veh]	43.30		15.59			20.71	
Approach LOS	D		B			C	
d_I, Intersection Delay [s/veh]	18.87						
Intersection LOS	B						
Intersection V/C	0.636						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.099	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	289	1400
d_b, Bicycle Delay [s]	38.28	32.95	4.06
I_b,int, Bicycle LOS Score for Intersection	1.560	2.438	2.868
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	1072	20	0	753
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	1072	20	0	753
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	282	5	0	198
Total Analysis Volume [veh/h]	0	52	1128	21	0	793
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.63	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.63		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	996	125	0	753
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	996	125	0	753
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	262	33	0	198
Total Analysis Volume [veh/h]	0	77	1048	132	0	793
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.55	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.54	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.58	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.55		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	945	125	0	753
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	945	125	0	753
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	249	33	0	198
Total Analysis Volume [veh/h]	0	77	995	132	0	793
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.16	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.52	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	12.97	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

APPENDIX F-II

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION A WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	37.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	633	269	16	1401	227	69	27	357	401	29	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	633	269	16	1401	227	69	27	357	401	29	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	182	167	71	4	369	60	18	7	94	106	8	12
Total Analysis Volume [veh/h]	729	666	283	17	1475	239	73	28	376	422	31	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	62	0	11	40	0	19	23	23	19	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	74	74	3	50	50	6	7	38	15	16	16
g / C, Green / Cycle	0.23	0.64	0.64	0.03	0.43	0.43	0.06	0.06	0.33	0.13	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.21	0.19	0.18	0.00	0.41	0.15	0.04	0.01	0.13	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	810	2286	1021	92	1546	690	99	115	930	453	255	217
d1, Uniform Delay [s]	42.74	9.07	8.97	54.80	31.44	21.67	53.49	51.45	29.76	49.51	43.62	44.26
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.95	0.32	0.68	0.96	14.28	1.37	10.00	1.08	0.28	9.13	0.21	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.29	0.28	0.19	0.95	0.35	0.73	0.24	0.40	0.93	0.12	0.23
d, Delay for Lane Group [s/veh]	46.69	9.39	9.64	55.76	45.72	23.05	63.49	52.54	30.04	58.63	43.83	44.78
Lane Group LOS	D	A	A	E	D	C	E	D	C	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.42	3.59	3.13	0.25	22.17	4.53	2.35	0.81	4.06	6.56	0.79	1.28
50th-Percentile Queue Length [ft/ln]	260.38	89.83	78.14	6.34	554.27	113.29	58.86	20.14	101.40	163.92	19.85	32.02
95th-Percentile Queue Length [veh/ln]	15.71	6.47	5.63	0.46	29.89	8.02	4.24	1.45	7.30	10.76	1.43	2.31
95th-Percentile Queue Length [ft/ln]	392.70	161.70	140.64	11.41	747.32	200.57	105.94	36.25	182.52	268.91	35.72	57.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.69	9.39	9.64	55.76	45.72	23.05	63.49	52.54	30.04	58.63	43.83	44.78
Movement LOS	D	A	A	E	D	C	E	D	C	E	D	D
d_A, Approach Delay [s/veh]	25.64			42.69			36.48			56.37		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	37.06											
Intersection LOS	D											
Intersection V/C	0.980											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	3.156	2.957	2.704	2.599
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1008	626	330	330
d_b, Bicycle Delay [s]	14.14	27.15	40.09	40.09
l_b,int, Bicycle LOS Score for Intersection	2.944	2.988	2.347	2.388
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.068

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	444	6	0	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	444	6	0	680
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	117	2	0	179
Total Analysis Volume [veh/h]	0	52	467	6	0	716
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.02	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.43	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.02		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	484	9	0	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	484	9	0	680
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	127	2	0	179
Total Analysis Volume [veh/h]	0	83	509	9	0	716
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.44	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.37	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	128	547	16	0	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	128	547	16	0	680
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	144	4	0	179
Total Analysis Volume [veh/h]	0	135	576	17	0	716
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.27	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.70	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	17.48	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.27		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.05					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	39	669	6	0	680
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	669	6	0	680
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	176	2	0	179
Total Analysis Volume [veh/h]	0	41	704	6	0	716
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.97	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.20	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.97		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	89	39	99	594	16	100	493
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	39	99	594	16	100	493
Peak Hour Factor	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	10	25	156	4	26	130
Total Analysis Volume [veh/h]	94	41	99	625	17	105	519
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	0	68	17	0	62	11
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	7	7	64	64	7	64
g / C, Green / Cycle	0.08	0.08	0.08	0.71	0.71	0.08	0.71
(v / s)_i Volume / Saturation Flow Rate	0.06	0.03	0.06	0.20	0.01	0.07	0.31
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	125	111	127	2261	1009	134	1195
d1, Uniform Delay [s]	40.67	39.42	40.70	4.85	3.95	40.47	5.48
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.83	2.02	9.99	0.30	0.03	9.65	1.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.37	0.78	0.28	0.02	0.79	0.43
d, Delay for Lane Group [s/veh]	49.50	41.44	50.69	5.16	3.98	50.13	6.63
Lane Group LOS	D	D	D	A	A	D	A
Critical Lane Group	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.32	0.91	2.48	1.83	0.09	2.61	3.65
50th-Percentile Queue Length [ft/ln]	58.04	22.87	61.96	45.69	2.13	65.27	91.16
95th-Percentile Queue Length [veh/ln]	4.18	1.65	4.46	3.29	0.15	4.70	6.56
95th-Percentile Queue Length [ft/ln]	104.48	41.16	111.52	82.24	3.84	117.49	164.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.50	41.44	50.69	5.16	3.98	50.13	6.63
Movement LOS	D	D	D	A	A	D	A
d_A, Approach Delay [s/veh]	47.05		11.21			13.95	
Approach LOS	D		B			B	
d_I, Intersection Delay [s/veh]	15.58						
Intersection LOS	B						
Intersection V/C	0.495						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.023	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	289	156
d_b, Bicycle Delay [s]	38.28	32.95	38.28
l_b,int, Bicycle LOS Score for Intersection	1.560	2.171	2.589
Bicycle LOS	A	B	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.130

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	677	7	0	592
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	677	7	0	592
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	178	2	0	156
Total Analysis Volume [veh/h]	0	83	713	7	0	623
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.46	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.44	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.11	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.46		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	719	37	0	592
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	719	37	0	592
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	189	10	0	156
Total Analysis Volume [veh/h]	0	124	757	39	0	623
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.26	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.74	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.56	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.26		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.213

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	799	37	0	592
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	799	37	0	592
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	31	210	10	0	156
Total Analysis Volume [veh/h]	0	124	841	39	0	623
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.86	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.80	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.86		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	33.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	1088	399	17	845	174	256	38	722	468	38	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1088	399	17	845	174	256	38	722	468	38	48
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	205	286	105	4	222	46	67	10	190	123	10	13
Total Analysis Volume [veh/h]	819	1145	420	18	889	183	269	40	760	493	40	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	40	54	0	11	25	0	22	24	24	21	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	31	61	61	3	34	34	18	13	47	17	12	12
g / C, Green / Cycle	0.28	0.56	0.56	0.03	0.31	0.31	0.16	0.11	0.43	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.24	0.32	0.26	0.01	0.25	0.12	0.15	0.02	0.27	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	964	1984	886	97	1091	487	292	214	1209	536	197	168
d1, Uniform Delay [s]	37.52	15.91	14.67	52.28	35.29	29.93	45.33	44.10	24.53	45.86	45.00	45.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.21	1.23	1.82	0.92	6.72	2.21	13.05	0.42	0.54	7.02	0.50	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.58	0.47	0.19	0.81	0.38	0.92	0.19	0.63	0.92	0.20	0.30
d, Delay for Lane Group [s/veh]	39.73	17.14	16.49	53.20	42.01	32.13	58.38	44.51	25.08	52.88	45.50	46.51
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.58	9.31	6.52	0.26	11.86	4.08	8.24	1.01	7.67	7.12	1.03	1.34
50th-Percentile Queue Length [ft/ln]	264.55	232.82	162.95	6.38	296.60	102.12	206.11	25.33	191.73	178.05	25.68	33.39
95th-Percentile Queue Length [veh/ln]	15.92	14.32	10.70	0.46	17.51	7.35	12.95	1.82	12.21	11.50	1.85	2.40
95th-Percentile Queue Length [ft/ln]	397.92	357.94	267.62	11.48	437.82	183.82	323.83	45.59	305.28	287.46	46.22	60.11

Movement, Approach, & Intersection Results

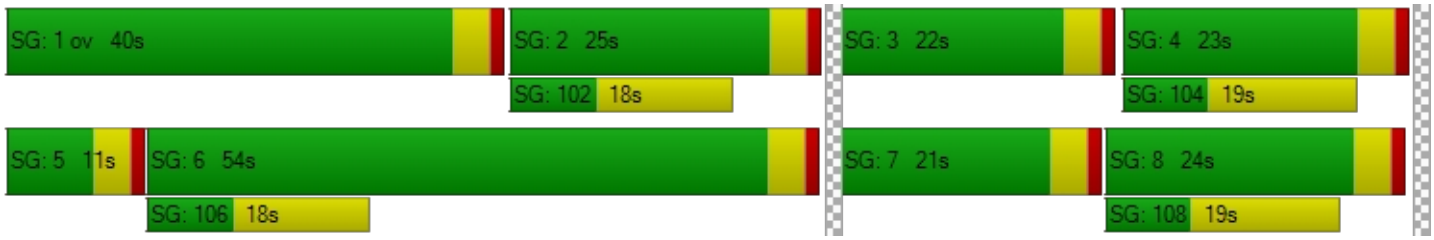
d_M, Delay for Movement [s/veh]	39.73	17.14	16.49	53.20	42.01	32.13	58.38	44.51	25.08	52.88	45.50	46.51
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	24.79			40.53			34.18			51.82		
Approach LOS	C			D			C			D		
d_I, Intersection Delay [s/veh]	33.17											
Intersection LOS	C											
Intersection V/C	0.913											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.234	2.959	2.805	2.635
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	909	382	363	345
d_b, Bicycle Delay [s]	16.38	36.03	36.84	37.67
l_b,int, Bicycle LOS Score for Intersection	3.526	2.459	3.323	2.523
Bicycle LOS	D	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.065

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	31	963	21	0	556
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	963	21	0	556
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	253	6	0	146
Total Analysis Volume [veh/h]	0	33	1014	22	0	585
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.53	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.16	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.53		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.102

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	963	31	0	556
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	963	31	0	556
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	253	8	0	146
Total Analysis Volume [veh/h]	0	52	1014	33	0	585
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.84	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.34	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.45	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.162

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	959	52	0	556
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	959	52	0	556
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	252	14	0	146
Total Analysis Volume [veh/h]	0	83	1009	55	0	585
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.37	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.57	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	14.33	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.37		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	24	1018	21	0	556
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	24	1018	21	0	556
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	268	6	0	146
Total Analysis Volume [veh/h]	0	25	1072	22	0	585
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.76	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.03	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.647

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	55	24	61	929	52	333	440
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	24	61	929	52	333	440
Peak Hour Factor	0.9500	0.9500	1.0000	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	6	15	244	14	88	116
Total Analysis Volume [veh/h]	58	25	61	978	55	351	463
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	0	12	17	0	62	67
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	50	50	22	66
g / C, Green / Cycle	0.07	0.07	0.06	0.55	0.55	0.24	0.74
(v / s)_i Volume / Saturation Flow Rate	0.04	0.02	0.04	0.31	0.04	0.22	0.28
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	111	99	99	1774	792	391	1238
d1, Uniform Delay [s]	40.48	39.71	41.18	12.92	9.33	32.94	4.34
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.80	1.33	6.02	1.24	0.17	7.47	0.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.25	0.61	0.55	0.07	0.90	0.37
d, Delay for Lane Group [s/veh]	44.28	41.04	47.20	14.15	9.50	40.41	5.21
Lane Group LOS	D	D	D	B	A	D	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.34	0.56	1.47	6.12	0.51	8.01	2.66
50th-Percentile Queue Length [ft/ln]	33.62	13.89	36.79	153.03	12.75	200.30	66.51
95th-Percentile Queue Length [veh/ln]	2.42	1.00	2.65	10.18	0.92	12.65	4.79
95th-Percentile Queue Length [ft/ln]	60.52	25.01	66.22	254.47	22.95	316.36	119.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.28	41.04	47.20	14.15	9.50	40.41	5.21
Movement LOS	D	D	D	B	A	D	A
d_A, Approach Delay [s/veh]	43.30		15.76			20.38	
Approach LOS	D		B			C	
d_I, Intersection Delay [s/veh]	18.80						
Intersection LOS	B						
Intersection V/C	0.647						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.099	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	289	1400
d_b, Bicycle Delay [s]	38.28	32.95	4.06
I_b,int, Bicycle LOS Score for Intersection	1.560	2.462	2.903
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.113

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	1099	20	0	773
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	1099	20	0	773
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	289	5	0	203
Total Analysis Volume [veh/h]	0	52	1157	21	0	814
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.85	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.52	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.85		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	1023	125	0	773
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	1023	125	0	773
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	269	33	0	203
Total Analysis Volume [veh/h]	0	77	1077	132	0	814
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.77	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.56	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.93	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.77		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.152

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	972	125	0	773
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	972	125	0	773
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	256	33	0	203
Total Analysis Volume [veh/h]	0	77	1023	132	0	814
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.36	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.53	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	13.29	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.36		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

APPENDIX F-III

BUILDOUT WITH PROJECT OPTION A TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.959

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	173	244	71	4	357	57	17	7	89	105	7	12
Total Analysis Volume [veh/h]	693	975	282	17	1427	227	69	27	357	421	29	49
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	29	57	0	11	39	0	18	23	23	19	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	69	69	3	48	48	6	7	35	15	16	16
g / C, Green / Cycle	0.22	0.63	0.63	0.03	0.43	0.43	0.06	0.06	0.32	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.20	0.27	0.18	0.00	0.40	0.14	0.04	0.01	0.13	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	761	2232	996	93	1544	689	101	120	902	473	270	229
d1, Uniform Delay [s]	41.88	10.56	9.32	52.39	29.47	20.60	50.95	48.91	29.10	46.71	40.95	41.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.67	0.62	0.71	0.94	10.81	1.28	7.82	0.93	0.28	5.94	0.17	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.44	0.28	0.18	0.92	0.33	0.68	0.22	0.40	0.89	0.11	0.21
d, Delay for Lane Group [s/veh]	46.55	11.18	10.03	53.33	40.29	21.88	58.77	49.84	29.38	52.65	41.12	42.06
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.58	5.90	3.11	0.24	19.48	4.06	2.08	0.74	3.69	6.03	0.70	1.21
50th-Percentile Queue Length [ft/ln]	239.46	147.41	77.73	6.04	486.91	101.51	52.08	18.40	92.37	150.63	17.47	30.16
95th-Percentile Queue Length [veh/ln]	14.65	9.88	5.60	0.44	26.71	7.31	3.75	1.32	6.65	10.05	1.26	2.17
95th-Percentile Queue Length [ft/ln]	366.35	246.97	139.92	10.88	667.85	182.72	93.75	33.12	166.27	251.27	31.44	54.28

Movement, Approach, & Intersection Results

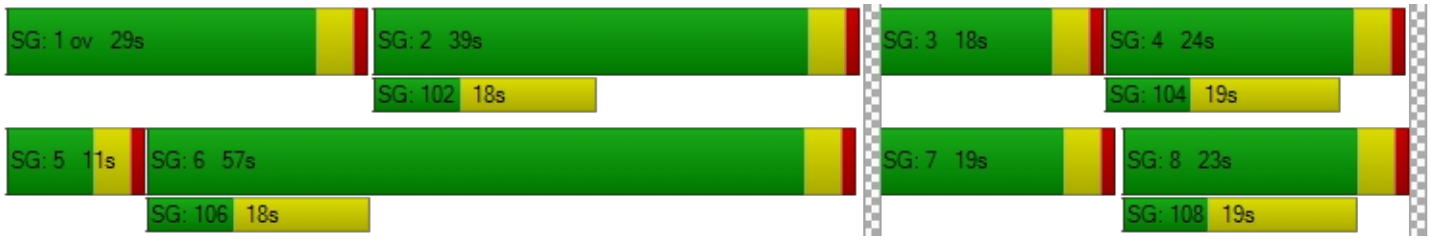
d_M, Delay for Movement [s/veh]	46.55	11.18	10.03	53.33	40.29	21.88	58.77	49.84	29.38	52.65	41.12	42.06
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	23.59			37.92			35.08			50.94		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	32.95											
Intersection LOS	C											
Intersection V/C	0.959											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.182	2.988	2.690	2.597
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	963	636	345	363
d_b, Bicycle Delay [s]	14.79	25.59	37.67	36.84
l_b,int, Bicycle LOS Score for Intersection	3.168	2.938	2.307	2.383
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.070

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	586	6	0	1191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	586	6	0	1191
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	147	2	0	298
Total Analysis Volume [veh/h]	0	49	586	6	0	1191
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.50	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.22	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.60	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.50		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	626	9	0	1191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	626	9	0	1191
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	157	2	0	298
Total Analysis Volume [veh/h]	0	79	626	9	0	1191
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	10.96	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.76	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.96		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.196

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	128	689	16	0	1191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	128	689	16	0	1191
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	32	172	4	0	298
Total Analysis Volume [veh/h]	0	128	689	16	0	1191
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.87	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.73	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.14	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.87		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.066

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	39	811	6	0	1191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	39	811	6	0	1191
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	203	2	0	298
Total Analysis Volume [veh/h]	0	39	811	6	0	1191
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.48	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.21	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.25	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.48		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	89	39	99	736	16	100	1004
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	39	99	736	16	100	1004
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	10	25	184	4	25	251
Total Analysis Volume [veh/h]	89	39	99	736	16	100	1004
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	13	0	56	17	0	90	51
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	9	90	90	9	90
g / C, Green / Cycle	0.07	0.07	0.08	0.75	0.75	0.08	0.75
(v / s)_i Volume / Saturation Flow Rate	0.06	0.03	0.06	0.23	0.01	0.06	0.60
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	113	101	123	2410	1076	124	1267
d1, Uniform Delay [s]	54.83	53.24	54.51	4.79	3.73	54.45	9.09
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.25	2.39	11.70	0.33	0.03	11.60	5.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.39	0.81	0.31	0.01	0.81	0.79
d, Delay for Lane Group [s/veh]	66.08	55.63	66.21	5.12	3.76	66.06	14.23
Lane Group LOS	E	E	E	A	A	E	B
Critical Lane Group	Yes	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.00	1.19	3.34	2.68	0.09	3.37	15.11
50th-Percentile Queue Length [ft/ln]	75.02	29.83	83.55	66.89	2.36	84.29	377.81
95th-Percentile Queue Length [veh/ln]	5.40	2.15	6.02	4.82	0.17	6.07	21.49
95th-Percentile Queue Length [ft/ln]	135.04	53.70	150.39	120.41	4.25	151.71	537.20

Movement, Approach, & Intersection Results

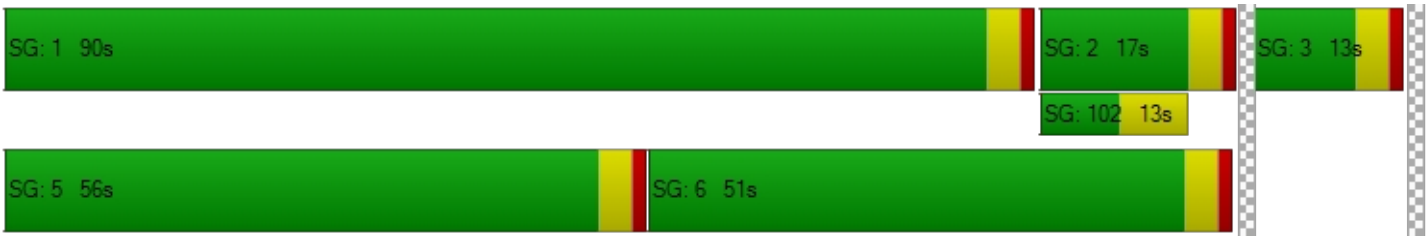
d_M, Delay for Movement [s/veh]	66.08	55.63	66.21	5.12	3.76	66.06	14.23
Movement LOS	E	E	E	A	A	E	B
d_A, Approach Delay [s/veh]	62.89		12.20			18.93	
Approach LOS	E		B			B	
d_I, Intersection Delay [s/veh]	18.88						
Intersection LOS	B						
Intersection V/C	0.793						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.49	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.033	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	150	217	784
d_b, Bicycle Delay [s]	51.32	47.69	22.19
l_b,int, Bicycle LOS Score for Intersection	1.560	2.262	3.381
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	819	7	0	1103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	819	7	0	1103
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	205	2	0	276
Total Analysis Volume [veh/h]	0	79	819	7	0	1103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.03	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.46	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.48	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.03		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.206

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	861	37	0	1103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	861	37	0	1103
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	215	9	0	276
Total Analysis Volume [veh/h]	0	118	861	37	0	1103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.91	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.77	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.19	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.91		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.219

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	118	941	37	0	1103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	118	941	37	0	1103
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	30	235	9	0	276
Total Analysis Volume [veh/h]	0	118	941	37	0	1103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.53	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.83	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	20.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.53		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.950

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	195	273	105	5	263	44	64	10	181	123	10	13
Total Analysis Volume [veh/h]	778	1093	419	18	1053	174	256	38	722	491	38	50
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	32	54	0	11	33	0	22	24	24	21	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	27	62	62	3	37	37	18	12	44	17	12	12
g / C, Green / Cycle	0.25	0.56	0.56	0.03	0.34	0.34	0.16	0.11	0.40	0.15	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.22	0.31	0.26	0.01	0.30	0.11	0.14	0.02	0.26	0.14	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	856	1991	889	97	1209	540	285	211	1116	536	201	171
d1, Uniform Delay [s]	40.22	15.44	14.53	52.28	34.09	26.96	45.35	44.24	26.97	45.83	44.77	45.29
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.11	1.09	1.79	0.92	8.73	1.58	9.85	0.41	0.64	6.77	0.45	0.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.55	0.47	0.19	0.87	0.32	0.90	0.18	0.65	0.92	0.19	0.29
d, Delay for Lane Group [s/veh]	44.33	16.53	16.32	53.20	42.81	28.54	55.20	44.65	27.61	52.60	45.22	46.23
Lane Group LOS	D	B	B	D	D	C	E	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	10.59	8.64	6.46	0.26	14.40	3.62	7.60	0.96	7.66	7.07	0.97	1.30
50th-Percentile Queue Length [ft/ln]	264.73	216.02	161.47	6.38	359.90	90.40	189.92	24.10	191.47	176.79	24.29	32.60
95th-Percentile Queue Length [veh/ln]	15.93	13.46	10.63	0.46	20.62	6.51	12.12	1.74	12.20	11.43	1.75	2.35
95th-Percentile Queue Length [ft/ln]	398.15	336.55	265.67	11.48	515.46	162.72	302.93	43.38	304.94	285.83	43.72	58.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.33	16.53	16.32	53.20	42.81	28.54	55.20	44.65	27.61	52.60	45.22	46.23
Movement LOS	D	B	B	D	D	C	E	D	C	D	D	D
d_A, Approach Delay [s/veh]	25.94			40.97			35.20			51.56		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	34.31											
Intersection LOS	C											
Intersection V/C	0.950											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.238	2.972	2.788	2.634
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	909	527	363	345
d_b, Bicycle Delay [s]	16.38	29.85	36.84	37.67
l_b,int, Bicycle LOS Score for Intersection	3.449	2.587	3.236	2.515
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	31	1256	21	0	729
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	1256	21	0	729
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	314	5	0	182
Total Analysis Volume [veh/h]	0	31	1256	21	0	729
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.12	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.12		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	1256	31	0	729
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	1256	31	0	729
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	314	8	0	182
Total Analysis Volume [veh/h]	0	49	1256	31	0	729
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.55	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.68	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.55		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	79	1252	52	0	729
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	79	1252	52	0	729
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	313	13	0	182
Total Analysis Volume [veh/h]	0	79	1252	52	0	729
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	15.34	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.67	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.77	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.34		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	24	1311	21	0	729
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	24	1311	21	0	729
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	328	5	0	182
Total Analysis Volume [veh/h]	0	24	1311	21	0	729
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.37	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.67	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.37		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Clinton Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Clinton Street		Avenue 42			Avenue 42	
Approach	Northbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Curb Present	No		No			No	
Crosswalk	Yes		No			No	

Volumes

Name	Clinton Street		Avenue 42			Avenue 42	
Base Volume Input [veh/h]	55	24	61	1222	52	333	613
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00						
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	24	61	1222	52	333	613
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	6	15	306	13	83	153
Total Analysis Volume [veh/h]	55	24	61	1222	52	333	613
Presence of On-Street Parking	No	No	No		No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0			0	
v_di, Inbound Pedestrian Volume crossing m	0		0			0	
v_co, Outbound Pedestrian Volume crossing	0		0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0			0	
Bicycle Volume [bicycles/h]	0		0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Protected	Permissive
Signal Group	3	0	5	2	0	1	6
Auxiliary Signal Groups							
Lead / Lag	Lead	-	Lead	-	-	Lead	-
Minimum Green [s]	7	0	7	7	0	7	7
Maximum Green [s]	30	0	30	30	0	30	30
Amber [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	0	11	17	0	62	68
Vehicle Extension [s]	3.0	0.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	7	0	0	0
Pedestrian Clearance [s]	0	0	0	6	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No	No		No	No
Maximum Recall	No		No	No		No	No
Pedestrian Recall	No		No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	R	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	6	6	51	51	21	66
g / C, Green / Cycle	0.07	0.07	0.06	0.57	0.57	0.23	0.74
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.04	0.38	0.04	0.21	0.36
s, saturation flow rate [veh/h]	1603	1431	1603	3204	1431	1603	1683
c, Capacity [veh/h]	109	97	99	1813	810	373	1240
d1, Uniform Delay [s]	40.49	39.77	41.18	13.71	8.80	33.45	4.91
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.57	1.30	6.02	2.02	0.15	7.50	1.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.25	0.61	0.67	0.06	0.89	0.49
d, Delay for Lane Group [s/veh]	44.06	41.07	47.20	15.74	8.96	40.95	6.32
Lane Group LOS	D	D	D	B	A	D	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.27	0.53	1.47	8.37	0.46	7.63	4.03
50th-Percentile Queue Length [ft/ln]	31.80	13.35	36.79	209.15	11.59	190.76	100.70
95th-Percentile Queue Length [veh/ln]	2.29	0.96	2.65	13.11	0.83	12.16	7.25
95th-Percentile Queue Length [ft/ln]	57.23	24.03	66.22	327.74	20.86	304.02	181.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.06	41.07	47.20	15.74	8.96	40.95	6.32
Movement LOS	D	D	D	B	A	D	A
d_A, Approach Delay [s/veh]	43.15		16.91			18.51	
Approach LOS	D		B			B	
d_I, Intersection Delay [s/veh]	18.43						
Intersection LOS	B						
Intersection V/C	0.719						

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.091	0.000	0.000
Crosswalk LOS	B	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	289	1422
d_b, Bicycle Delay [s]	38.28	32.95	3.76
I_b,int, Bicycle LOS Score for Intersection	1.560	2.661	3.121
Bicycle LOS	A	B	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 23: Project Driveway 5 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Project Driveway 5		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 5		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	49	1392	20	0	946
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	1392	20	0	946
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	12	348	5	0	237
Total Analysis Volume [veh/h]	0	49	1392	20	0	946
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	15.74	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.43	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.74		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 6 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Project Driveway 6		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 6		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	1316	125	0	946
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	1316	125	0	946
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	329	31	0	237
Total Analysis Volume [veh/h]	0	73	1316	125	0	946
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	15.77	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.65	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	16.15	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.77		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 25: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

Name	Project Driveway 7		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 7		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	73	1265	125	0	946
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	73	1265	125	0	946
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	316	31	0	237
Total Analysis Volume [veh/h]	0	73	1265	125	0	946
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.17	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	15.28	0.00	0.00	0.00	0.00
Movement LOS		C	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.62	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	15.43	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.28		0.00		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	C					

APPENDIX G

PROJECT OPTION B INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	BH Properties Industrial Commercial Project	**Organization:**	LLG Engineers
Project Location:	Indio	**Performed By:**	AB
Scenario Description:	Option B	**Date:**	7/26/2023
Analysis Year:	--	**Checked By:**	AB
Analysis Period:	**Daily**	**Date:**	7/26/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	155	1,806	TSF	6,967	3,483	3,484
Retail	850/945/948	60	TSF	9,469	4,734	4,735
Restaurant	934	12	SF	5,657	2,828	2,829
Cinema/Entertainment	--	--	--	0	0	0
Residential	220	619	DU	4,169	2,084	2,085
Hotel	--	--	--	0	0	0
All Other Land Uses[2]	--	--	--	0	0	0
				26,262	13,129	13,133

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.50			1.50		
Retail	1.50			1.50		
Restaurant	1.50			1.50		
Cinema/Entertainment	1.50			1.50		
Residential	1.50			1.50		
Hotel	1.50			1.50		
All Other Land Uses[2]	1.50			1.50		

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		568	85	0	105	0
Retail	142		1230	0	1438	0
Restaurant	127	1740		0	500	0
Cinema/Entertainment	0	0	0		0	0
Residential	125	710	594	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	39,395	19,694	19,701
Internal Capture Percentage	37%	37%	37%
External Vehicle-Trips[5]	16,445	8,220	8,225
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	8%	15%
Retail	43%	40%
Restaurant	45%	56%
Cinema/Entertainment	N/A	N/A
Residential	65%	46%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	BH Properties Industrial Commercial Project
Analysis Period:	Indio

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.50	3483	5225	1.50	3484	5226
Retail	1.50	4734	7101	1.50	4735	7103
Restaurant	1.50	2828	4242	1.50	2829	4244
Cinema/Entertainment	1.50	0	0	1.50	0	0
Residential	1.50	2084	3126	1.50	2085	3128
Hotel	1.50	0	0	1.50	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1045	209	0	105	0
Retail	142		2060	284	1847	355
Restaurant	127	1740		340	764	297
Cinema/Entertainment	0	0	0		0	0
Residential	125	1314	657	0		94
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		568	85	0	125	0
Retail	1620		1230	0	1438	0
Restaurant	1568	3551		0	500	0
Cinema/Entertainment	314	284	127		125	0
Residential	2978	710	594	0		0
Hotel	0	142	212	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	394	4831	5225	3221	0	0
Retail	3018	4083	7101	2722	0	0
Restaurant	1909	2333	4242	1555	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2043	1083	3126	722	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	758	4468	5226	2979	0	0
Retail	2810	4293	7103	2862	0	0
Restaurant	2367	1877	4244	1251	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1429	1699	3128	1133	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	BH Properties Industrial Commercial Project	**Organization:**	LLG Engineers
Project Location:	Indio	**Performed By:**	AB
Scenario Description:	Option B	**Date:**	7/26/2023
Analysis Year:	--	**Checked By:**	AB
Analysis Period:	**AM Street Peak Hour**	**Date:**	7/26/2023

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	155	1,806	TSF	934	747	187
Retail	850/945/948	60	TSF	646	337	309
Restaurant	934	12	SF	540	275	265
Cinema/Entertainment	--	--	--	0	0	0
Residential	220	619	DU	248	60	188
Hotel	--	--	--	0	0	0
All Other Land Uses[2]	--	--	--	0	0	0
				2,368	1,419	949

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.50			1.50		
Retail	1.50			1.50		
Restaurant	1.50			1.50		
Cinema/Entertainment	1.50			1.50		
Residential	1.50			1.50		
Hotel	1.50			1.50		
All Other Land Uses[2]	1.50			1.50		

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		79	95	0	0	0
Retail	45		60	0	2	0
Restaurant	123	40		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	3	56	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	3,555	2,130	1,425
Internal Capture Percentage	29%	24%	36%
External Vehicle-Trips[5]	1,684	1,077	607
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	16%	62%
Retail	24%	23%
Restaurant	51%	42%
Cinema/Entertainment	N/A	N/A
Residential	8%	23%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	BH Properties Industrial Commercial Project
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.50	747	1121	1.50	187	281
Retail	1.50	337	506	1.50	309	464
Restaurant	1.50	275	413	1.50	265	398
Cinema/Entertainment	1.50	0	0	1.50	0	0
Residential	1.50	60	90	1.50	188	282
Hotel	1.50	0	0	1.50	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		79	177	0	3	0
Retail	135		60	0	65	0
Restaurant	123	56		0	16	12
Cinema/Entertainment	0	0	0		0	0
Residential	6	3	56	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		162	95	0	0	0
Retail	45		207	0	2	0
Restaurant	157	40		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	34	86	83	0		0
Hotel	34	20	25	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	174	947	1121	631	0	0
Retail	122	384	506	256	0	0
Restaurant	211	202	413	135	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	83	90	55	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	174	107	281	71	0	0
Retail	107	357	464	238	0	0
Restaurant	168	230	398	153	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	65	217	282	145	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	BH Properties Industrial Commercial Project	**Organization:**	LLG Engineers
Project Location:	Indio	**Performed By:**	AB
Scenario Description:	Option B	**Date:**	7/26/2023
Analysis Year:	--	**Checked By:**	AB
Analysis Period:	**PM Street Peak Hour**	**Date:**	7/26/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	155	1,806	TSF	1,265	497	768
Retail	850/945/948	60	TSF	878	440	438
Restaurant	934	12	SF	400	208	192
Cinema/Entertainment	--	--	--	0	0	0
Residential	220	619	DU	316	199	117
Hotel	--	--	--	0	0	0
All Other Land Uses[2]	--	--	--	0	0	0
				2,859	1,344	1,515

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.50			1.50		
Retail	1.50			1.50		
Restaurant	1.50			1.50		
Cinema/Entertainment	1.50			1.50		
Residential	1.50			1.50		
Hotel	1.50			1.50		
All Other Land Uses[2]	1.50			1.50		

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0		0	
Retail					0	
Restaurant					0	
Cinema/Entertainment					0	
Residential		0	0			
Hotel					0	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		53	6	0	12	0
Retail	13		90	0	138	0
Restaurant	9	118		0	48	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	66	37	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	4,290	2,017	2,273
Internal Capture Percentage	28%	30%	26%
External Vehicle-Trips[5]	2,063	946	1,117
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	6%
Retail	36%	37%
Restaurant	43%	61%
Cinema/Entertainment	N/A	N/A
Residential	66%	63%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	BH Properties Industrial Commercial Project
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.50	497	746	1.50	768	1152
Retail	1.50	440	660	1.50	438	657
Restaurant	1.50	208	312	1.50	192	288
Cinema/Entertainment	1.50	0	0	1.50	0	0
Residential	1.50	199	299	1.50	117	176
Hotel	1.50	0	0	1.50	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		230	46	0	23	0
Retail	13		191	26	171	33
Restaurant	9	118		23	52	20
Cinema/Entertainment	0	0	0		0	0
Residential	7	74	37	0		5
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		53	6	0	12	0
Retail	231		90	0	138	0
Restaurant	224	330		0	48	0
Cinema/Entertainment	45	26	9		12	0
Residential	425	66	44	0		0
Hotel	0	13	16	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	29	717	746	478	0	0
Retail	237	423	660	282	0	0
Restaurant	133	179	312	119	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	198	101	299	67	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	71	1081	1152	721	0	0
Retail	241	416	657	277	0	0
Restaurant	175	113	288	75	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	110	66	176	44	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX H

OPTION B LEVEL OF SERVICE CALCULATION WORKSHEETS

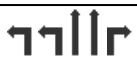
APPENDIX H-I

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	478	383	233	38	533	124	61	139	210	228	205	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	478	383	233	38	533	124	61	139	210	228	205	34
Peak Hour Factor	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270	0.9270
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	103	63	10	144	33	16	37	57	61	55	9
Total Analysis Volume [veh/h]	516	413	251	41	575	134	66	150	227	246	221	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	16	0	22	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	51	5	39	39	6	10	10	9	13	13
g / C, Green / Cycle	0.18	0.57	0.05	0.43	0.43	0.06	0.11	0.11	0.10	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.15	0.08	0.01	0.11	0.08	0.02	0.04	0.08	0.07	0.06	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	635	2875	177	2201	687	222	389	307	338	508	227
d1, Uniform Delay [s]	35.32	9.31	41.07	16.39	15.88	40.26	37.35	38.92	39.53	35.33	33.92
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.58	0.10	0.66	0.29	0.63	0.74	0.63	3.47	3.02	0.59	0.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.14	0.23	0.26	0.20	0.30	0.39	0.74	0.73	0.43	0.16
d, Delay for Lane Group [s/veh]	37.90	9.41	41.73	16.68	16.51	41.01	37.98	42.39	42.54	35.91	34.26
Lane Group LOS	D	A	D	B	B	D	D	D	D	D	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.55	1.22	0.45	2.50	1.77	0.71	1.55	2.55	2.75	2.23	0.72
50th-Percentile Queue Length [ft/ln]	138.81	30.59	11.23	62.48	44.34	17.86	38.85	63.63	68.79	55.75	18.12
95th-Percentile Queue Length [veh/ln]	9.42	2.20	0.81	4.50	3.19	1.29	2.80	4.58	4.95	4.01	1.30
95th-Percentile Queue Length [ft/ln]	235.42	55.06	20.22	112.46	79.82	32.14	69.93	114.54	123.83	100.35	32.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.90	9.41	0.00	41.73	16.68	16.51	41.01	37.98	42.39	42.54	35.91	34.26
Movement LOS	D	A		D	B	B	D	D	D	D	D	C
d_A, Approach Delay [s/veh]	25.24			18.02			40.69			39.03		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	28.43											
Intersection LOS	C											
Intersection V/C	0.503											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.986	0.000	2.690
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	266	511
d_b, Bicycle Delay [s]	15.64	38.32	33.84	24.98
l_b,int, Bicycle LOS Score for Intersection	2.071	1.972	1.925	1.975
Bicycle LOS	B	A	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	945	1169	0	758	205	0	0	0	415	0	143
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	945	1169	0	758	205	0	0	0	415	0	143
Peak Hour Factor	0.9500	0.9180	0.9180	0.9500	0.9180	0.9180	0.9500	0.9500	0.9500	0.9180	0.9500	0.9180
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	257	318	0	206	56	0	0	0	113	0	39
Total Analysis Volume [veh/h]	0	1029	1273	0	826	223	0	0	0	452	0	156
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	43	0	0	43	0	0	0	0	57	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	76		16	16	16
g / C, Green / Cycle	0.76	0.76	0.76		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.20	0.16	0.14		0.13	0.13	0.10
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3887	3887	1213		279	279	249
d1, Uniform Delay [s]	3.51	3.34	3.26		40.62	40.62	39.33
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.12	0.33		5.57	5.57	2.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.21	0.18		0.81	0.81	0.63
d, Delay for Lane Group [s/veh]	3.68	3.47	3.59		46.19	46.19	41.90
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.65	1.26	1.07		5.74	5.74	3.72
50th-Percentile Queue Length [ft/ln]	41.21	31.48	26.78		143.46	143.46	93.11
95th-Percentile Queue Length [veh/ln]	2.97	2.27	1.93		9.67	9.67	6.70
95th-Percentile Queue Length [ft/ln]	74.18	56.67	48.20		241.67	241.67	167.60

Movement, Approach, & Intersection Results

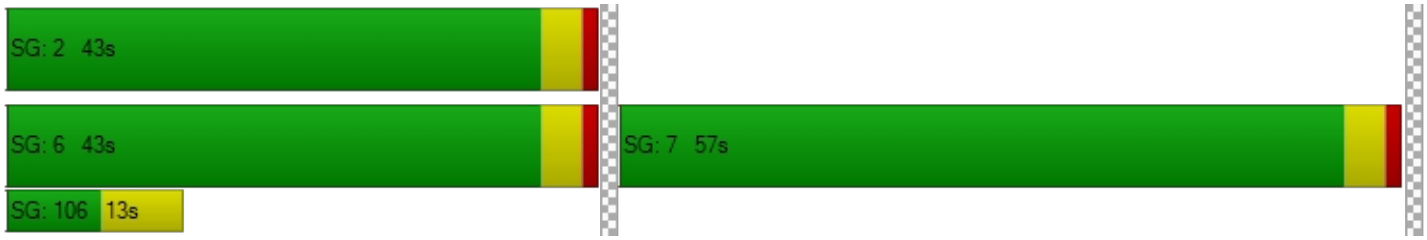
d_M, Delay for Movement [s/veh]	0.00	3.68	0.00	0.00	3.47	3.59	0.00	0.00	0.00	46.19	0.00	41.90
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.68			3.49			0.00			45.09		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.98											
Intersection LOS	B											
Intersection V/C	0.358											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.284
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	781	781	0	1061
d_b, Bicycle Delay [s]	18.55	18.55	49.94	11.00
l_b,int, Bicycle LOS Score for Intersection	2.126	2.137	4.132	2.563
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	137	1935	1063	102	158	949
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	1935	1063	102	158	949
Peak Hour Factor	0.9380	0.9380	0.9380	0.9380	0.9380	0.9380
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	516	283	27	42	253
Total Analysis Volume [veh/h]	146	2063	1133	109	168	1012
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	31	71	40	0	34	34
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	27	68	37	37	29	60
g / C, Green / Cycle	0.26	0.65	0.35	0.35	0.27	0.57
(v / s)_i Volume / Saturation Flow Rate	0.04	0.41	0.22	0.07	0.05	0.36
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	889	3312	1808	564	946	1600
d1, Uniform Delay [s]	30.24	10.80	28.09	23.45	29.11	15.24
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.89	1.65	0.76	0.09	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.62	0.63	0.19	0.18	0.63
d, Delay for Lane Group [s/veh]	30.33	11.69	29.75	24.21	29.20	15.93
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.44	8.73	8.01	1.98	1.63	7.81
50th-Percentile Queue Length [ft/ln]	36.05	218.31	200.35	49.59	40.68	195.25
95th-Percentile Queue Length [veh/ln]	2.60	13.58	12.66	3.57	2.93	12.39
95th-Percentile Queue Length [ft/ln]	64.89	339.47	316.42	89.26	73.23	309.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.33	11.69	29.75	24.21	29.20	15.93
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	12.92		29.26		17.82	
Approach LOS	B		C		B	
d_I, Intersection Delay [s/veh]	18.55					
Intersection LOS	B					
Intersection V/C	0.751					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1276	686	571
d_b, Bicycle Delay [s]	6.87	22.67	26.78
l_b,int, Bicycle LOS Score for Intersection	2.775	2.243	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.927

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1302	312	539	1466	559	763
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1302	312	539	1466	559	763
Peak Hour Factor	0.9450	0.9450	0.9450	0.9450	0.9450	0.9450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	344	83	143	388	148	202
Total Analysis Volume [veh/h]	1378	330	570	1551	592	807
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	53	0	11	11	36	47
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	21	72	20	45
g / C, Green / Cycle	0.47	0.47	0.21	0.72	0.20	0.45
(v / s)_i Volume / Saturation Flow Rate	0.40	0.12	0.16	0.55	0.17	0.23
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1636	1331	733	2023	695	1591
d1, Uniform Delay [s]	23.08	15.73	37.55	8.80	38.51	19.78
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.25	0.10	7.96	2.85	3.06	1.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.25	0.78	0.77	0.85	0.51
d, Delay for Lane Group [s/veh]	24.32	15.82	45.52	11.65	41.58	20.94
Lane Group LOS	C	B	D	B	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	13.73	2.21	7.32	9.30	7.19	6.77
50th-Percentile Queue Length [ft/ln]	343.32	55.32	183.00	232.58	179.83	169.33
95th-Percentile Queue Length [veh/ln]	19.81	3.98	11.76	14.31	11.59	11.04
95th-Percentile Queue Length [ft/ln]	495.26	99.58	293.93	357.63	289.80	276.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.32	15.82	45.52	11.65	41.58	20.94
Movement LOS	C	B	D	B	D	C
d_A, Approach Delay [s/veh]	22.68		20.75		29.67	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	23.77					
Intersection LOS	C					
Intersection V/C	0.927					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	980	140	860
d_b, Bicycle Delay [s]	13.01	43.25	16.25
I_b,int, Bicycle LOS Score for Intersection	1.560	3.309	2.714
Bicycle LOS	A	C	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	382	31	22	445	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	382	31	22	445	1
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	111	9	6	129	0
Total Analysis Volume [veh/h]	26	0	16	2	0	2	0	443	36	26	516	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	25.07	23.36	13.39	23.47	21.52	11.62	8.43	0.00	0.00	8.35	0.00	0.00
Movement LOS	D	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.54	0.04	0.04	0.04	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	13.43	13.43	13.43	1.04	1.04	1.04	0.00	0.00	0.00	1.10	1.10	1.10
d_A, Approach Delay [s/veh]	20.62			17.54			0.00			0.40		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	1.08											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	51.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.037

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	200	270	200	119	533	68	128	155	403	440	197	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	270	200	119	533	68	128	155	403	440	197	37
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	73	54	32	145	18	35	42	110	120	54	10
Total Analysis Volume [veh/h]	218	294	218	129	580	74	139	169	439	479	214	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	21	0	0	29	0	36	25	25	30	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	25	25	10	22	72	25	37
g / C, Green / Cycle	0.16	0.16	0.16	0.24	0.24	0.10	0.21	0.68	0.24	0.35
(v / s)_i Volume / Saturation Flow Rate	0.12	0.16	0.14	0.21	0.24	0.08	0.03	0.28	0.26	0.14
s, saturation flow rate [veh/h]	1781	1870	1589	1840	1646	1781	5094	1589	1845	1819
c, Capacity [veh/h]	288	303	257	438	392	172	1093	1090	444	639
d1, Uniform Delay [s]	42.02	43.76	42.74	38.80	39.88	46.49	33.50	7.16	40.78	25.69
k, delay calibration	0.11	0.12	0.11	0.27	0.32	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.03	19.34	7.55	14.98	34.31	8.73	0.30	1.11	45.27	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.97	0.85	0.90	0.99	0.81	0.15	0.40	1.08	0.40
d, Delay for Lane Group [s/veh]	46.05	63.10	50.28	53.78	74.20	55.22	33.80	8.27	86.05	27.53
Lane Group LOS	D	E	D	D	E	E	C	A	F	C
Critical Lane Group	No	Yes	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.68	9.15	5.99	12.20	13.56	3.95	1.21	4.19	7.69	5.06
50th-Percentile Queue Length [ft/ln]	141.97	228.70	149.67	304.91	339.09	98.87	30.24	104.65	192.34	126.57
95th-Percentile Queue Length [veh/ln]	9.59	14.11	10.00	17.92	19.60	7.12	2.18	7.53	12.72	8.75
95th-Percentile Queue Length [ft/ln]	239.67	352.71	249.98	448.09	490.09	177.97	54.43	188.37	318.03	218.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.05	63.10	50.28	53.78	64.85	74.20	55.22	33.80	8.27	86.05	27.53	27.53
Movement LOS	D	E	D	D	E	E	E	C	A	F	C	C
d_A, Approach Delay [s/veh]	54.18			63.91			22.78			65.77		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	51.73											
Intersection LOS	D											
Intersection V/C	1.037											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.08	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	2.742	0.000	0.000	0.000
Crosswalk LOS	B	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	324	476	400	286
d_b, Bicycle Delay [s]	36.88	30.48	33.60	38.57
l_b,int, Bicycle LOS Score for Intersection	2.764	2.206	1.970	2.769
Bicycle LOS	C	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	12	42	2	172	56	332	119	315	19	10	429	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	42	2	172	56	332	119	315	19	10	429	151
Peak Hour Factor	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930	0.8930
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	12	1	48	16	93	33	88	5	3	120	42
Total Analysis Volume [veh/h]	13	47	2	193	63	372	133	353	21	11	480	169
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	50	0	0	50	0	20	29	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	24	24	24	24	24	24	8	52	52	2	46	46
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27	0.09	0.58	0.58	0.02	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.14	0.03	0.23	0.07	0.07	0.07	0.01	0.26	0.11
s, saturation flow rate [veh/h]	953	1870	1843	1356	1870	1589	1781	3560	1817	1781	1870	1589
c, Capacity [veh/h]	289	497	490	398	497	422	168	2069	1056	36	948	806
d1, Uniform Delay [s]	27.85	24.60	24.60	30.76	25.12	31.70	39.92	8.49	8.50	43.51	14.73	12.25
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.04	0.04	0.92	0.11	6.11	8.15	0.12	0.23	4.82	1.93	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.05	0.48	0.13	0.88	0.79	0.12	0.12	0.31	0.51	0.21
d, Delay for Lane Group [s/veh]	27.91	24.64	24.65	31.67	25.24	37.81	48.07	8.61	8.73	48.33	16.66	12.84
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.22	0.39	0.39	3.76	1.03	8.24	3.22	1.04	1.11	0.29	6.60	1.92
50th-Percentile Queue Length [ft/ln]	5.61	9.76	9.74	94.01	25.63	205.91	80.56	25.93	27.65	7.18	165.04	47.92
95th-Percentile Queue Length [veh/ln]	0.40	0.70	0.70	6.77	1.85	12.94	5.80	1.87	1.99	0.52	10.82	3.45
95th-Percentile Queue Length [ft/ln]	10.11	17.56	17.54	169.23	46.13	323.58	145.01	46.67	49.77	12.92	270.38	86.26

Movement, Approach, & Intersection Results

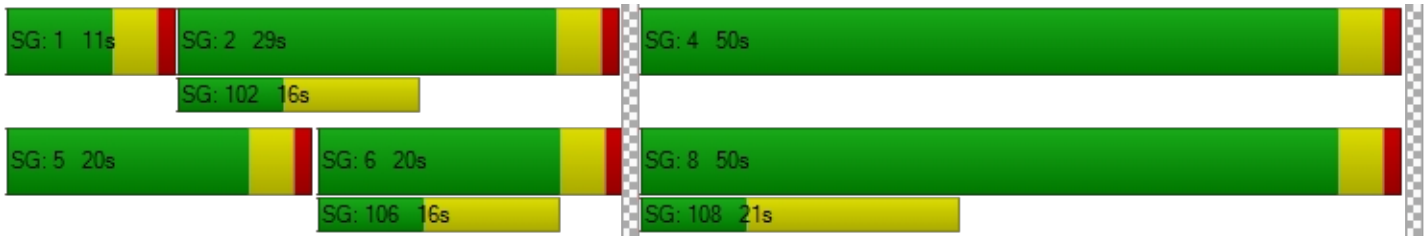
d_M, Delay for Movement [s/veh]	27.91	24.64	24.65	31.67	25.24	37.81	48.07	8.64	8.73	48.33	16.66	12.84
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	25.33			34.66			18.99			16.21		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	23.52											
Intersection LOS	C											
Intersection V/C	0.652											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.330	2.490	0.000	2.923
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	1022	555	355
d_b, Bicycle Delay [s]	10.76	10.76	23.48	30.43
l_b,int, Bicycle LOS Score for Intersection	1.611	2.596	1.838	2.649
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	108	172	74	74	422	103	70	237	132	227	313	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	172	74	74	422	103	70	237	132	227	313	66
Peak Hour Factor	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980	0.8980
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	48	21	21	117	29	19	66	37	63	87	18
Total Analysis Volume [veh/h]	120	192	82	82	470	115	78	264	147	253	349	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	13	27	0	27	25	0	27	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	6	47	47	6	11	11	9	14	14
g / C, Green / Cycle	0.07	0.53	0.53	0.07	0.53	0.53	0.07	0.12	0.12	0.10	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.02	0.13	0.07	0.02	0.07	0.09	0.07	0.12	0.12
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1759
c, Capacity [veh/h]	259	1886	842	238	1865	833	235	438	195	349	292	274
d1, Uniform Delay [s]	39.97	10.54	10.51	40.04	11.78	11.02	40.08	37.46	38.21	39.33	36.34	36.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.29	0.11	0.23	0.85	0.32	0.35	0.82	1.34	5.74	2.88	3.75	4.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.10	0.10	0.34	0.25	0.14	0.33	0.60	0.75	0.73	0.74	0.75
d, Delay for Lane Group [s/veh]	41.26	10.65	10.74	40.89	12.10	11.37	40.90	38.80	43.95	42.21	40.08	40.42
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.31	0.93	0.82	0.89	2.52	1.20	0.84	2.80	3.40	2.82	4.78	4.55
50th-Percentile Queue Length [ft/ln]	32.67	23.15	20.47	22.16	63.00	29.88	21.07	70.03	85.04	70.47	119.50	113.70
95th-Percentile Queue Length [veh/ln]	2.35	1.67	1.47	1.60	4.54	2.15	1.52	5.04	6.12	5.07	8.37	8.05
95th-Percentile Queue Length [ft/ln]	58.81	41.66	36.84	39.88	113.40	53.79	37.93	126.05	153.07	126.84	209.14	201.13

Movement, Approach, & Intersection Results

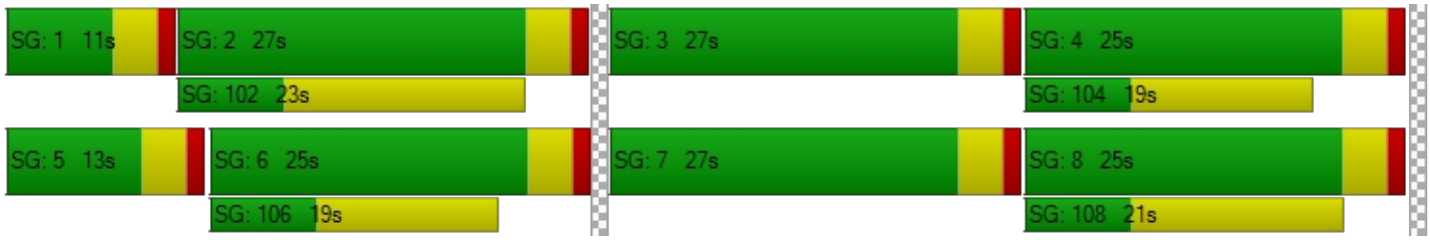
d_M, Delay for Movement [s/veh]	41.26	10.65	10.74	40.89	12.10	11.37	40.90	38.80	43.95	42.21	40.21	40.42
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.99			15.52			40.68			40.98		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	29.56											
Intersection LOS	C											
Intersection V/C	0.404											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.879	2.734	2.743	2.747
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	511	466	466
d_b, Bicycle Delay [s]	26.49	24.98	26.49	26.49
l_b,int, Bicycle LOS Score for Intersection	1.885	2.110	1.963	2.116
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	460	240	8	1107	245	251	12	98	372	30	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	460	240	8	1107	245	251	12	98	372	30	36
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	121	63	2	292	65	66	3	26	98	8	9
Total Analysis Volume [veh/h]	724	485	253	8	1168	258	265	13	103	392	32	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	28	40	0	11	23	0	20	23	23	21	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	56	56	1	35	35	16	9	35	13	6	6
g / C, Green / Cycle	0.23	0.59	0.59	0.01	0.37	0.37	0.17	0.09	0.37	0.14	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.21	0.14	0.16	0.00	0.33	0.16	0.15	0.01	0.04	0.11	0.02	0.02
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	809	2086	931	53	1307	583	298	174	1038	477	118	100
d1, Uniform Delay [s]	35.31	9.45	9.71	46.24	28.37	22.75	38.73	39.43	19.67	39.88	42.48	42.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.77	0.26	0.72	1.30	9.64	2.42	8.79	0.18	0.04	3.60	1.22	2.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.23	0.27	0.15	0.89	0.44	0.89	0.07	0.10	0.82	0.27	0.38
d, Delay for Lane Group [s/veh]	39.08	9.71	10.43	47.54	38.00	25.18	47.53	39.61	19.71	43.48	43.70	45.12
Lane Group LOS	D	A	B	D	D	C	D	D	B	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.37	2.33	2.60	0.10	13.74	4.64	6.68	0.28	0.74	4.64	0.75	0.92
50th-Percentile Queue Length [ft/ln]	209.28	58.17	64.97	2.56	343.57	116.07	166.97	7.12	18.60	115.92	18.80	22.92
95th-Percentile Queue Length [veh/ln]	13.12	4.19	4.68	0.18	19.82	8.18	10.92	0.51	1.34	8.17	1.35	1.65
95th-Percentile Queue Length [ft/ln]	327.90	104.70	116.94	4.61	495.57	204.41	272.93	12.82	33.48	204.20	33.84	41.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.08	9.71	10.43	47.54	38.00	25.18	47.53	39.61	19.71	43.48	43.70	45.12
Movement LOS	D	A	B	D	D	C	D	D	B	D	D	D
d_A, Approach Delay [s/veh]	24.38			35.75			39.74			43.63		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	32.68											
Intersection LOS	C											
Intersection V/C	0.854											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	3.031	2.906	2.682	2.575
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	757	400	400	421
d_b, Bicycle Delay [s]	18.36	30.44	30.44	29.64
l_b,int, Bicycle LOS Score for Intersection	2.766	2.743	2.188	2.322
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	505	1137	0	0	948	629	0	0	0	148	1	250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	505	1137	0	0	948	629	0	0	0	148	1	250
Peak Hour Factor	0.9360	0.9360	0.9500	0.9500	0.9360	0.9360	0.9500	0.9500	0.9500	0.9360	0.9360	0.9360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	304	0	0	253	168	0	0	0	40	0	67
Total Analysis Volume [veh/h]	540	1215	0	0	1013	672	0	0	0	158	1	267
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	34	77	0	0	43	0	0	0	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	18	77	55	55		10	10	10
g / C, Green / Cycle	0.19	0.81	0.58	0.58		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.16	0.34	0.28	0.42		0.09	0.09	0.09
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1598	1589
c, Capacity [veh/h]	646	2868	2053	917		196	176	175
d1, Uniform Delay [s]	37.23	2.73	11.90	14.75		41.14	41.15	41.15
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.95	0.46	0.85	5.17		6.49	7.23	7.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.42	0.49	0.73		0.78	0.78	0.78
d, Delay for Lane Group [s/veh]	40.18	3.19	12.75	19.92		47.64	48.38	48.42
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.21	2.25	6.10	10.95		3.79	3.44	3.43
50th-Percentile Queue Length [ft/ln]	155.24	56.21	152.55	273.82		94.80	86.10	85.69
95th-Percentile Queue Length [veh/ln]	10.30	4.05	10.15	16.38		6.83	6.20	6.17
95th-Percentile Queue Length [ft/ln]	257.41	101.18	253.83	409.51		170.64	154.98	154.24

Movement, Approach, & Intersection Results

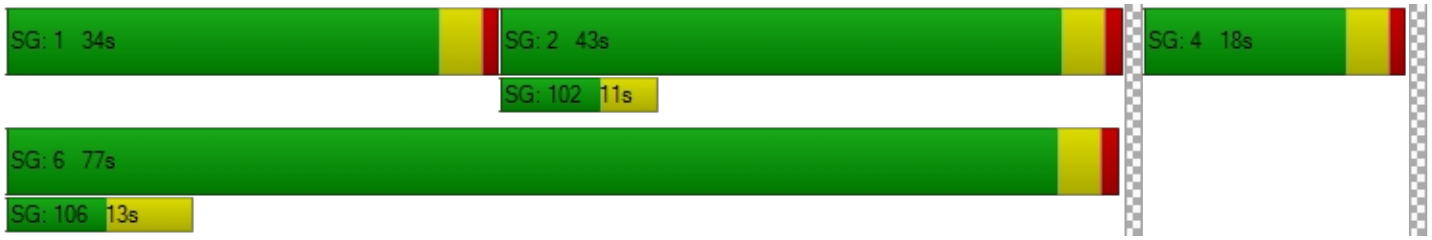
d_M, Delay for Movement [s/veh]	40.18	3.19	0.00	0.00	12.75	19.92	0.00	0.00	0.00	47.70	48.38	48.40
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	14.57			15.61			0.00			48.13		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	18.72											
Intersection LOS	B											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.308	2.081
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1537	821	0	295
d_b, Bicycle Delay [s]	2.55	16.51	47.51	34.54
l_b,int, Bicycle LOS Score for Intersection	3.007	2.950	4.132	2.263
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1263	154	162	923	0	377	2	503	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1263	154	162	923	0	377	2	503	0	0	0
Peak Hour Factor	0.9500	0.9430	0.9430	0.9430	0.9430	0.9500	0.9430	0.9430	0.9430	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	335	41	43	245	0	100	1	133	0	0	0
Total Analysis Volume [veh/h]	0	1339	163	172	979	0	400	2	533	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	15	0	11	26	0	0	64	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	50	50	7	61	21	21	21	
g / C, Green / Cycle	0.55	0.55	0.08	0.68	0.24	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.38	0.10	0.05	0.27	0.18	0.19	0.19	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1639	1589	
c, Capacity [veh/h]	1968	879	269	2403	421	387	375	
d1, Uniform Delay [s]	14.43	10.03	40.30	6.56	31.91	32.41	32.61	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.92	0.47	2.53	0.51	2.69	3.91	4.57	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.68	0.19	0.64	0.41	0.75	0.80	0.82	
d, Delay for Lane Group [s/veh]	16.35	10.50	42.84	7.08	34.60	36.32	37.18	
Lane Group LOS	B	B	D	A	C	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	9.41	1.62	1.92	3.71	6.52	6.64	6.70	
50th-Percentile Queue Length [ft/ln]	235.33	40.45	48.05	92.75	163.04	166.03	167.56	
95th-Percentile Queue Length [veh/ln]	14.44	2.91	3.46	6.68	10.71	10.87	10.95	
95th-Percentile Queue Length [ft/ln]	361.12	72.82	86.49	166.95	267.74	271.69	273.70	

Movement, Approach, & Intersection Results

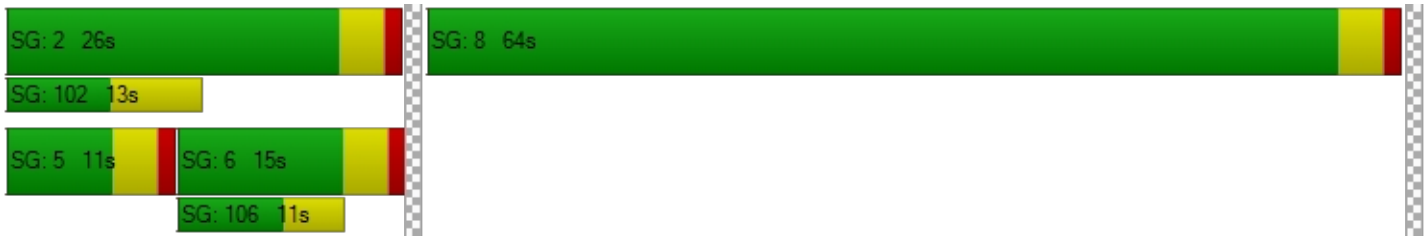
d_M, Delay for Movement [s/veh]	0.00	16.35	10.50	42.84	7.08	0.00	34.98	36.32	36.82	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	D	D			
d_A, Approach Delay [s/veh]	15.72			12.42			36.03			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	19.95											
Intersection LOS	B											
Intersection V/C	0.716											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.244	1.879
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	489	1333	0
d_b, Bicycle Delay [s]	34.68	25.70	5.01	45.01
l_b,int, Bicycle LOS Score for Intersection	2.799	2.509	3.102	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	77	1199	60	63	1205	117	63	2	40	184	10	124
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	1199	60	63	1205	117	63	2	40	184	10	124
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	315	16	17	316	31	17	1	10	48	3	33
Total Analysis Volume [veh/h]	81	1258	63	66	1264	123	66	2	42	193	10	130
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	57	0	11	57	0	0	27	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	54	54	6	54	54	23	23	23
g / C, Green / Cycle	0.07	0.57	0.57	0.06	0.57	0.57	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.05	0.36	0.36	0.04	0.38	0.38	0.26	0.18	0.08
s, saturation flow rate [veh/h]	1781	1870	1839	1781	1870	1813	419	1153	1589
c, Capacity [veh/h]	119	1066	1048	112	1058	1026	162	352	383
d1, Uniform Delay [s]	43.35	13.64	13.66	43.35	14.34	14.40	40.72	33.22	29.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.33	0.13	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.60	2.76	2.83	4.88	3.28	3.45	14.15	1.75	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.62	0.63	0.59	0.66	0.67	0.68	0.58	0.34
d, Delay for Lane Group [s/veh]	49.94	16.39	16.49	48.23	17.62	17.86	54.86	34.97	30.35
Lane Group LOS	D	B	B	D	B	B	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.07	9.54	9.45	1.65	10.58	10.42	3.21	4.39	2.48
50th-Percentile Queue Length [ft/ln]	51.65	238.54	236.15	41.28	264.62	260.57	80.32	109.83	62.04
95th-Percentile Queue Length [veh/ln]	3.72	14.61	14.49	2.97	15.92	15.72	5.78	7.83	4.47
95th-Percentile Queue Length [ft/ln]	92.97	365.18	362.16	74.31	398.01	392.94	144.57	195.77	111.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	49.94	16.44	16.49	48.23	17.72	17.86	54.86	54.86	54.86	34.97	34.97	30.35
Movement LOS	D	B	B	D	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	18.37			19.12			54.86			33.16		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.41											
Intersection LOS	C											
Intersection V/C	0.785											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.15	37.15	37.15	37.15
l_p,int, Pedestrian LOS Score for Intersection	3.142	2.963	1.875	2.093
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1115	1115	484	484
d_b, Bicycle Delay [s]	9.29	9.29	27.30	27.30
l_b,int, Bicycle LOS Score for Intersection	2.716	2.758	1.741	2.109
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	61	1207	383	58	1325	23	19	6	62	538	11	167
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1207	383	58	1325	23	19	6	62	538	11	167
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	328	104	16	360	6	5	2	17	146	3	45
Total Analysis Volume [veh/h]	66	1313	417	63	1442	25	21	7	67	585	12	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	23	60	0	11	48	0	0	20	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	67	67	6	67	67	9	22	22	22
g / C, Green / Cycle	0.05	0.56	0.56	0.05	0.56	0.56	0.07	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.04	0.47	0.50	0.04	0.39	0.39	0.06	0.17	0.17	0.11
s, saturation flow rate [veh/h]	1781	1870	1722	1781	1870	1859	1647	1781	1784	1589
c, Capacity [veh/h]	94	1038	956	93	1037	1031	118	334	335	298
d1, Uniform Delay [s]	55.95	22.33	23.57	55.93	19.62	19.65	54.87	47.60	47.59	44.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.21	0.21	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.21	8.33	12.55	8.44	4.09	4.15	11.73	14.47	14.37	2.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.84	0.89	0.68	0.71	0.71	0.80	0.89	0.89	0.61
d, Delay for Lane Group [s/veh]	65.16	30.66	36.13	64.37	23.72	23.79	66.60	62.07	61.96	46.77
Lane Group LOS	E	C	D	E	C	C	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.21	22.02	23.55	2.09	15.64	15.60	3.22	10.02	10.02	5.14
50th-Percentile Queue Length [ft/ln]	55.20	550.50	588.79	52.35	390.92	390.11	80.40	250.45	250.52	128.59
95th-Percentile Queue Length [veh/ln]	3.97	29.72	31.51	3.77	22.12	22.08	5.79	15.21	15.21	8.86
95th-Percentile Queue Length [ft/ln]	99.36	742.89	787.76	94.23	553.05	552.07	144.72	380.22	380.31	221.58

Movement, Approach, & Intersection Results

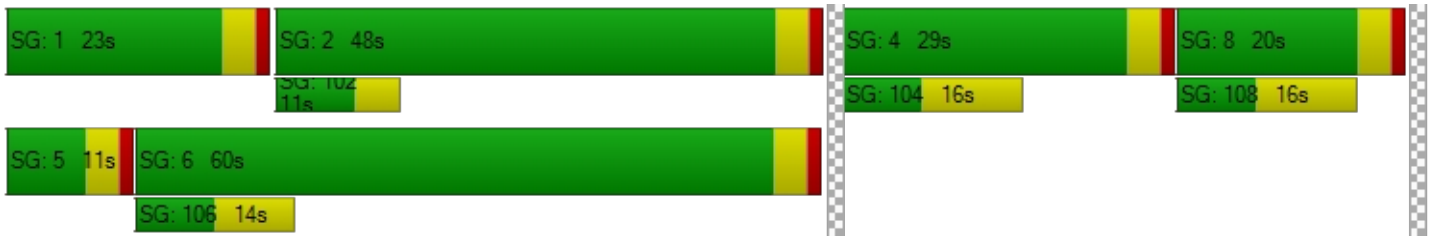
d_M, Delay for Movement [s/veh]	65.16	32.48	36.13	64.37	23.75	23.79	66.60	66.60	66.60	62.02	61.96	46.77
Movement LOS	E	C	D	E	C	C	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	34.53			25.43			66.60			58.46		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	36.38											
Intersection LOS	D											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.072	2.908	1.825	2.453
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	733	267	417
d_b, Bicycle Delay [s]	17.08	24.08	45.08	37.62
l_b,int, Bicycle LOS Score for Intersection	3.041	2.822	1.716	2.845
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	43.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.997

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	106	1016	94	99	1088	766	465	107	53	43	43	185
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	106	1016	94	99	1088	766	465	107	53	43	43	185
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	277	26	27	297	209	127	29	14	12	12	50
Total Analysis Volume [veh/h]	116	1108	103	108	1186	835	507	117	58	47	47	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	65	0	12	65	0	21	28	0	15	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	62	62	8	62	62	17	28	28	6	17	17
g / C, Green / Cycle	0.07	0.52	0.52	0.07	0.52	0.52	0.14	0.24	0.24	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.07	0.33	0.33	0.06	0.33	0.53	0.15	0.06	0.04	0.03	0.03	0.13
s, saturation flow rate [veh/h]	1781	1870	1815	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	120	964	936	120	1836	820	491	443	376	84	265	225
d1, Uniform Delay [s]	55.86	20.95	20.99	55.59	21.11	29.07	51.51	37.31	36.30	56.00	45.37	50.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	30.89	3.20	3.33	20.21	1.77	36.21	27.75	0.32	0.19	5.78	0.32	11.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.64	0.64	0.90	0.65	1.02	1.03	0.26	0.15	0.56	0.18	0.90
d, Delay for Lane Group [s/veh]	86.75	24.15	24.32	75.80	22.88	65.28	79.26	37.63	36.49	61.78	45.68	62.62
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.53	12.96	12.68	3.92	12.24	30.68	9.26	2.85	1.38	1.53	1.26	6.70
50th-Percentile Queue Length [ft/ln]	113.28	323.94	316.94	97.96	305.97	767.03	231.44	71.33	34.43	38.24	31.59	167.52
95th-Percentile Queue Length [veh/ln]	8.02	18.86	18.52	7.05	17.98	40.38	14.45	5.14	2.48	2.75	2.27	10.95
95th-Percentile Queue Length [ft/ln]	200.56	471.53	462.93	176.32	449.40	1009.41	361.31	128.39	61.97	68.84	56.86	273.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	86.75	24.23	24.32	75.80	22.88	65.28	79.26	37.63	36.49	61.78	45.68	62.62
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	29.70			42.20			68.48			59.80		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	43.67											
Intersection LOS	D											
Intersection V/C	0.997											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.824	3.108	2.842	2.297
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1016	1016	400	300
d_b, Bicycle Delay [s]	14.52	14.52	38.42	43.37
l_b,int, Bicycle LOS Score for Intersection	2.654	3.316	2.685	2.048
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	42.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	140	1049	20	22	1022	242	277	188	246	83	186	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	1049	20	22	1022	242	277	188	246	83	186	53
Peak Hour Factor	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350	0.9350
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	280	5	6	273	65	74	50	66	22	50	14
Total Analysis Volume [veh/h]	150	1122	21	24	1093	259	296	201	263	89	199	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	25	0	11	20	0	64	57	0	27	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	59	59	4	51	51	22	34	34	8	19
g / C, Green / Cycle	0.10	0.49	0.49	0.03	0.42	0.42	0.19	0.28	0.28	0.06	0.16
(v / s)_i Volume / Saturation Flow Rate	0.08	0.31	0.31	0.01	0.37	0.38	0.17	0.11	0.17	0.05	0.14
s, saturation flow rate [veh/h]	1781	1870	1858	1781	1870	1748	1781	1870	1589	1781	1799
c, Capacity [veh/h]	177	911	905	59	787	736	330	528	449	114	290
d1, Uniform Delay [s]	53.17	22.76	22.77	56.90	32.04	32.26	47.78	34.65	37.05	55.34	49.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.57	3.29	3.31	4.48	13.70	15.46	8.63	0.45	1.22	10.79	8.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.63	0.63	0.41	0.88	0.89	0.90	0.38	0.59	0.78	0.88
d, Delay for Lane Group [s/veh]	63.74	26.05	26.08	61.38	45.75	47.72	56.42	35.10	38.27	66.13	57.93
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.97	12.56	12.50	0.79	21.14	20.43	9.41	4.81	6.78	3.00	8.19
50th-Percentile Queue Length [ft/ln]	124.18	313.95	312.38	19.69	528.53	510.79	235.30	120.15	169.61	74.91	204.69
95th-Percentile Queue Length [veh/ln]	8.62	18.37	18.29	1.42	28.68	27.84	14.44	8.40	11.06	5.39	12.88
95th-Percentile Queue Length [ft/ln]	215.55	459.24	457.31	35.45	717.04	696.11	361.09	210.03	276.40	134.84	322.01

Movement, Approach, & Intersection Results

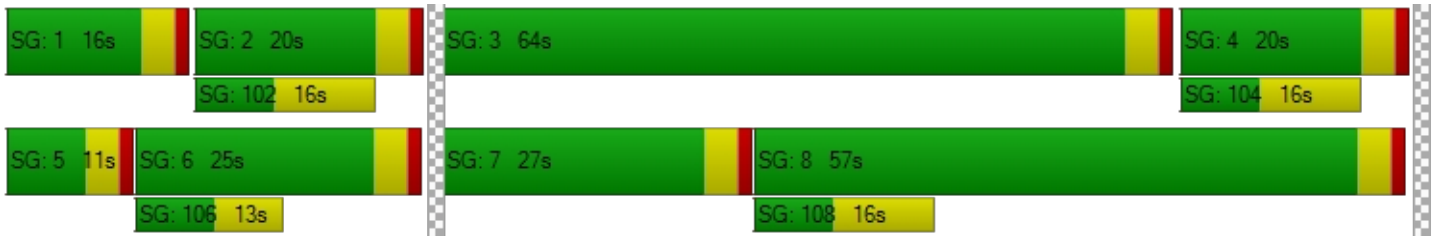
d_M, Delay for Movement [s/veh]	63.74	26.07	26.08	61.38	46.47	47.72	56.42	35.10	38.27	66.13	57.93	57.93
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	30.44			46.96			44.50			60.04		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	42.00											
Intersection LOS	D											
Intersection V/C	0.887											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.848	2.870	2.580	2.146
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	350	267	883	267
d_b, Bicycle Delay [s]	40.85	45.08	18.72	45.08
l_b,int, Bicycle LOS Score for Intersection	2.626	2.695	2.814	2.129
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.651

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	29	927	59	90	1122	170	122	80	37	67	114	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	927	59	90	1122	170	122	80	37	67	114	133
Peak Hour Factor	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970	0.8970
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	258	16	25	313	47	34	22	10	19	32	37
Total Analysis Volume [veh/h]	32	1033	66	100	1251	190	136	89	41	75	127	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	51	17	0	56	22	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	57	57	8	61	61	28	28	28	28
g / C, Green / Cycle	0.04	0.55	0.55	0.07	0.58	0.58	0.27	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.02	0.30	0.30	0.06	0.39	0.40	0.12	0.07	0.06	0.16
s, saturation flow rate [veh/h]	1781	1870	1831	1781	1870	1786	1104	1771	1260	1708
c, Capacity [veh/h]	74	1022	1000	129	1080	1031	187	473	308	456
d1, Uniform Delay [s]	49.12	15.37	15.37	47.83	15.39	15.54	47.58	30.46	36.63	33.64
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.98	2.08	2.12	9.35	3.42	3.75	5.29	0.31	0.41	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.54	0.54	0.77	0.68	0.69	0.73	0.28	0.24	0.60
d, Delay for Lane Group [s/veh]	53.10	17.45	17.50	57.18	18.81	19.29	52.87	30.77	37.04	35.20
Lane Group LOS	D	B	B	E	B	B	D	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.90	8.75	8.59	2.90	12.35	12.16	3.85	2.64	1.69	6.26
50th-Percentile Queue Length [ft/ln]	22.48	218.83	214.73	72.42	308.66	304.09	96.23	65.92	42.23	156.53
95th-Percentile Queue Length [veh/ln]	1.62	13.61	13.40	5.21	18.11	17.88	6.93	4.75	3.04	10.37
95th-Percentile Queue Length [ft/ln]	40.46	340.14	334.88	130.36	452.72	447.08	173.22	118.65	76.01	259.13

Movement, Approach, & Intersection Results

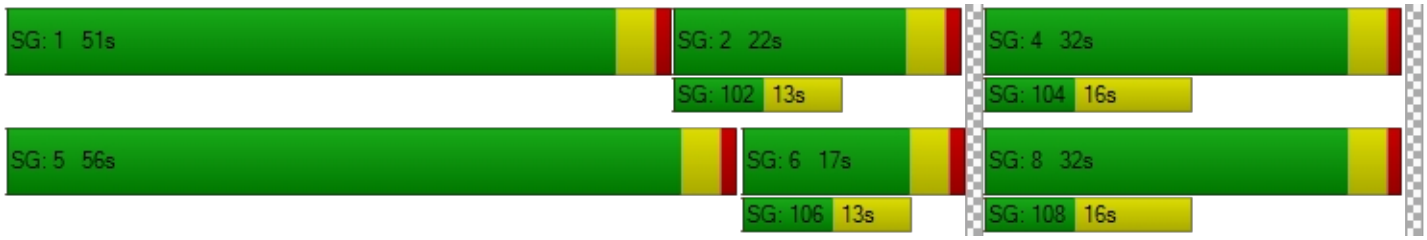
d_M, Delay for Movement [s/veh]	53.10	17.47	17.50	57.18	19.01	19.29	52.87	30.77	30.77	37.04	35.20	35.20
Movement LOS	D	B	B	E	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	18.48			21.52			42.07			35.59		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	23.63											
Intersection LOS	C											
Intersection V/C	0.651											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	42.07	42.07	42.07	42.07
l_p,int, Pedestrian LOS Score for Intersection	2.901	3.058	2.147	2.144
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	248	343	533	533
d_b, Bicycle Delay [s]	40.30	36.04	28.23	28.23
l_b,int, Bicycle LOS Score for Intersection	2.493	2.831	1.999	2.137
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	140	643	59	194	646	256	203	450	42	82	478	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	643	59	194	646	256	203	450	42	82	478	116
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	170	16	51	171	68	54	119	11	22	127	31
Total Analysis Volume [veh/h]	148	681	63	206	684	271	215	477	44	87	506	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	46	0	11	46	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	27	27	7	27	27	7	33	33	6	33	44
g / C, Green / Cycle	0.08	0.30	0.30	0.08	0.31	0.31	0.08	0.37	0.37	0.07	0.36	0.49
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.20	0.06	0.27	0.27	0.06	0.10	0.10	0.03	0.10	0.08
s, saturation flow rate [veh/h]	3459	1870	1815	3459	1870	1692	3459	3560	1791	3459	5094	1589
c, Capacity [veh/h]	266	568	551	272	571	517	272	1318	663	242	1842	770
d1, Uniform Delay [s]	40.15	27.39	27.39	40.70	29.69	29.73	40.82	19.81	19.83	40.00	20.40	12.98
k, delay calibration	0.11	0.11	0.11	0.11	0.15	0.15	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.83	1.35	1.39	4.30	5.89	6.67	5.12	0.48	0.98	0.90	0.37	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.66	0.66	0.76	0.88	0.88	0.79	0.26	0.26	0.36	0.27	0.16
d, Delay for Lane Group [s/veh]	41.97	28.74	28.78	45.00	35.59	36.40	45.94	20.29	20.81	40.89	20.77	13.43
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.63	7.10	6.90	2.37	10.85	9.97	2.51	2.55	2.68	0.94	2.51	1.43
50th-Percentile Queue Length [ft/ln]	40.78	177.42	172.39	59.33	271.26	249.33	62.68	63.63	66.99	23.51	62.72	35.68
95th-Percentile Queue Length [veh/ln]	2.94	11.47	11.20	4.27	16.25	15.15	4.51	4.58	4.82	1.69	4.52	2.57
95th-Percentile Queue Length [ft/ln]	73.41	286.64	280.06	106.79	406.31	378.81	112.82	114.54	120.58	42.32	112.90	64.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.97	28.75	28.78	45.00	35.81	36.40	45.94	20.44	20.81	40.89	20.77	13.43
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	30.95			37.58			27.91			21.95		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	30.67											
Intersection LOS	C											
Intersection V/C	0.575											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.730	2.807	2.927	3.007
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	932	932	400	400
d_b, Bicycle Delay [s]	12.84	12.84	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.296	2.517	1.964	1.953
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	28.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	248	702	325	112	616	180	155	326	467	218	119	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	248	702	325	112	616	180	155	326	467	218	119	86
Peak Hour Factor	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420	0.8420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	208	96	33	183	53	46	97	139	65	35	26
Total Analysis Volume [veh/h]	295	834	386	133	732	214	184	387	555	259	141	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	21	25	0	11	15	0	27	41	0	13	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	37	7	34	34	7	21	21	9	23	23
g / C, Green / Cycle	0.11	0.41	0.08	0.38	0.38	0.08	0.24	0.24	0.10	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.09	0.16	0.04	0.14	0.13	0.05	0.11	0.20	0.07	0.04	0.06
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	387	2098	263	1914	597	274	847	670	335	910	406
d1, Uniform Delay [s]	38.88	18.65	40.04	20.52	20.30	40.39	29.37	32.62	39.76	26.01	26.69
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.12	0.57	1.51	0.58	1.67	2.86	0.39	2.72	3.82	0.08	0.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.40	0.51	0.38	0.36	0.67	0.46	0.83	0.77	0.15	0.25
d, Delay for Lane Group [s/veh]	42.00	19.22	41.55	21.10	21.97	43.25	29.76	35.33	43.58	26.09	27.01
Lane Group LOS	D	B	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.29	4.03	1.46	3.72	3.42	2.07	3.56	5.85	2.94	1.17	1.75
50th-Percentile Queue Length [ft/ln]	82.22	100.82	36.39	93.04	85.45	51.73	89.05	146.31	73.50	29.16	43.83
95th-Percentile Queue Length [veh/ln]	5.92	7.26	2.62	6.70	6.15	3.72	6.41	9.82	5.29	2.10	3.16
95th-Percentile Queue Length [ft/ln]	147.99	181.47	65.50	167.47	153.81	93.12	160.28	245.49	132.30	52.49	78.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.00	19.22	0.00	41.55	21.10	21.97	43.25	29.76	35.33	43.58	26.09	27.01
Movement LOS	D	B		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	25.17			23.79			34.71			35.30		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.91											
Intersection LOS	C											
Intersection V/C	0.609											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.087	0.000	2.736
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	244	821	511
d_b, Bicycle Delay [s]	26.49	34.72	15.64	24.98
l_b,int, Bicycle LOS Score for Intersection	2.181	2.153	2.489	1.974
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1171	1036	0	1113	188	0	0	0	278	0	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1171	1036	0	1113	188	0	0	0	278	0	132
Peak Hour Factor	0.9500	0.8770	0.8770	0.9500	0.8770	0.8770	0.9500	0.9500	0.9500	0.8770	0.9500	0.8770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	334	295	0	317	54	0	0	0	79	0	38
Total Analysis Volume [veh/h]	0	1335	1181	0	1269	214	0	0	0	317	0	151
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	41	0	0	41	0	0	0	0	54	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75		11	11	11
g / C, Green / Cycle	0.79	0.79	0.79		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.26	0.25	0.13		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1773	1589
c, Capacity [veh/h]	4047	4047	1263		216	215	192
d1, Uniform Delay [s]	2.71	2.66	2.31		40.28	40.28	40.28
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.20	0.29		5.22	5.24	5.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.31	0.17		0.75	0.75	0.75
d, Delay for Lane Group [s/veh]	2.93	2.87	2.60		45.50	45.53	46.11
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.61	1.50	0.73		3.93	3.91	3.54
50th-Percentile Queue Length [ft/ln]	40.16	37.50	18.18		98.23	97.80	88.48
95th-Percentile Queue Length [veh/ln]	2.89	2.70	1.31		7.07	7.04	6.37
95th-Percentile Queue Length [ft/ln]	72.29	67.50	32.72		176.81	176.04	159.27

Movement, Approach, & Intersection Results

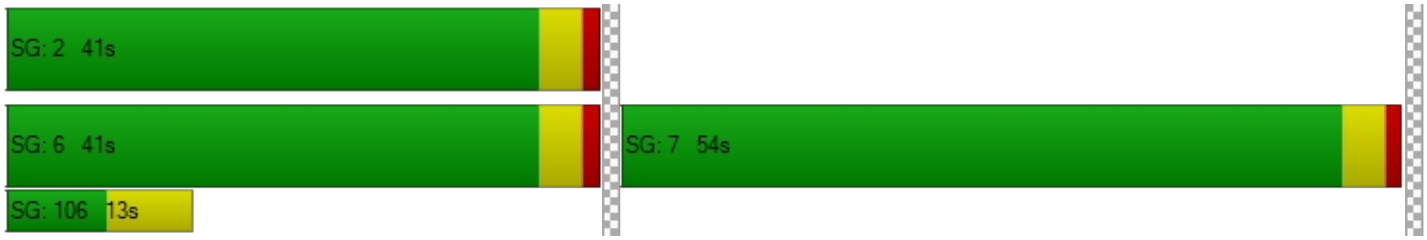
d_M, Delay for Movement [s/veh]	0.00	2.93	0.00	0.00	2.87	2.60	0.00	0.00	0.00	45.51	0.00	46.11
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.93			2.83			0.00			45.70		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	8.97											
Intersection LOS	A											
Intersection V/C	0.386											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	37.08
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.247
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	780	780	0	1054
d_b, Bicycle Delay [s]	17.66	17.66	47.45	10.62
l_b,int, Bicycle LOS Score for Intersection	2.294	2.375	4.132	2.332
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	167	1931	1258	145	251	958
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	1931	1258	145	251	958
Peak Hour Factor	0.8720	0.8720	0.8720	0.8720	0.8720	0.8720
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	554	361	42	72	275
Total Analysis Volume [veh/h]	192	2214	1443	166	288	1099
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	26	76	50	0	44	44
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	22	73	47	47	39	65
g / C, Green / Cycle	0.18	0.61	0.39	0.39	0.32	0.54
(v / s)_i Volume / Saturation Flow Rate	0.06	0.43	0.28	0.10	0.08	0.39
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	635	3106	2000	624	1119	1521
d1, Uniform Delay [s]	42.31	16.15	30.85	24.69	29.93	20.77
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	1.42	2.29	1.04	0.12	1.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.71	0.72	0.27	0.26	0.72
d, Delay for Lane Group [s/veh]	42.57	17.57	33.14	25.73	30.06	22.53
Lane Group LOS	D	B	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.50	13.63	12.07	3.40	3.11	11.57
50th-Percentile Queue Length [ft/ln]	62.39	340.77	301.78	84.94	77.63	289.35
95th-Percentile Queue Length [veh/ln]	4.49	19.69	17.77	6.12	5.59	17.15
95th-Percentile Queue Length [ft/ln]	112.31	492.15	444.23	152.89	139.73	428.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.57	17.57	33.14	25.73	30.06	22.53
Movement LOS	D	B	C	C	C	C
d_A, Approach Delay [s/veh]	19.57		32.38		24.10	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	24.55					
Intersection LOS	C					
Intersection V/C	0.830					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1200	767	667
d_b, Bicycle Delay [s]	9.59	22.80	26.65
l_b,int, Bicycle LOS Score for Intersection	2.883	2.445	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.972

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1462	431	877	1381	335	659
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1462	431	877	1381	335	659
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	415	122	249	392	95	187
Total Analysis Volume [veh/h]	1661	490	997	1569	381	749
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	61	0	37	37	17	54
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	57	57	33	94	13	50
g / C, Green / Cycle	0.49	0.49	0.29	0.82	0.11	0.44
(v / s)_i Volume / Saturation Flow Rate	0.48	0.17	0.28	0.56	0.11	0.21
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1711	1392	1023	2298	393	1552
d1, Uniform Delay [s]	28.25	17.78	40.54	4.36	50.74	23.17
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.39	0.15	22.63	1.67	14.97	1.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.97	0.35	0.97	0.68	0.97	0.48
d, Delay for Lane Group [s/veh]	33.63	17.93	63.17	6.03	65.72	24.25
Lane Group LOS	C	B	E	A	E	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.44	3.96	16.98	5.78	6.26	7.42
50th-Percentile Queue Length [ft/ln]	561.10	98.97	424.46	144.47	156.56	185.39
95th-Percentile Queue Length [veh/ln]	30.21	7.13	23.74	9.72	10.37	11.88
95th-Percentile Queue Length [ft/ln]	755.33	178.14	593.40	243.03	259.16	297.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.63	17.93	63.17	6.03	65.72	24.25
Movement LOS	C	B	E	A	E	C
d_A, Approach Delay [s/veh]	30.05		28.23		38.23	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	30.83					
Intersection LOS	C					
Intersection V/C	0.972					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	992	574	870
d_b, Bicycle Delay [s]	14.62	29.22	18.36
I_b,int, Bicycle LOS Score for Intersection	1.560	3.677	2.492
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	770	7	2	411	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	770	7	2	411	2
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	230	2	1	123	1
Total Analysis Volume [veh/h]	6	0	8	1	0	0	5	920	8	2	491	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	39.21	33.87	17.74	38.83	32.58	11.56	8.37	0.00	0.00	9.89	0.00	0.00
Movement LOS	E	D	C	E	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.25	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.32	6.32	6.32	0.70	0.70	0.70	0.21	0.21	0.21	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	26.94			38.83			0.04			0.04		
Approach LOS	D			E			A			A		
d_I, Intersection Delay [s/veh]	0.33											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	47.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.826

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	398	419	330	196	327	31	143	414	311	248	145	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	398	419	330	196	327	31	143	414	311	248	145	97
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	122	96	57	95	9	42	121	91	72	42	28
Total Analysis Volume [veh/h]	464	488	385	228	381	36	167	483	362	289	169	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	37	0	0	33	0	21	25	25	20	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34	25	25	13	25	82	16	28
g / C, Green / Cycle	0.29	0.29	0.29	0.22	0.22	0.11	0.21	0.72	0.14	0.24
(v / s)_i Volume / Saturation Flow Rate	0.26	0.26	0.24	0.18	0.19	0.09	0.09	0.23	0.15	0.16
s, saturation flow rate [veh/h]	1781	1870	1589	1806	1669	1781	5094	1589	1980	1746
c, Capacity [veh/h]	522	548	466	389	360	198	1084	1136	310	422
d1, Uniform Delay [s]	38.94	38.96	37.99	43.07	43.99	50.19	39.43	6.06	51.43	39.52
k, delay calibration	0.32	0.32	0.28	0.22	0.26	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.84	13.46	9.13	8.40	17.54	9.31	1.33	0.74	12.38	8.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.89	0.83	0.82	0.90	0.84	0.45	0.32	0.93	0.67
d, Delay for Lane Group [s/veh]	52.78	52.42	47.12	51.47	61.53	59.50	40.76	6.80	63.81	47.70
Lane Group LOS	D	D	D	D	E	E	D	A	E	D
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	14.38	15.07	11.20	9.55	10.71	5.22	4.09	3.15	4.74	8.14
50th-Percentile Queue Length [ft/ln]	359.40	376.66	279.93	238.83	267.63	130.49	102.35	78.68	118.38	203.41
95th-Percentile Queue Length [veh/ln]	20.59	21.43	16.68	14.62	16.07	8.97	7.37	5.67	8.30	12.81
95th-Percentile Queue Length [ft/ln]	514.86	535.80	417.12	365.55	401.77	224.17	184.22	141.63	207.60	320.36

Movement, Approach, & Intersection Results

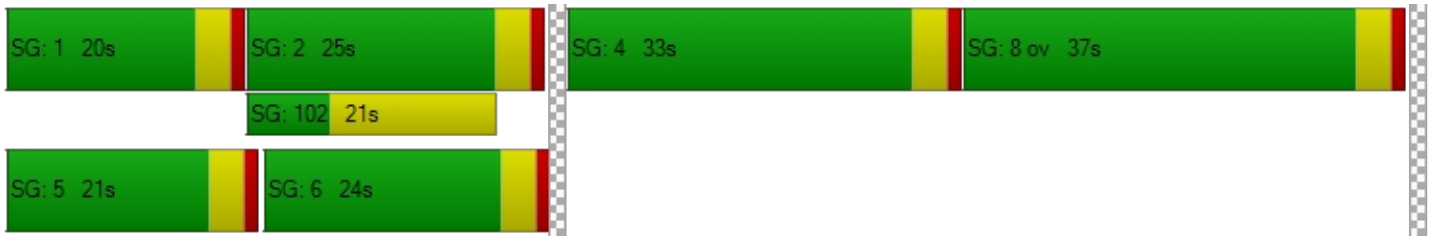
d_M, Delay for Movement [s/veh]	52.78	52.42	47.12	51.47	59.09	61.53	59.50	40.76	6.80	63.81	47.70	47.70
Movement LOS	D	D	D	D	E	E	E	D	A	E	D	D
d_A, Approach Delay [s/veh]	51.02			56.54			31.70			55.86		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	47.31											
Intersection LOS	D											
Intersection V/C	0.826											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.07	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.185	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	574	504	365	348
d_b, Bicycle Delay [s]	29.27	32.19	38.46	39.28
I_b,int, Bicycle LOS Score for Intersection	3.766	2.092	2.116	2.502
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	24	56	11	82	26	114	182	757	26	13	417	84
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	56	11	82	26	114	182	757	26	13	417	84
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	15	3	22	7	31	50	208	7	4	114	23
Total Analysis Volume [veh/h]	26	61	12	90	29	125	200	830	29	14	457	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	47	0	18	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	12	12	12	12	64	64	2	54	54
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.14	0.14	0.14	0.71	0.71	0.02	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.07	0.02	0.08	0.11	0.16	0.16	0.01	0.24	0.06
s, saturation flow rate [veh/h]	1233	1870	1767	1327	1870	1589	1781	3560	1838	1781	1870	1589
c, Capacity [veh/h]	198	251	237	201	251	214	242	2524	1303	41	1116	948
d1, Uniform Delay [s]	37.62	34.40	34.43	39.90	34.25	36.60	37.87	4.53	4.53	43.27	9.70	7.78
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.30	0.26	0.30	1.57	0.20	2.53	7.07	0.21	0.40	4.70	1.12	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.15	0.15	0.45	0.12	0.59	0.83	0.22	0.22	0.34	0.41	0.10
d, Delay for Lane Group [s/veh]	37.92	34.66	34.72	41.47	34.45	39.13	44.94	4.74	4.93	47.98	10.81	7.98
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.54	0.72	0.71	2.00	0.57	2.69	4.69	1.56	1.68	0.36	4.71	0.76
50th-Percentile Queue Length [ft/ln]	13.50	18.00	17.84	50.04	14.15	67.31	117.33	38.92	41.99	8.95	117.84	18.97
95th-Percentile Queue Length [veh/ln]	0.97	1.30	1.28	3.60	1.02	4.85	8.25	2.80	3.02	0.64	8.27	1.37
95th-Percentile Queue Length [ft/ln]	24.29	32.40	32.12	90.06	25.47	121.15	206.16	70.05	75.58	16.12	206.86	34.15

Movement, Approach, & Intersection Results

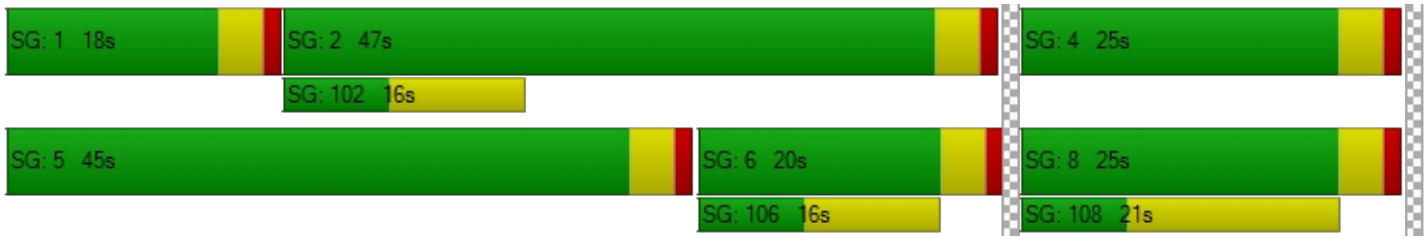
d_M, Delay for Movement [s/veh]	37.92	34.69	34.72	41.47	34.45	39.13	44.94	4.80	4.93	47.98	10.81	7.98
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.54			39.44			12.38			11.27		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.59											
Intersection LOS	B											
Intersection V/C	0.502											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.333	2.416	0.000	2.823
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	955	356
d_b, Bicycle Delay [s]	26.45	26.45	12.27	30.43
l_b,int, Bicycle LOS Score for Intersection	1.641	1.962	2.142	2.489
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	127	334	118	140	242	72	165	463	179	146	270	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	334	118	140	242	72	165	463	179	146	270	106
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	88	31	37	64	19	43	122	47	38	71	28
Total Analysis Volume [veh/h]	133	351	124	147	254	76	173	486	188	153	284	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	11	37	0	15	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	45	45	7	45	45	7	15	15	7	15	15
g / C, Green / Cycle	0.08	0.50	0.50	0.08	0.50	0.50	0.08	0.17	0.17	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.08	0.04	0.07	0.05	0.05	0.14	0.12	0.04	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1695
c, Capacity [veh/h]	263	1768	789	265	1771	791	269	613	274	266	321	291
d1, Uniform Delay [s]	40.04	12.67	12.39	40.14	12.26	11.96	40.38	35.79	35.05	40.19	34.77	34.85
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.51	0.25	0.42	1.80	0.17	0.24	2.58	2.37	3.06	1.95	2.13	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.20	0.16	0.55	0.14	0.10	0.64	0.79	0.69	0.57	0.64	0.65
d, Delay for Lane Group [s/veh]	41.55	12.92	12.81	41.94	12.43	12.20	42.96	38.16	38.10	42.14	36.90	37.32
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.46	1.95	1.39	1.62	1.36	0.82	1.94	5.22	4.04	1.69	4.31	4.01
50th-Percentile Queue Length [ft/ln]	36.39	48.66	34.87	40.49	34.07	20.60	48.41	130.60	100.94	42.27	107.81	100.31
95th-Percentile Queue Length [veh/ln]	2.62	3.50	2.51	2.92	2.45	1.48	3.49	8.97	7.27	3.04	7.72	7.22
95th-Percentile Queue Length [ft/ln]	65.50	87.59	62.77	72.88	61.32	37.08	87.14	224.31	181.68	76.09	192.95	180.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.55	12.92	12.81	41.94	12.43	12.20	42.96	38.16	38.10	42.14	37.02	37.32
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.16			21.49			39.13			38.51		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.70											
Intersection LOS	C											
Intersection V/C	0.391											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.872	2.748	2.780	2.775
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	733	821
d_b, Bicycle Delay [s]	25.73	24.98	18.09	15.64
l_b,int, Bicycle LOS Score for Intersection	2.061	1.953	2.258	2.012
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	747	379	10	655	204	420	33	565	450	26	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	747	379	10	655	204	420	33	565	450	26	43
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	145	201	102	3	176	55	113	9	152	121	7	12
Total Analysis Volume [veh/h]	581	804	408	11	705	220	452	36	608	484	28	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	29	40	0	11	22	0	46	23	23	46	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	63	63	2	41	41	33	19	47	20	6	6
g / C, Green / Cycle	0.20	0.52	0.52	0.02	0.35	0.35	0.27	0.16	0.39	0.16	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.17	0.23	0.26	0.00	0.20	0.14	0.25	0.02	0.22	0.14	0.01	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	675	1857	829	65	1229	549	485	302	1098	570	101	86
d1, Uniform Delay [s]	46.72	17.75	18.48	57.97	32.10	29.88	42.62	43.03	28.48	48.69	54.52	55.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.26	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.36	0.74	2.08	1.21	1.95	2.18	17.05	0.17	0.44	3.65	1.46	5.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.43	0.49	0.17	0.57	0.40	0.93	0.12	0.55	0.85	0.28	0.53
d, Delay for Lane Group [s/veh]	50.08	18.49	20.57	59.18	34.05	32.06	59.67	43.21	28.92	52.34	55.98	60.36
Lane Group LOS	D	B	C	E	C	C	E	D	C	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.68	6.96	7.63	0.18	8.66	5.17	15.25	0.94	6.84	7.31	0.86	1.48
50th-Percentile Queue Length [ft/ln]	216.89	173.97	190.87	4.39	216.39	129.17	381.30	23.39	170.96	182.86	21.40	36.97
95th-Percentile Queue Length [veh/ln]	13.51	11.28	12.17	0.32	13.48	8.89	21.66	1.68	11.13	11.75	1.54	2.66
95th-Percentile Queue Length [ft/ln]	337.65	282.12	304.16	7.90	337.01	222.37	541.41	42.09	278.17	293.75	38.52	66.55

Movement, Approach, & Intersection Results

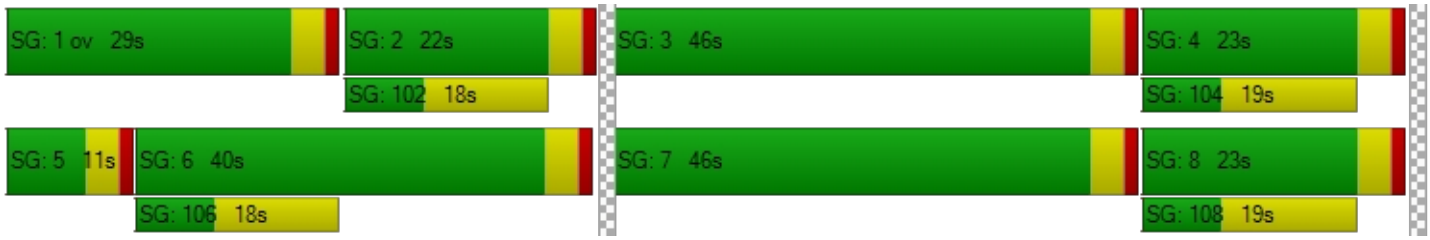
d_M, Delay for Movement [s/veh]	50.08	18.49	20.57	59.18	34.05	32.06	59.67	43.21	28.92	52.34	55.98	60.36
Movement LOS	D	B	C	E	C	C	E	D	C	D	E	E
d_A, Approach Delay [s/veh]	29.20			33.88			42.07			53.18		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.47											
Intersection LOS	D											
Intersection V/C	0.780											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.108	2.919	2.779	2.631
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	300	317	317
d_b, Bicycle Delay [s]	29.41	43.37	42.52	42.52
l_b,int, Bicycle LOS Score for Intersection	3.039	2.332	3.368	2.480
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.644

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	326	1393	0	0	1261	427	0	0	0	172	2	263
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	1393	0	0	1261	427	0	0	0	172	2	263
Peak Hour Factor	0.9460	0.9460	0.9500	0.9500	0.9460	0.9460	0.9500	0.9500	0.9500	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	368	0	0	333	113	0	0	0	45	1	70
Total Analysis Volume [veh/h]	345	1473	0	0	1333	451	0	0	0	182	2	278
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	62	77	0	0	15	0	0	0	0	0	23	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	13	80	63	63		12	12	12
g / C, Green / Cycle	0.13	0.80	0.63	0.63		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.10	0.41	0.37	0.28		0.09	0.09	0.09
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1612	1589
c, Capacity [veh/h]	440	2853	2258	1008		211	191	189
d1, Uniform Delay [s]	42.32	3.37	10.70	9.34		42.81	42.81	42.81
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.12	0.67	1.14	1.44		6.18	6.79	6.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.52	0.59	0.45		0.78	0.78	0.78
d, Delay for Lane Group [s/veh]	45.44	4.04	11.84	10.78		48.99	49.60	49.69
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.28	3.57	8.10	4.98		4.29	3.92	3.87
50th-Percentile Queue Length [ft/ln]	107.11	89.23	202.56	124.49		107.35	98.02	96.76
95th-Percentile Queue Length [veh/ln]	7.68	6.42	12.77	8.64		7.69	7.06	6.97
95th-Percentile Queue Length [ft/ln]	191.98	160.62	319.27	215.98		192.31	176.44	174.16

Movement, Approach, & Intersection Results

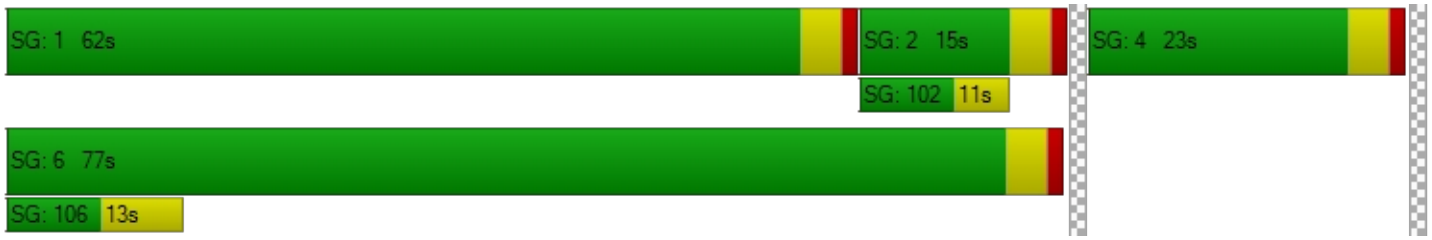
d_M, Delay for Movement [s/veh]	45.44	4.04	0.00	0.00	11.84	10.78	0.00	0.00	0.00	49.07	49.60	49.65
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	11.89			11.57			0.00			49.41		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	16.02											
Intersection LOS	B											
Intersection V/C	0.644											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.109	2.095
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1460	220	0	380
d_b, Bicycle Delay [s]	3.65	39.61	50.00	32.81
l_b,int, Bicycle LOS Score for Intersection	3.059	3.031	4.132	2.322
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1215	116	232	1177	0	534	1	424	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1215	116	232	1177	0	534	1	424	0	0	0
Peak Hour Factor	0.9500	0.9720	0.9720	0.9720	0.9720	0.9500	0.9720	0.9720	0.9720	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	313	30	60	303	0	137	0	109	0	0	0
Total Analysis Volume [veh/h]	0	1250	119	239	1211	0	549	1	436	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	40	0	12	52	0	0	38	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	48	48	8	60	22	22	22	
g / C, Green / Cycle	0.53	0.53	0.09	0.67	0.25	0.25	0.25	
(v / s)_i Volume / Saturation Flow Rate	0.35	0.07	0.07	0.34	0.18	0.19	0.21	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1714	1589	
c, Capacity [veh/h]	1890	844	310	2367	439	422	391	
d1, Uniform Delay [s]	15.28	10.72	40.07	7.66	31.37	31.65	32.25	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.12	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.84	0.35	4.04	0.79	2.59	3.14	5.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.66	0.14	0.77	0.51	0.75	0.78	0.84	
d, Delay for Lane Group [s/veh]	17.12	11.07	44.11	8.46	33.96	34.79	37.69	
Lane Group LOS	B	B	D	A	C	C	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.99	1.22	2.73	5.30	6.75	6.86	7.21	
50th-Percentile Queue Length [ft/ln]	224.84	30.47	68.18	132.50	168.80	171.56	180.21	
95th-Percentile Queue Length [veh/ln]	13.91	2.19	4.91	9.08	11.01	11.16	11.61	
95th-Percentile Queue Length [ft/ln]	347.79	54.84	122.72	226.90	275.33	278.96	290.28	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	17.12	11.07	44.11	8.46	0.00	34.29	34.79	36.98	0.00	0.00	0.00
Movement LOS		B	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]	16.59			14.33			35.48			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	20.63											
Intersection LOS	C											
Intersection V/C	0.723											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.260	1.889
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	1066	755	0
d_b, Bicycle Delay [s]	16.21	9.81	17.43	45.01
l_b,int, Bicycle LOS Score for Intersection	2.689	2.756	3.187	4.132
Bicycle LOS	B	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	25.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	35	1182	132	185	1393	35	67	12	59	132	8	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1182	132	185	1393	35	67	12	59	132	8	96
Peak Hour Factor	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150	0.9150
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	323	36	51	381	10	18	3	16	36	2	26
Total Analysis Volume [veh/h]	38	1292	144	202	1522	38	73	13	64	144	9	105
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	49	0	24	52	0	0	27	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	13	60	60	23	23	23
g / C, Green / Cycle	0.05	0.52	0.52	0.13	0.60	0.60	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.39	0.39	0.11	0.42	0.42	0.27	0.16	0.07
s, saturation flow rate [veh/h]	1781	1870	1805	1781	1870	1854	562	958	1589
c, Capacity [veh/h]	83	967	933	237	1128	1119	183	290	365
d1, Uniform Delay [s]	46.44	19.10	19.21	42.38	13.50	13.56	42.65	35.22	31.75
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.37	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.89	5.40	5.78	8.36	3.50	3.59	25.36	1.48	0.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.46	0.75	0.76	0.85	0.69	0.70	0.82	0.53	0.29
d, Delay for Lane Group [s/veh]	50.32	24.50	24.99	50.74	17.00	17.15	68.02	36.71	32.18
Lane Group LOS	D	C	C	D	B	B	E	D	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.01	13.99	13.79	5.38	11.99	12.02	5.02	3.49	2.12
50th-Percentile Queue Length [ft/ln]	25.16	349.66	344.64	134.53	299.71	300.50	125.55	87.18	53.10
95th-Percentile Queue Length [veh/ln]	1.81	20.12	19.87	9.19	17.67	17.71	8.70	6.28	3.82
95th-Percentile Queue Length [ft/ln]	45.29	502.99	496.87	229.64	441.67	442.65	217.43	156.93	95.59

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.32	24.71	24.99	50.74	17.07	17.15	68.02	68.02	68.02	36.71	36.71	32.18
Movement LOS	D	C	C	D	B	B	E	E	E	D	D	C
d_A, Approach Delay [s/veh]	25.40			20.94			68.02			34.87		
Approach LOS	C			C			E			C		
d_I, Intersection Delay [s/veh]	25.67											
Intersection LOS	C											
Intersection V/C	0.878											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	39.61	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	3.134	3.039	1.834	2.146
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	960	460	460
d_b, Bicycle Delay [s]	15.13	13.52	29.65	29.65
l_b,int, Bicycle LOS Score for Intersection	2.776	3.013	1.807	1.985
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.843

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	38	1255	444	98	1477	11	17	12	65	380	8	146
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1255	444	98	1477	11	17	12	65	380	8	146
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	321	113	25	378	3	4	3	17	97	2	37
Total Analysis Volume [veh/h]	39	1283	454	100	1510	11	17	12	66	389	8	149
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	23	62	0	12	51	0	0	20	0	0	21	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	68	68	8	71	71	8	15	15	15
g / C, Green / Cycle	0.04	0.59	0.59	0.07	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.47	0.50	0.06	0.41	0.41	0.06	0.11	0.11	0.09
s, saturation flow rate [veh/h]	1781	1870	1710	1781	1870	1865	1653	1781	1784	1589
c, Capacity [veh/h]	79	1100	1006	125	1148	1145	119	233	233	208
d1, Uniform Delay [s]	53.73	18.47	19.55	52.70	14.45	14.46	52.58	48.94	48.94	47.99
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.73	6.18	9.01	11.02	3.02	3.04	11.49	8.55	8.54	4.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.49	0.80	0.85	0.80	0.66	0.66	0.80	0.85	0.85	0.72
d, Delay for Lane Group [s/veh]	58.46	24.64	28.56	63.72	17.47	17.50	64.07	57.49	57.47	52.58
Lane Group LOS	E	C	C	E	B	B	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.21	18.98	20.08	3.23	13.05	13.05	3.08	6.11	6.12	4.36
50th-Percentile Queue Length [ft/ln]	30.17	474.38	502.00	80.66	326.27	326.15	76.98	152.77	153.03	108.99
95th-Percentile Queue Length [veh/ln]	2.17	26.12	27.43	5.81	18.98	18.97	5.54	10.16	10.18	7.78
95th-Percentile Queue Length [ft/ln]	54.31	652.98	685.72	145.19	474.38	474.24	138.56	254.12	254.47	194.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.46	25.87	28.56	63.72	17.49	17.50	64.07	64.07	64.07	57.48	57.47	52.58
Movement LOS	E	C	C	E	B	B	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	27.27			20.34			64.07			56.14		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	29.26											
Intersection LOS	C											
Intersection V/C	0.843											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	3.041	2.910	1.801	2.414
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1008	817	278	296
d_b, Bicycle Delay [s]	14.14	20.12	42.63	41.78
l_b,int, Bicycle LOS Score for Intersection	3.025	2.897	1.716	2.461
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	42.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.911

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	143	993	100	192	1047	622	587	181	113	46	25	191
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	993	100	192	1047	622	587	181	113	46	25	191
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	258	26	50	272	161	152	47	29	12	6	50
Total Analysis Volume [veh/h]	148	1030	104	199	1086	645	609	188	117	48	26	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	51	0	19	55	0	28	37	0	13	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	49	49	15	53	53	23	34	34	6	17	17
g / C, Green / Cycle	0.09	0.41	0.41	0.13	0.44	0.44	0.19	0.29	0.29	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.08	0.31	0.31	0.11	0.31	0.41	0.18	0.10	0.07	0.03	0.01	0.12
s, saturation flow rate [veh/h]	1781	1870	1811	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	164	764	740	223	1573	702	665	533	453	84	262	223
d1, Uniform Delay [s]	53.95	30.31	30.36	51.69	26.91	31.47	47.53	34.10	33.11	55.98	45.00	50.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.88	6.76	7.05	11.52	2.50	18.99	5.53	0.40	0.30	5.90	0.16	11.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.75	0.76	0.89	0.69	0.92	0.92	0.35	0.26	0.57	0.10	0.89
d, Delay for Lane Group [s/veh]	69.83	37.07	37.41	63.21	29.41	50.46	53.06	34.50	33.41	61.88	45.16	61.99
Lane Group LOS	E	D	D	E	C	D	D	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.15	15.41	15.04	6.60	12.82	20.76	9.40	4.44	2.68	1.56	0.69	6.53
50th-Percentile Queue Length [ft/ln]	128.65	385.15	375.97	165.07	320.49	518.89	234.98	110.90	67.07	39.09	17.29	163.30
95th-Percentile Queue Length [veh/ln]	8.87	21.84	21.40	10.82	18.69	28.23	14.43	7.89	4.83	2.81	1.25	10.72
95th-Percentile Queue Length [ft/ln]	221.66	546.07	534.97	270.42	467.28	705.68	360.68	197.26	120.72	70.35	31.13	268.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	69.83	37.22	37.41	63.21	29.41	50.46	53.06	34.50	33.41	61.88	45.16	61.99
Movement LOS	E	D	D	E	C	D	D	C	C	E	D	E
d_A, Approach Delay [s/veh]	41.00			39.93			46.72			60.36		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	42.92											
Intersection LOS	D											
Intersection V/C	0.911											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.808	3.079	2.849	2.331
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	850	550	300
d_b, Bicycle Delay [s]	22.22	19.85	31.55	43.37
l_b,int, Bicycle LOS Score for Intersection	2.617	3.152	3.068	2.008
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	30.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	126	1123	29	48	1079	202	232	144	157	61	140	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	1123	29	48	1079	202	232	144	157	61	140	52
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	287	7	12	276	52	59	37	40	16	36	13
Total Analysis Volume [veh/h]	129	1148	30	49	1103	207	237	147	161	62	143	53
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	41	0	11	40	0	23	30	0	13	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	47	47	5	44	44	15	21	21	6	12
g / C, Green / Cycle	0.08	0.49	0.49	0.05	0.46	0.46	0.15	0.22	0.22	0.06	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.32	0.32	0.03	0.36	0.36	0.13	0.08	0.10	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1853	1781	1870	1769	1781	1870	1589	1781	1785
c, Capacity [veh/h]	151	919	911	97	863	816	275	421	358	108	234
d1, Uniform Delay [s]	42.95	17.98	17.99	43.72	21.51	21.62	39.26	31.02	31.80	43.51	40.34
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.50	3.45	3.49	3.97	6.81	7.42	7.88	0.50	0.89	4.77	7.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.64	0.64	0.50	0.78	0.78	0.86	0.35	0.45	0.58	0.84
d, Delay for Lane Group [s/veh]	55.44	21.43	21.48	47.69	28.32	29.04	47.14	31.51	32.69	48.28	48.06
Lane Group LOS	E	C	C	D	C	C	D	C	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.49	9.97	9.90	1.22	13.45	13.01	5.92	2.86	3.24	1.55	4.92
50th-Percentile Queue Length [ft/ln]	87.16	249.17	247.55	30.52	336.27	325.35	148.08	71.62	81.00	38.81	123.04
95th-Percentile Queue Length [veh/ln]	6.28	15.14	15.06	2.20	19.47	18.93	9.91	5.16	5.83	2.79	8.56
95th-Percentile Queue Length [ft/ln]	156.89	378.61	376.57	54.94	486.64	473.25	247.86	128.92	145.80	69.86	213.99

Movement, Approach, & Intersection Results

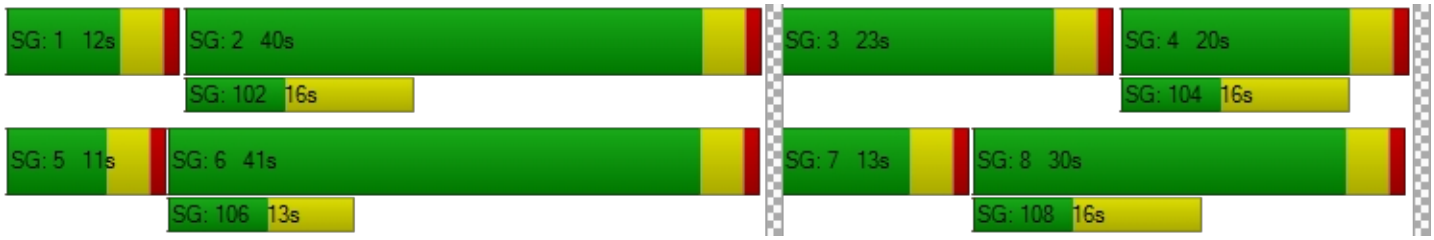
d_M, Delay for Movement [s/veh]	55.44	21.46	21.48	47.69	28.60	29.04	47.14	31.51	32.69	48.28	48.06	48.06
Movement LOS	E	C	C	D	C	C	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	24.81			29.36			38.65			48.12		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.50											
Intersection LOS	C											
Intersection V/C	0.814											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	2.816	2.848	2.502	2.100
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	778	757	547	337
d_b, Bicycle Delay [s]	17.74	18.36	25.09	32.89
l_b,int, Bicycle LOS Score for Intersection	2.638	2.681	2.459	1.985
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.639

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	56	1081	89	145	1104	71	50	84	30	50	85	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1081	89	145	1104	71	50	84	30	50	85	138
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	282	23	38	288	18	13	22	8	13	22	36
Total Analysis Volume [veh/h]	58	1126	93	151	1150	74	52	88	31	52	89	144
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	27	17	0	53	43	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	52	52	10	57	57	16	16	16	16
g / C, Green / Cycle	0.06	0.58	0.58	0.11	0.63	0.63	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.03	0.33	0.33	0.08	0.33	0.33	0.05	0.07	0.04	0.14
s, saturation flow rate [veh/h]	1781	1870	1820	1781	1870	1831	1147	1788	1273	1686
c, Capacity [veh/h]	108	1087	1059	190	1174	1149	110	319	206	301
d1, Uniform Delay [s]	41.06	11.77	11.78	39.24	9.31	9.33	44.33	32.57	38.08	35.27
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.09	2.15	2.22	7.26	1.69	1.74	3.11	0.73	0.63	4.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.57	0.57	0.79	0.53	0.53	0.47	0.37	0.25	0.78
d, Delay for Lane Group [s/veh]	45.16	13.91	14.00	46.50	11.00	11.07	47.45	33.29	38.71	39.55
Lane Group LOS	D	B	B	D	B	B	D	C	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.36	7.61	7.46	3.59	6.45	6.36	1.25	2.32	1.10	5.13
50th-Percentile Queue Length [ft/ln]	33.97	190.36	186.49	89.86	161.34	159.11	31.14	57.92	27.53	128.36
95th-Percentile Queue Length [veh/ln]	2.45	12.14	11.94	6.47	10.62	10.50	2.24	4.17	1.98	8.85
95th-Percentile Queue Length [ft/ln]	61.15	303.49	298.46	161.75	265.49	262.54	56.05	104.26	49.56	221.27

Movement, Approach, & Intersection Results

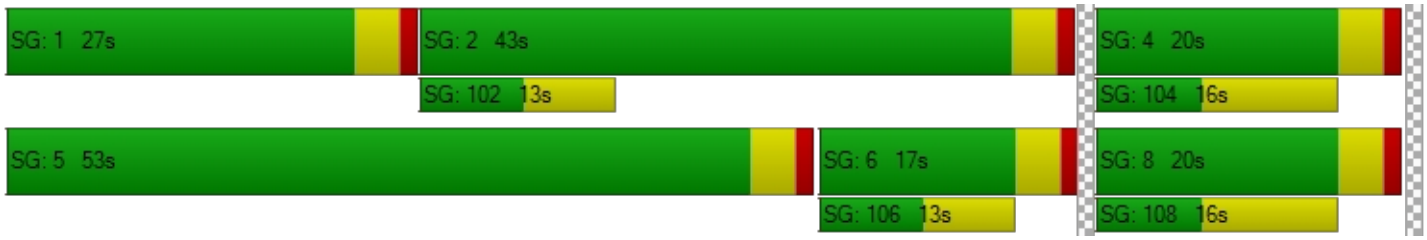
d_M, Delay for Movement [s/veh]	45.16	13.95	14.00	46.50	11.03	11.07	47.45	33.29	33.29	38.71	39.55	39.55
Movement LOS	D	B	B	D	B	B	D	C	C	D	D	D
d_A, Approach Delay [s/veh]	15.37			14.93			37.60			39.40		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	18.60											
Intersection LOS	B											
Intersection V/C	0.639											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.863	2.899	2.067	2.140
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	866	355	355
d_b, Bicycle Delay [s]	32.95	14.46	30.43	30.43
l_b,int, Bicycle LOS Score for Intersection	2.613	2.694	1.842	2.030
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	163	642	78	215	620	281	293	730	48	101	596	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	642	78	215	620	281	293	730	48	101	596	134
Peak Hour Factor	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	163	20	55	158	72	75	186	12	26	152	34
Total Analysis Volume [veh/h]	166	654	79	219	631	286	298	743	49	103	607	136
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	42	0	13	44	0	13	24	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	26	26	8	27	27	9	34	34	7	32	43
g / C, Green / Cycle	0.08	0.29	0.29	0.09	0.29	0.29	0.10	0.38	0.38	0.07	0.35	0.48
(v / s)_i Volume / Saturation Flow Rate	0.05	0.20	0.20	0.06	0.26	0.26	0.09	0.15	0.15	0.03	0.12	0.09
s, saturation flow rate [veh/h]	3459	1870	1800	3459	1870	1675	3459	3560	1811	3459	5094	1589
c, Capacity [veh/h]	268	535	515	300	552	495	348	1342	683	252	1778	763
d1, Uniform Delay [s]	40.31	28.72	28.73	40.15	30.19	30.22	39.90	20.53	20.54	39.94	21.68	13.32
k, delay calibration	0.11	0.11	0.11	0.11	0.15	0.15	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.33	1.66	1.73	3.41	6.22	7.06	6.05	0.86	1.69	1.06	0.52	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.62	0.70	0.70	0.73	0.87	0.88	0.86	0.39	0.39	0.41	0.34	0.18
d, Delay for Lane Group [s/veh]	42.64	30.39	30.45	43.56	36.42	37.29	45.95	21.39	22.22	41.00	22.21	13.83
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.85	7.24	6.98	2.48	10.57	9.62	3.49	4.06	4.30	1.12	3.16	1.61
50th-Percentile Queue Length [ft/ln]	46.23	181.08	174.60	61.95	264.25	240.45	87.33	101.48	107.42	27.91	78.96	40.29
95th-Percentile Queue Length [veh/ln]	3.33	11.66	11.32	4.46	15.90	14.70	6.29	7.31	7.70	2.01	5.69	2.90
95th-Percentile Queue Length [ft/ln]	83.21	291.43	282.96	111.52	397.54	367.60	157.20	182.66	192.41	50.23	142.14	72.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.64	30.42	30.45	43.56	36.62	37.29	45.95	21.63	22.22	41.00	22.21	13.83
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	32.68			38.13			28.31			23.15		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	31.01											
Intersection LOS	C											
Intersection V/C	0.623											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.726	2.814	2.987	3.053
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	888	444	400
d_b, Bicycle Delay [s]	15.06	13.92	27.26	28.84
l_b,int, Bicycle LOS Score for Intersection	2.301	2.497	2.159	2.025
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX H-II

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	5.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	382	31	22	445	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	382	31	22	445	1
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	111	9	6	129	0
Total Analysis Volume [veh/h]	26	0	16	2	0	2	0	443	36	26	516	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	68	0	11	68	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	5	0	70	3	73
g / C, Green / Cycle	0.05	0.05	0.00	0.78	0.04	0.81
(v / s)_i Volume / Saturation Flow Rate	0.03	0.00	0.00	0.26	0.01	0.28
s, saturation flow rate [veh/h]	1607	1730	1781	1846	1781	1869
c, Capacity [veh/h]	148	149	2	1433	68	1521
d1, Uniform Delay [s]	41.46	40.58	0.00	3.03	42.25	2.16
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.04	0.07	0.00	0.63	3.44	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.03	0.00	0.33	0.38	0.34
d, Delay for Lane Group [s/veh]	42.50	40.65	0.00	3.66	45.69	2.77
Lane Group LOS	D	D	A	A	D	A
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.94	0.09	0.00	1.69	0.61	1.18
50th-Percentile Queue Length [ft/ln]	23.48	2.16	0.00	42.17	15.31	29.49
95th-Percentile Queue Length [veh/ln]	1.69	0.16	0.00	3.04	1.10	2.12
95th-Percentile Queue Length [ft/ln]	42.26	3.89	0.00	75.90	27.55	53.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.50	42.50	42.50	40.65	40.65	40.65	0.00	3.66	3.66	45.69	2.77	2.77
Movement LOS	D	D	D	D	D	D	A	A	A	D	A	A
d_A, Approach Delay [s/veh]	42.50			40.65			3.66			4.82		
Approach LOS	D			D			A			A		
d_I, Intersection Delay [s/veh]	5.92											
Intersection LOS	A											
Intersection V/C	0.349											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	156	156	1422	1422
d_b, Bicycle Delay [s]	38.28	38.28	3.76	3.76
I_b,int, Bicycle LOS Score for Intersection	1.629	1.566	2.350	2.456
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	3.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.562

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	770	7	2	411	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	770	7	2	411	2
Peak Hour Factor	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370	0.8370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	230	2	1	123	1
Total Analysis Volume [veh/h]	6	0	8	1	0	0	5	920	8	2	491	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	11	0	0	11	0	11	98	0	11	98	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	3	1	105	0	104
g / C, Green / Cycle	0.02	0.02	0.01	0.87	0.00	0.87
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.00	0.50	0.00	0.26
s, saturation flow rate [veh/h]	1737	1764	1781	1867	1781	1869
c, Capacity [veh/h]	81	99	17	1631	8	1623
d1, Uniform Delay [s]	57.79	57.39	59.02	1.91	59.54	1.41
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.99	0.04	9.58	1.45	17.66	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.01	0.30	0.57	0.27	0.30
d, Delay for Lane Group [s/veh]	58.79	57.43	68.60	3.35	77.20	1.89
Lane Group LOS	E	E	E	A	E	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.44	0.03	0.19	2.24	0.10	0.91
50th-Percentile Queue Length [ft/ln]	11.04	0.77	4.84	56.07	2.42	22.75
95th-Percentile Queue Length [veh/ln]	0.79	0.06	0.35	4.04	0.17	1.64
95th-Percentile Queue Length [ft/ln]	19.87	1.39	8.70	100.93	4.36	40.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.79	58.79	58.79	57.43	57.43	57.43	68.60	3.35	3.35	77.20	1.89	1.89
Movement LOS	E	E	E	E	E	E	E	A	A	E	A	A
d_A, Approach Delay [s/veh]	58.79			57.43			3.70			2.20		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]	3.76											
Intersection LOS	A											
Intersection V/C	0.562											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	117	117	1567	1567
d_b, Bicycle Delay [s]	53.20	53.20	2.81	2.81
l_b,int, Bicycle LOS Score for Intersection	1.583	1.561	3.099	2.376
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX H-III

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	545	444	238	41	648	134	70	151	276	239	219	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	545	444	238	41	648	134	70	151	276	239	219	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	117	63	11	171	35	18	40	73	63	58	10
Total Analysis Volume [veh/h]	574	467	251	43	682	141	74	159	291	252	231	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	19	0	19	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	49	5	35	35	6	12	12	9	15	15
g / C, Green / Cycle	0.20	0.54	0.05	0.39	0.39	0.07	0.13	0.13	0.10	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.17	0.09	0.01	0.13	0.09	0.02	0.04	0.10	0.07	0.06	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	697	2746	182	1989	621	231	471	372	340	584	261
d1, Uniform Delay [s]	34.48	10.54	40.98	19.35	18.39	40.13	35.53	37.86	39.53	33.70	32.30
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.54	0.13	0.66	0.47	0.85	0.79	0.42	3.60	3.17	0.43	0.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.17	0.24	0.34	0.23	0.32	0.34	0.78	0.74	0.40	0.15
d, Delay for Lane Group [s/veh]	37.02	10.68	41.64	19.82	19.24	40.92	35.95	41.46	42.70	34.13	32.56
Lane Group LOS	D	B	D	B	B	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.13	1.51	0.47	3.33	2.06	0.80	1.59	3.24	2.83	2.26	0.74
50th-Percentile Queue Length [ft/ln]	153.37	37.76	11.76	83.15	51.40	20.00	39.87	81.07	70.65	56.59	18.51
95th-Percentile Queue Length [veh/ln]	10.20	2.72	0.85	5.99	3.70	1.44	2.87	5.84	5.09	4.07	1.33
95th-Percentile Queue Length [ft/ln]	254.93	67.98	21.17	149.66	92.52	36.00	71.77	145.93	127.17	101.87	33.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.02	10.68	0.00	41.64	19.82	19.24	40.92	35.95	41.46	42.70	34.13	32.56
Movement LOS	D	B		D	B	B	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	25.20			20.81			39.71			38.15		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	28.78											
Intersection LOS	C											
Intersection V/C	0.579											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.005	0.000	2.694
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	333	511
d_b, Bicycle Delay [s]	15.64	38.32	31.29	24.98
l_b,int, Bicycle LOS Score for Intersection	2.132	2.036	1.992	1.990
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1059	1203	0	907	234	0	0	0	462	0	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1059	1203	0	907	234	0	0	0	462	0	161
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	279	317	0	239	62	0	0	0	122	0	42
Total Analysis Volume [veh/h]	0	1115	1266	0	955	246	0	0	0	486	0	169
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	43	0	0	43	0	0	0	0	57	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75		17	17	17
g / C, Green / Cycle	0.75	0.75	0.75		0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.22	0.19	0.15		0.14	0.14	0.11
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3835	3835	1197		297	297	265
d1, Uniform Delay [s]	3.90	3.75	3.60		40.08	40.08	38.73
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.19	0.16	0.39		5.49	5.49	2.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.25	0.21		0.82	0.82	0.64
d, Delay for Lane Group [s/veh]	4.09	3.90	3.99		45.57	45.57	41.26
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.96	1.61	1.29		6.14	6.14	4.01
50th-Percentile Queue Length [ft/ln]	49.06	40.37	32.20		153.55	153.55	100.24
95th-Percentile Queue Length [veh/ln]	3.53	2.91	2.32		10.21	10.21	7.22
95th-Percentile Queue Length [ft/ln]	88.31	72.67	57.95		255.16	255.16	180.43

Movement, Approach, & Intersection Results

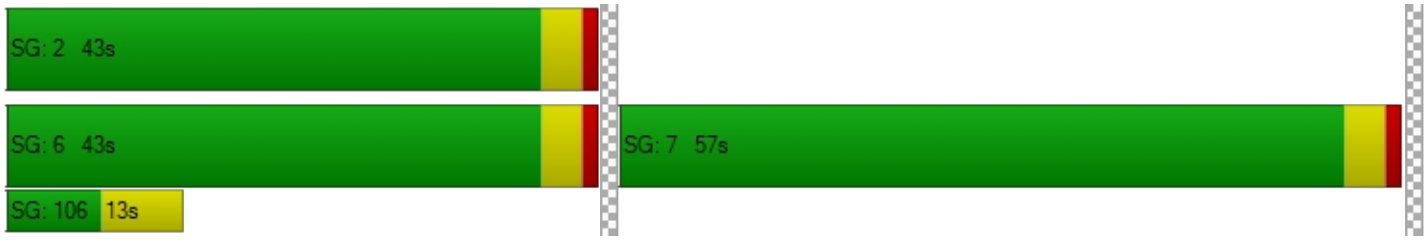
d_M, Delay for Movement [s/veh]	0.00	4.09	0.00	0.00	3.90	3.99	0.00	0.00	0.00	45.57	0.00	41.26
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	4.09			3.92			0.00			44.46		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	12.92											
Intersection LOS	B											
Intersection V/C	0.386											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.296
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	781	781	0	1061
d_b, Bicycle Delay [s]	18.55	18.55	49.94	11.00
l_b,int, Bicycle LOS Score for Intersection	2.173	2.220	4.132	2.640
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	159	2050	1239	123	190	1022
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	2050	1239	123	190	1022
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	539	326	32	50	269
Total Analysis Volume [veh/h]	167	2158	1304	129	200	1076
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	32	75	43	0	35	35
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	28	71	39	39	31	63
g / C, Green / Cycle	0.25	0.65	0.35	0.35	0.28	0.57
(v / s)_i Volume / Saturation Flow Rate	0.05	0.42	0.26	0.08	0.06	0.38
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	881	3288	1806	563	974	1611
d1, Uniform Delay [s]	32.09	11.98	30.79	24.93	30.11	16.25
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	1.04	2.54	0.95	0.10	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.66	0.72	0.23	0.21	0.67
d, Delay for Lane Group [s/veh]	32.20	13.02	33.33	25.88	30.22	17.28
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.76	10.23	10.26	2.51	2.04	9.09
50th-Percentile Queue Length [ft/ln]	43.94	255.83	256.51	62.79	50.92	227.25
95th-Percentile Queue Length [veh/ln]	3.16	15.48	15.51	4.52	3.67	14.03
95th-Percentile Queue Length [ft/ln]	79.09	386.98	387.84	113.03	91.66	350.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.20	13.02	33.33	25.88	30.22	17.28
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	14.40		32.66		19.31	
Approach LOS	B		C		B	
d_I, Intersection Delay [s/veh]	20.84					
Intersection LOS	C					
Intersection V/C	0.788					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1291	709	564
d_b, Bicycle Delay [s]	6.91	22.91	28.36
I_b,int, Bicycle LOS Score for Intersection	2.838	2.348	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	31.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1351	341	710	1543	579	851
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1351	341	710	1543	579	851
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	356	90	187	406	152	224
Total Analysis Volume [veh/h]	1422	359	747	1624	609	896
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	56	0	11	11	38	49
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	51	51	21	75	21	46
g / C, Green / Cycle	0.48	0.48	0.20	0.72	0.20	0.44
(v / s)_i Volume / Saturation Flow Rate	0.41	0.13	0.21	0.58	0.18	0.25
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1670	1358	706	2023	708	1570
d1, Uniform Delay [s]	23.85	16.10	42.09	9.80	40.29	21.91
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.31	0.10	50.47	3.49	3.21	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.26	1.06	0.80	0.86	0.57
d, Delay for Lane Group [s/veh]	25.16	16.20	92.56	13.29	43.50	23.43
Lane Group LOS	C	B	F	B	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	15.02	2.53	13.97	11.18	7.82	8.37
50th-Percentile Queue Length [ft/ln]	375.51	63.18	349.29	279.41	195.53	209.23
95th-Percentile Queue Length [veh/ln]	21.38	4.55	20.71	16.66	12.41	13.11
95th-Percentile Queue Length [ft/ln]	534.40	113.72	517.85	416.48	310.19	327.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	25.16	16.20	92.56	13.29	43.50	23.43
Movement LOS	C	B	F	B	D	C
d_A, Approach Delay [s/veh]	23.35		38.26		31.55	
Approach LOS	C		D		C	
d_I, Intersection Delay [s/veh]	31.78					
Intersection LOS	C					
Intersection V/C	0.930					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	991	133	857
d_b, Bicycle Delay [s]	13.37	45.73	17.14
l_b,int, Bicycle LOS Score for Intersection	1.560	3.516	2.801
Bicycle LOS	A	D	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.105

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	22	0	14	2	0	2	0	403	31	22	473	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	0	14	2	0	2	0	403	31	22	473	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	4	1	0	1	0	106	8	6	124	0
Total Analysis Volume [veh/h]	23	0	15	2	0	2	0	424	33	23	498	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	23.21	21.76	12.64	22.07	20.43	11.45	8.38	0.00	0.00	8.29	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.44	0.04	0.04	0.04	0.00	0.00	0.00	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	10.97	10.97	10.97	0.98	0.98	0.98	0.00	0.00	0.00	0.97	0.97	0.97
d_A, Approach Delay [s/veh]	19.04			16.76			0.00			0.37		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	0.96											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	54.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.662

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	204	309	206	141	633	79	132	164	407	446	207	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	309	206	141	633	79	132	164	407	446	207	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	81	54	37	167	21	35	43	107	117	54	13
Total Analysis Volume [veh/h]	215	325	217	148	666	83	139	173	428	469	218	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	26	0	0	38	0	16	25	25	31	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	22	22	22	34	34	11	21	78	27	37
g / C, Green / Cycle	0.18	0.18	0.18	0.28	0.28	0.09	0.17	0.65	0.22	0.31
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.14	0.25	0.27	0.08	0.03	0.27	0.25	0.15
s, saturation flow rate [veh/h]	1781	1870	1589	1840	1647	1781	5094	1589	1863	1809
c, Capacity [veh/h]	329	345	293	520	466	166	889	1034	449	554
d1, Uniform Delay [s]	45.40	48.31	46.23	40.95	42.32	53.53	42.34	10.02	49.18	33.96
k, delay calibration	0.11	0.23	0.12	0.36	0.42	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.21	21.19	3.97	13.44	28.75	10.50	0.49	1.22	32.80	3.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.94	0.74	0.87	0.96	0.84	0.19	0.41	1.05	0.49
d, Delay for Lane Group [s/veh]	47.61	69.50	50.20	54.40	71.07	64.04	42.83	11.25	81.98	37.01
Lane Group LOS	D	E	D	D	E	E	D	B	F	D
Critical Lane Group	No	No	No	No	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.15	11.60	6.43	14.55	16.54	4.61	1.51	5.48	8.88	6.89
50th-Percentile Queue Length [ft/ln]	153.68	289.91	160.85	363.73	413.47	115.23	37.76	137.08	221.93	172.22
95th-Percentile Queue Length [veh/ln]	10.21	17.18	10.59	20.80	23.21	8.13	2.72	9.32	14.08	11.19
95th-Percentile Queue Length [ft/ln]	255.33	429.52	264.85	520.12	580.20	203.25	67.96	233.08	352.02	279.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.61	69.50	50.20	54.40	63.45	71.07	64.04	42.83	11.25	81.98	37.01	37.01
Movement LOS	D	E	D	D	E	E	E	D	B	F	D	D
d_A, Approach Delay [s/veh]	57.75			62.66			28.55			65.55		
Approach LOS	E			E			C			E		
d_I, Intersection Delay [s/veh]	54.10											
Intersection LOS	D											
Intersection V/C	0.662											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.433	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	367	567	350	600
d_b, Bicycle Delay [s]	40.03	30.83	40.85	29.41
I_b,int, Bicycle LOS Score for Intersection	2.809	2.300	1.967	2.779
Bicycle LOS	C	B	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	12	42	2	174	56	333	120	336	19	10	448	153
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	42	2	174	56	333	120	336	19	10	448	153
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	1	46	15	88	32	88	5	3	118	40
Total Analysis Volume [veh/h]	13	44	2	183	59	351	126	354	20	11	472	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	49	0	0	49	0	21	30	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	8	54	54	2	47	47
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.25	0.25	0.09	0.60	0.60	0.02	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.13	0.03	0.22	0.07	0.07	0.07	0.01	0.25	0.10
s, saturation flow rate [veh/h]	976	1870	1842	1360	1870	1589	1781	3560	1820	1781	1870	1589
c, Capacity [veh/h]	282	471	464	381	471	401	160	2117	1082	36	981	834
d1, Uniform Delay [s]	28.72	25.50	25.50	31.53	26.01	32.32	40.13	7.95	7.95	43.51	13.61	11.32
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.04	0.04	0.94	0.12	6.18	8.23	0.11	0.22	4.82	1.69	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.05	0.48	0.13	0.88	0.79	0.12	0.12	0.31	0.48	0.19
d, Delay for Lane Group [s/veh]	28.79	25.54	25.55	32.47	26.12	38.50	48.36	8.06	8.18	48.33	15.29	11.83
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.37	0.37	3.61	0.98	7.82	3.06	0.99	1.06	0.29	6.14	1.73
50th-Percentile Queue Length [ft/ln]	5.72	9.36	9.35	90.18	24.49	195.38	76.56	24.77	26.45	7.18	153.38	43.24
95th-Percentile Queue Length [veh/ln]	0.41	0.67	0.67	6.49	1.76	12.40	5.51	1.78	1.90	0.52	10.20	3.11
95th-Percentile Queue Length [ft/ln]	10.29	16.85	16.82	162.32	44.07	310.00	137.80	44.58	47.61	12.92	254.93	77.84

Movement, Approach, & Intersection Results

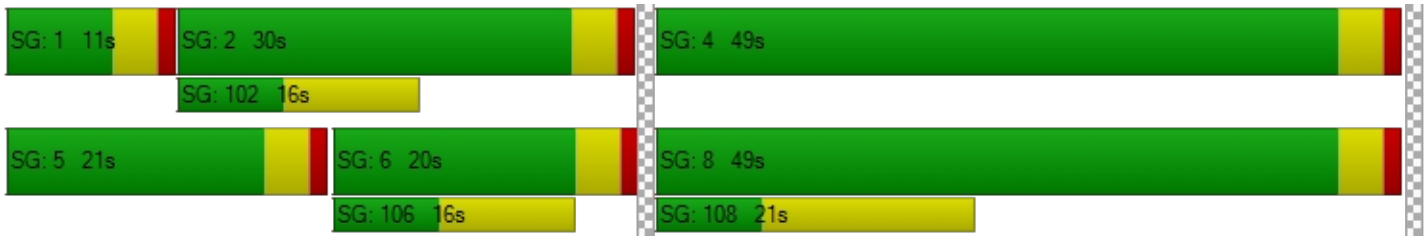
d_M, Delay for Movement [s/veh]	28.79	25.55	25.55	32.47	26.12	38.50	48.36	8.09	8.18	48.33	15.29	11.83
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	26.26			35.41			18.24			14.99		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	23.01											
Intersection LOS	C											
Intersection V/C	0.628											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.328	2.480	0.000	2.905
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	1000	578	355
d_b, Bicycle Delay [s]	11.26	11.26	22.77	30.43
l_b,int, Bicycle LOS Score for Intersection	1.608	2.538	1.835	2.622
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	29.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.392

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	115	173	77	74	423	104	71	251	140	231	326	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	173	77	74	423	104	71	251	140	231	326	66
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	46	20	19	111	27	19	66	37	61	86	17
Total Analysis Volume [veh/h]	121	182	81	78	445	109	75	264	147	243	343	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	25	0	13	27	0	26	33	0	19	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	48	48	6	48	48	6	11	11	9	14	14
g / C, Green / Cycle	0.07	0.54	0.54	0.07	0.53	0.53	0.07	0.12	0.12	0.10	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.05	0.05	0.02	0.12	0.07	0.02	0.07	0.09	0.07	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1763
c, Capacity [veh/h]	259	1908	852	235	1883	841	232	438	196	331	284	267
d1, Uniform Delay [s]	39.98	10.23	10.23	40.08	11.44	10.75	40.12	37.46	38.21	39.65	36.58	36.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.30	0.10	0.22	0.82	0.30	0.32	0.80	1.34	5.73	3.15	3.88	4.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.10	0.10	0.33	0.24	0.13	0.32	0.60	0.75	0.73	0.75	0.75
d, Delay for Lane Group [s/veh]	41.28	10.33	10.45	40.90	11.74	11.07	40.91	38.80	43.95	42.81	40.47	40.82
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.32	0.86	0.79	0.84	2.33	1.11	0.81	2.80	3.40	2.73	4.68	4.47
50th-Percentile Queue Length [ft/ln]	32.95	21.50	19.86	21.07	58.33	27.82	20.27	70.03	85.03	68.18	117.05	111.67
95th-Percentile Queue Length [veh/ln]	2.37	1.55	1.43	1.52	4.20	2.00	1.46	5.04	6.12	4.91	8.23	7.93
95th-Percentile Queue Length [ft/ln]	59.32	38.70	35.75	37.93	105.00	50.07	36.48	126.05	153.06	122.72	205.77	198.32

Movement, Approach, & Intersection Results

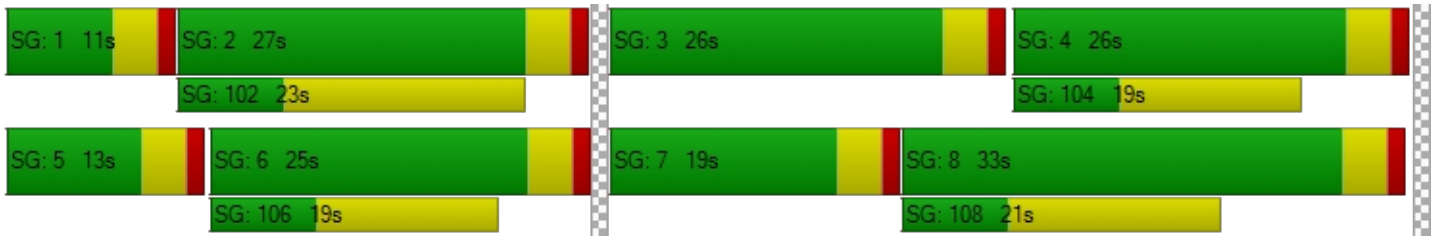
d_M, Delay for Movement [s/veh]	41.28	10.33	10.45	40.90	11.74	11.07	40.91	38.80	43.95	42.81	40.60	40.82
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.11			15.22			40.68			41.44		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	29.79											
Intersection LOS	C											
Intersection V/C	0.392											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.874	2.727	2.741	2.744
Crosswalk LOS	C	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	511	644	488
d_b, Bicycle Delay [s]	26.49	24.98	20.71	25.73
l_b,int, Bicycle LOS Score for Intersection	1.876	2.081	1.961	2.100
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	497	269	23	1203	245	251	12	98	401	30	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	497	269	23	1203	245	251	12	98	401	30	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	131	71	6	317	64	66	3	26	106	8	13
Total Analysis Volume [veh/h]	722	523	283	24	1266	258	264	13	103	422	32	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	35	46	0	11	22	0	27	23	23	30	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	66	66	4	43	43	18	9	39	16	7	7
g / C, Green / Cycle	0.24	0.60	0.60	0.03	0.39	0.39	0.17	0.08	0.35	0.15	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.21	0.15	0.18	0.01	0.36	0.16	0.15	0.01	0.04	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	815	2116	945	118	1399	625	297	149	989	506	111	95
d1, Uniform Delay [s]	40.66	10.61	11.02	51.72	31.47	24.21	44.90	46.95	24.03	45.69	49.53	50.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.49	0.28	0.81	0.84	9.91	2.01	9.56	0.25	0.05	3.67	1.40	4.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.25	0.30	0.20	0.90	0.41	0.89	0.09	0.10	0.83	0.29	0.55
d, Delay for Lane Group [s/veh]	44.15	10.89	11.83	52.56	41.38	26.22	54.46	47.20	24.07	49.36	50.93	55.21
Lane Group LOS	D	B	B	D	D	C	D	D	C	D	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.75	2.99	3.48	0.34	17.29	5.17	7.79	0.34	0.91	5.84	0.89	1.52
50th-Percentile Queue Length [ft/ln]	243.63	74.68	86.92	8.40	432.29	129.17	194.83	8.52	22.82	145.95	22.14	37.99
95th-Percentile Queue Length [veh/ln]	14.86	5.38	6.26	0.60	24.11	8.89	12.37	0.61	1.64	9.80	1.59	2.73
95th-Percentile Queue Length [ft/ln]	371.62	134.43	156.45	15.12	602.78	222.36	309.29	15.34	41.08	245.02	39.86	68.37

Movement, Approach, & Intersection Results

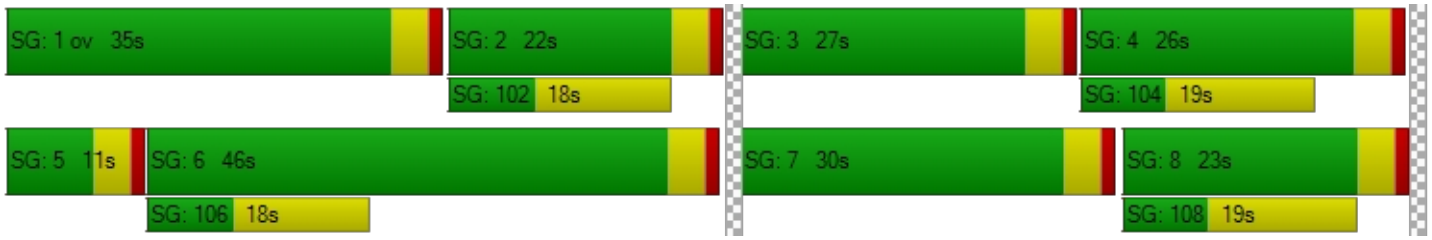
d_M, Delay for Movement [s/veh]	44.15	10.89	11.83	52.56	41.38	26.22	54.46	47.20	24.07	49.36	50.93	55.21
Movement LOS	D	B	B	D	D	C	D	D	C	D	D	E
d_A, Approach Delay [s/veh]	26.78			39.03			45.97			50.06		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	36.38											
Intersection LOS	D											
Intersection V/C	0.872											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.066	2.936	2.689	2.597
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	763	327	345	400
d_b, Bicycle Delay [s]	21.04	38.50	37.67	35.22
l_b,int, Bicycle LOS Score for Intersection	2.820	2.837	2.187	2.395
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	554	1190	0	0	1040	663	0	0	0	179	1	262
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	554	1190	0	0	1040	663	0	0	0	179	1	262
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	313	0	0	274	174	0	0	0	47	0	69
Total Analysis Volume [veh/h]	583	1253	0	0	1095	698	0	0	0	188	1	276
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	31	75	0	0	44	0	0	0	0	0	15	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	18	72	50	50		10	10	10
g / C, Green / Cycle	0.20	0.80	0.55	0.55		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.17	0.35	0.31	0.44		0.09	0.09	0.09
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1616	1589
c, Capacity [veh/h]	693	2833	1962	876		205	186	183
d1, Uniform Delay [s]	34.62	2.90	13.11	16.19		38.86	38.86	38.86
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.86	0.50	1.15	7.46		7.34	8.04	8.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.44	0.56	0.80		0.81	0.81	0.81
d, Delay for Lane Group [s/veh]	37.48	3.40	14.26	23.65		46.20	46.90	47.02
Lane Group LOS	D	A	B	C		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.28	2.34	6.90	12.19		3.94	3.62	3.56
50th-Percentile Queue Length [ft/ln]	156.90	58.48	172.56	304.63		98.58	90.39	89.05
95th-Percentile Queue Length [veh/ln]	10.38	4.21	11.21	17.91		7.10	6.51	6.41
95th-Percentile Queue Length [ft/ln]	259.61	105.26	280.27	447.75		177.45	162.70	160.29

Movement, Approach, & Intersection Results

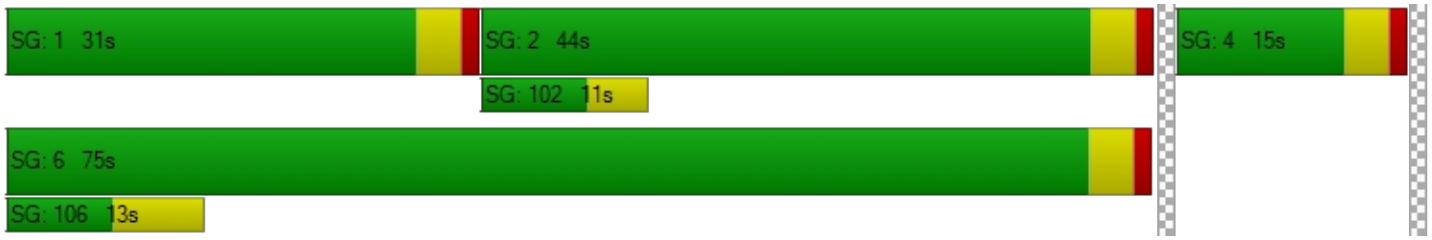
d_M, Delay for Movement [s/veh]	37.48	3.40	0.00	0.00	14.26	23.65	0.00	0.00	0.00	46.31	46.90	46.97
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	14.22			17.92			0.00			46.69		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	19.53											
Intersection LOS	B											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.339	2.091
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1577	889	0	244
d_b, Bicycle Delay [s]	2.01	13.90	45.01	34.68
l_b,int, Bicycle LOS Score for Intersection	3.074	3.039	4.132	2.327
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.782

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1350	165	184	1023	0	393	2	612	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1350	165	184	1023	0	393	2	612	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	355	43	48	269	0	103	1	161	0	0	0
Total Analysis Volume [veh/h]	0	1421	174	194	1077	0	414	2	644	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	15	0	11	26	0	0	64	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	47	47	7	58	24	24	24	
g / C, Green / Cycle	0.52	0.52	0.08	0.64	0.27	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.40	0.11	0.06	0.30	0.20	0.22	0.22	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1621	1589	
c, Capacity [veh/h]	1859	830	270	2295	475	432	424	
d1, Uniform Delay [s]	17.11	11.55	40.54	8.15	30.22	30.97	31.15	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.05	0.57	3.56	0.69	2.34	3.86	4.36	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.76	0.21	0.72	0.47	0.74	0.82	0.83	
d, Delay for Lane Group [s/veh]	20.17	12.12	44.10	8.84	32.56	34.84	35.51	
Lane Group LOS	C	B	D	A	C	C	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	11.49	1.90	2.21	4.85	7.12	7.45	7.54	
50th-Percentile Queue Length [ft/ln]	287.30	47.53	55.19	121.30	178.09	186.24	188.44	
95th-Percentile Queue Length [veh/ln]	17.05	3.42	3.97	8.46	11.50	11.93	12.04	
95th-Percentile Queue Length [ft/ln]	426.29	85.55	99.34	211.61	287.51	298.14	301.00	

Movement, Approach, & Intersection Results

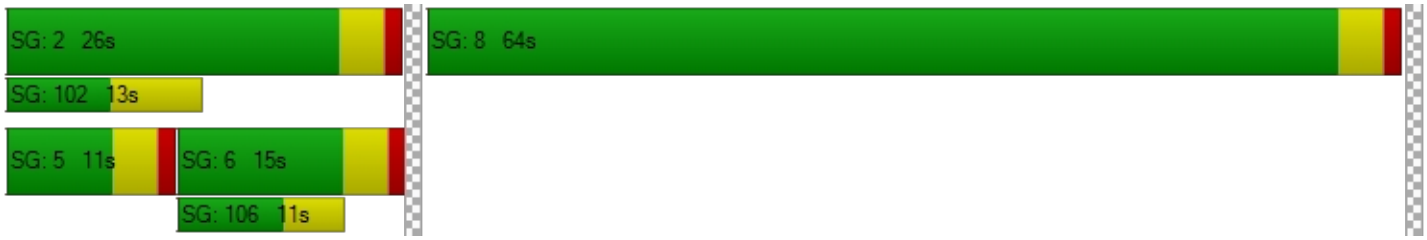
d_M, Delay for Movement [s/veh]	0.00	20.17	12.12	44.10	8.84	0.00	32.89	34.84	35.20	0.00	0.00	0.00
Movement LOS		C	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]	19.29			14.22			34.30			0.00		
Approach LOS	B			B			C			A		
d_I, Intersection Delay [s/veh]	21.70											
Intersection LOS	C											
Intersection V/C	0.782											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.284	1.895
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	489	1333	0
d_b, Bicycle Delay [s]	34.68	25.70	5.01	45.01
I_b,int, Bicycle LOS Score for Intersection	2.875	2.608	3.309	4.132
Bicycle LOS	C	B	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.861

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	79	1272	60	64	1346	136	67	2	40	184	10	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	1272	60	64	1346	136	67	2	40	184	10	125
Peak Hour Factor	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530	0.9530
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	334	16	17	353	36	18	1	10	48	3	33
Total Analysis Volume [veh/h]	83	1335	63	67	1412	143	70	2	42	193	10	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	58	0	11	58	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	55	55	6	55	55	22	22	22
g / C, Green / Cycle	0.07	0.58	0.58	0.06	0.58	0.58	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.38	0.38	0.04	0.42	0.43	0.28	0.17	0.08
s, saturation flow rate [veh/h]	1781	1870	1841	1781	1870	1811	407	1176	1589
c, Capacity [veh/h]	120	1082	1065	112	1074	1040	155	347	369
d1, Uniform Delay [s]	43.36	13.52	13.55	43.35	14.83	14.98	41.62	33.90	30.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.37	0.12	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.91	3.03	3.11	4.96	4.38	4.75	20.07	1.72	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.65	0.65	0.60	0.73	0.74	0.73	0.59	0.36
d, Delay for Lane Group [s/veh]	50.26	16.54	16.66	48.31	19.21	19.73	61.69	35.62	31.14
Lane Group LOS	D	B	B	D	B	B	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.12	10.15	10.08	1.68	12.55	12.53	3.55	4.43	2.54
50th-Percentile Queue Length [ft/ln]	53.12	253.87	252.07	41.94	313.78	313.29	88.69	110.87	63.57
95th-Percentile Queue Length [veh/ln]	3.82	15.38	15.29	3.02	18.36	18.34	6.39	7.89	4.58
95th-Percentile Queue Length [ft/ln]	95.61	384.52	382.26	75.50	459.03	458.43	159.64	197.21	114.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.26	16.60	16.66	48.31	19.44	19.73	61.69	61.69	61.69	35.62	35.62	31.14
Movement LOS	D	B	B	D	B	B	E	E	E	D	D	C
d_A, Approach Delay [s/veh]	18.49			20.66			61.69			33.86		
Approach LOS	B			C			E			C		
d_I, Intersection Delay [s/veh]	22.31											
Intersection LOS	C											
Intersection V/C	0.861											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.15	37.15	37.15	37.15
l_p,int, Pedestrian LOS Score for Intersection	3.187	3.018	1.888	2.094
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1137	1137	463	463
d_b, Bicycle Delay [s]	8.86	8.86	28.06	28.06
l_b,int, Bicycle LOS Score for Intersection	2.781	2.898	1.748	2.111
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	36.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	61	1293	383	60	1498	23	19	6	62	538	11	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1293	383	60	1498	23	19	6	62	538	11	168
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	340	101	16	394	6	5	2	16	142	3	44
Total Analysis Volume [veh/h]	64	1361	403	63	1577	24	20	6	65	566	12	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	61	0	11	53	0	0	20	0	0	28	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	68	68	6	68	68	8	22	22	22
g / C, Green / Cycle	0.05	0.56	0.56	0.05	0.56	0.56	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.48	0.51	0.04	0.43	0.43	0.06	0.16	0.16	0.11
s, saturation flow rate [veh/h]	1781	1870	1729	1781	1870	1860	1645	1781	1784	1589
c, Capacity [veh/h]	93	1054	975	93	1054	1048	114	323	324	289
d1, Uniform Delay [s]	55.93	21.79	23.08	55.93	20.01	20.05	55.05	47.99	47.98	45.25
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.19	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.69	8.27	12.56	8.44	5.17	5.25	11.97	13.91	13.82	2.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.84	0.90	0.68	0.76	0.76	0.80	0.89	0.89	0.61
d, Delay for Lane Group [s/veh]	64.62	30.06	35.65	64.37	25.18	25.30	67.02	61.90	61.81	47.36
Lane Group LOS	E	C	D	E	C	C	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	22.18	23.95	2.09	17.84	17.85	3.09	9.66	9.67	5.03
50th-Percentile Queue Length [ft/ln]	53.29	554.41	598.72	52.35	446.00	446.13	77.28	241.58	241.71	125.77
95th-Percentile Queue Length [veh/ln]	3.84	29.90	31.97	3.77	24.77	24.77	5.56	14.76	14.77	8.71
95th-Percentile Queue Length [ft/ln]	95.93	747.48	799.37	94.23	619.18	619.33	139.11	369.03	369.20	217.73

Movement, Approach, & Intersection Results

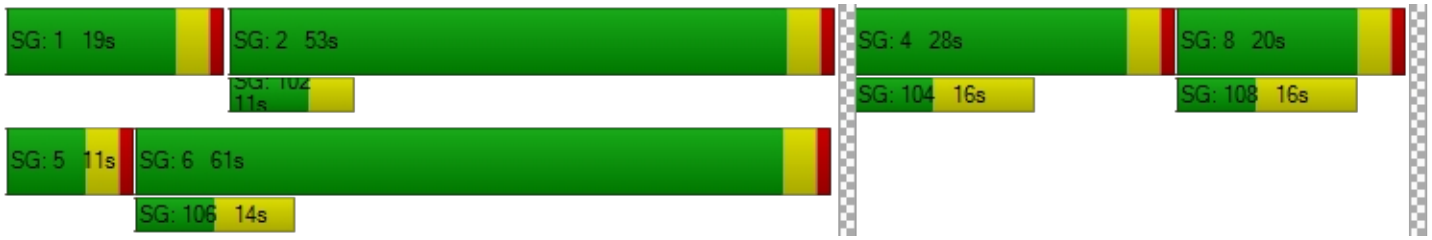
d_M, Delay for Movement [s/veh]	64.62	31.99	35.65	64.37	25.24	25.30	67.02	67.02	67.02	61.85	61.81	47.36
Movement LOS	E	C	D	E	C	C	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	33.94			26.72			67.02			58.45		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	36.13											
Intersection LOS	D											
Intersection V/C	0.875											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.101	2.942	1.822	2.444
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	816	267	400
d_b, Bicycle Delay [s]	16.55	21.02	45.08	38.42
l_b,int, Bicycle LOS Score for Intersection	3.068	2.932	1.710	2.805
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	44.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.008

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	134	1088	94	106	1236	784	474	107	62	43	43	189
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	134	1088	94	106	1236	784	474	107	62	43	43	189
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	286	25	28	325	206	125	28	16	11	11	50
Total Analysis Volume [veh/h]	141	1145	99	112	1301	825	499	113	65	45	45	199
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	13	61	0	12	60	0	20	28	0	14	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	59	59	8	58	58	16	27	27	5	16	16
g / C, Green / Cycle	0.08	0.51	0.51	0.07	0.50	0.50	0.14	0.23	0.23	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.08	0.34	0.34	0.06	0.37	0.52	0.14	0.06	0.04	0.03	0.02	0.13
s, saturation flow rate [veh/h]	1781	1870	1818	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	141	954	928	125	1785	797	482	436	371	84	264	224
d1, Uniform Delay [s]	53.00	20.81	20.87	53.08	22.54	28.69	49.51	36.00	35.27	53.58	43.49	48.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.08	3.57	3.72	18.92	2.65	41.28	28.54	0.31	0.22	5.16	0.30	11.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.66	0.66	0.90	0.73	1.04	1.03	0.26	0.18	0.53	0.17	0.89
d, Delay for Lane Group [s/veh]	89.08	24.39	24.59	72.00	25.19	69.97	78.05	36.31	35.49	58.74	43.80	59.70
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.46	13.05	12.81	3.87	14.02	29.98	8.81	2.64	1.49	1.39	1.15	6.28
50th-Percentile Queue Length [ft/ln]	136.53	326.14	320.32	96.63	350.53	749.52	220.37	65.90	37.18	34.85	28.86	157.08
95th-Percentile Queue Length [veh/ln]	9.30	18.97	18.68	6.96	20.16	40.05	13.89	4.74	2.68	2.51	2.08	10.39
95th-Percentile Queue Length [ft/ln]	232.60	474.23	467.08	173.94	504.05	1001.36	347.24	118.62	66.92	62.72	51.96	259.85

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	89.08	24.48	24.59	72.00	25.19	69.97	78.05	36.31	35.49	58.74	43.80	59.70
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	31.06			44.04			67.00			57.08		
Approach LOS	C			D			E			E		
d_I, Intersection Delay [s/veh]	44.33											
Intersection LOS	D											
Intersection V/C	1.008											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.857	3.128	2.841	2.292
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	991	974	417	313
d_b, Bicycle Delay [s]	14.64	15.15	36.02	40.93
l_b,int, Bicycle LOS Score for Intersection	2.702	3.406	2.677	2.036
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.952

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	176	1147	20	23	1177	243	278	188	323	83	186	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	1147	20	23	1177	243	278	188	323	83	186	54
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	302	5	6	310	64	73	49	85	22	49	14
Total Analysis Volume [veh/h]	185	1207	21	24	1239	256	293	198	340	87	196	57
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	61	0	12	56	0	25	35	0	12	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	61	61	4	52	52	21	32	32	7	18
g / C, Green / Cycle	0.11	0.51	0.51	0.03	0.43	0.43	0.18	0.26	0.26	0.06	0.15
(v / s)_i Volume / Saturation Flow Rate	0.10	0.33	0.33	0.01	0.41	0.42	0.16	0.11	0.21	0.05	0.14
s, saturation flow rate [veh/h]	1781	1870	1859	1781	1870	1761	1781	1870	1589	1781	1798
c, Capacity [veh/h]	193	954	948	58	812	765	312	490	417	110	268
d1, Uniform Delay [s]	53.22	21.46	21.48	56.94	32.46	32.88	48.88	36.53	41.55	55.56	50.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.32	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	3.36	3.39	4.65	19.93	23.65	20.47	0.54	10.69	11.97	17.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.65	0.65	0.41	0.94	0.96	0.94	0.40	0.82	0.79	0.95
d, Delay for Lane Group [s/veh]	74.47	24.82	24.87	61.58	52.38	56.52	69.35	37.07	52.24	67.53	68.16
Lane Group LOS	E	C	C	E	D	E	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.68	13.23	13.18	0.79	25.10	25.05	10.41	4.88	10.62	2.96	8.81
50th-Percentile Queue Length [ft/ln]	167.05	330.82	329.60	19.74	627.58	626.34	260.16	121.90	265.46	74.08	220.15
95th-Percentile Queue Length [veh/ln]	10.92	19.20	19.14	1.42	33.32	33.26	15.70	8.50	15.96	5.33	13.67
95th-Percentile Queue Length [ft/ln]	273.03	479.97	478.47	35.53	833.00	831.55	392.42	212.43	399.06	133.34	341.82

Movement, Approach, & Intersection Results

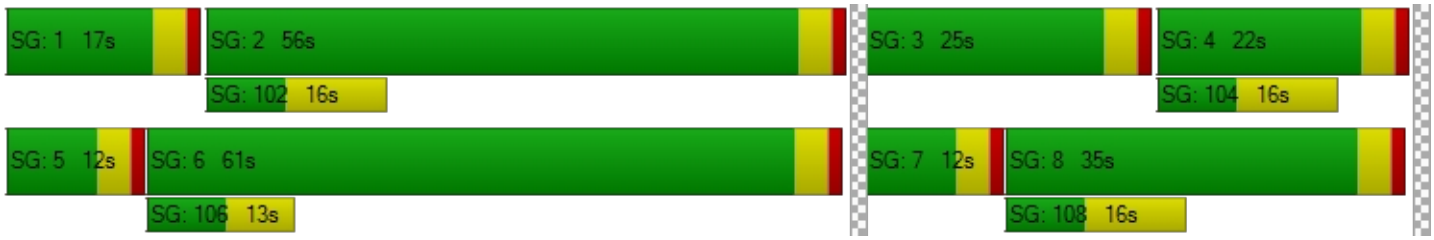
d_M, Delay for Movement [s/veh]	74.47	24.84	24.87	61.58	53.97	56.52	69.35	37.07	52.24	67.53	68.16	68.16
Movement LOS	E	C	C	E	D	E	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	31.34			54.52			54.66			68.00		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	47.68											
Intersection LOS	D											
Intersection V/C	0.952											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.914	2.913	2.600	2.143
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	867	517	300
d_b, Bicycle Delay [s]	16.54	19.27	33.01	43.36
l_b,int, Bicycle LOS Score for Intersection	2.725	2.813	2.931	2.121
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	27.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	29	966	64	247	1192	170	122	80	37	83	114	214
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	966	64	247	1192	170	122	80	37	83	114	214
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	254	17	65	314	45	32	21	10	22	30	56
Total Analysis Volume [veh/h]	31	1017	67	260	1255	179	128	84	39	87	120	225
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	17	33	0	28	44	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	38	38	15	49	49	25	25	25	25
g / C, Green / Cycle	0.04	0.42	0.42	0.17	0.55	0.55	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.29	0.29	0.15	0.39	0.40	0.12	0.07	0.07	0.21
s, saturation flow rate [veh/h]	1781	1870	1830	1781	1870	1790	1035	1771	1268	1677
c, Capacity [veh/h]	77	785	768	301	1020	977	151	492	336	466
d1, Uniform Delay [s]	41.95	21.44	21.44	36.39	15.16	15.40	43.29	25.23	30.76	29.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	5.11	5.22	7.28	4.18	4.72	12.01	0.26	0.40	3.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.70	0.70	0.86	0.71	0.73	0.85	0.25	0.26	0.74
d, Delay for Lane Group [s/veh]	45.33	26.54	26.66	43.68	19.34	20.11	55.30	25.50	31.16	33.19
Lane Group LOS	D	C	C	D	B	C	E	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.74	10.12	9.93	6.06	11.18	11.23	3.34	2.04	1.63	7.06
50th-Percentile Queue Length [ft/ln]	18.41	252.89	248.20	151.46	279.55	280.79	83.41	51.05	40.79	176.54
95th-Percentile Queue Length [veh/ln]	1.33	15.33	15.10	10.10	16.67	16.73	6.01	3.68	2.94	11.42
95th-Percentile Queue Length [ft/ln]	33.14	383.29	377.38	252.38	416.65	418.20	150.14	91.88	73.43	285.49

Movement, Approach, & Intersection Results

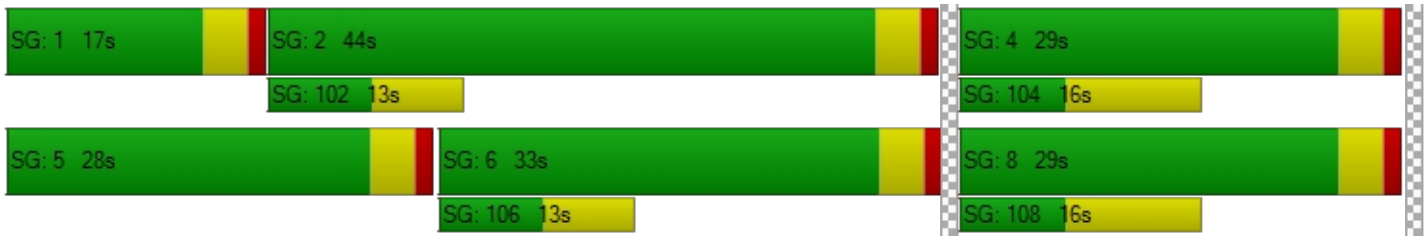
d_M, Delay for Movement [s/veh]	45.33	26.60	26.66	43.68	19.67	20.11	55.30	25.50	25.50	31.16	33.19	33.19
Movement LOS	D	C	C	D	B	C	E	C	C	C	C	C
d_A, Approach Delay [s/veh]	27.12			23.40			40.69			32.78		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	26.99											
Intersection LOS	C											
Intersection V/C	0.744											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.910	3.079	2.129	2.214
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	644	889	555	555
d_b, Bicycle Delay [s]	20.68	13.90	23.48	23.48
l_b,int, Bicycle LOS Score for Intersection	2.479	2.957	1.974	2.272
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.622

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	146	674	108	199	704	280	213	578	44	98	532	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	674	108	199	704	280	213	578	44	98	532	120
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	177	28	52	185	74	56	152	12	26	140	32
Total Analysis Volume [veh/h]	154	709	114	209	741	295	224	608	46	103	560	126
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	38	0	19	46	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	29	29	8	30	30	7	31	31	7	31	42
g / C, Green / Cycle	0.08	0.32	0.32	0.09	0.33	0.33	0.08	0.34	0.34	0.07	0.34	0.47
(v / s)_i Volume / Saturation Flow Rate	0.04	0.23	0.23	0.06	0.29	0.29	0.06	0.12	0.12	0.03	0.11	0.08
s, saturation flow rate [veh/h]	3459	1870	1781	3459	1870	1692	3459	3560	1804	3459	5094	1589
c, Capacity [veh/h]	266	595	566	305	616	557	272	1223	619	252	1720	747
d1, Uniform Delay [s]	40.20	27.07	27.07	39.90	28.57	28.66	40.93	22.13	22.15	39.94	22.22	13.74
k, delay calibration	0.11	0.11	0.11	0.11	0.18	0.19	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.98	1.57	1.65	2.72	6.95	8.12	6.20	0.81	1.60	1.06	0.50	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.71	0.71	0.69	0.88	0.89	0.82	0.35	0.36	0.41	0.33	0.17
d, Delay for Lane Group [s/veh]	42.18	28.64	28.72	42.62	35.51	36.78	47.13	22.94	23.75	41.00	22.73	14.23
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.70	7.98	7.61	2.33	11.81	10.97	2.65	3.47	3.67	1.12	2.95	1.52
50th-Percentile Queue Length [ft/ln]	42.58	199.58	190.36	58.34	295.17	274.14	66.28	86.76	91.87	27.91	73.63	37.96
95th-Percentile Queue Length [veh/ln]	3.07	12.62	12.14	4.20	17.44	16.40	4.77	6.25	6.61	2.01	5.30	2.73
95th-Percentile Queue Length [ft/ln]	76.64	315.42	303.50	105.02	436.05	409.90	119.31	156.17	165.36	50.23	132.54	68.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.18	28.68	28.72	42.62	35.85	36.78	47.13	23.17	23.75	41.00	22.73	14.23
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	30.81			37.21			29.32			23.76		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	31.09											
Intersection LOS	C											
Intersection V/C	0.622											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.756	2.827	2.955	3.035
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	932	400	400
d_b, Bicycle Delay [s]	17.46	12.84	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.366	2.587	2.043	1.994
Bicycle LOS	B	B	B	A

Sequence

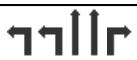
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	304	837	337	115	697	188	163	338	522	225	130	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	304	837	337	115	697	188	163	338	522	225	130	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	220	89	30	183	49	43	89	137	59	34	23
Total Analysis Volume [veh/h]	320	881	355	121	734	198	172	356	549	237	137	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	26	26	0	11	11	0	26	41	0	12	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	38	7	34	34	7	21	21	8	22	22
g / C, Green / Cycle	0.12	0.42	0.07	0.38	0.38	0.08	0.23	0.23	0.09	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.17	0.03	0.14	0.12	0.05	0.10	0.20	0.07	0.04	0.06
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	419	2154	259	1919	599	269	837	661	310	879	393
d1, Uniform Delay [s]	38.38	18.16	39.98	20.46	20.01	40.37	29.32	32.79	40.12	26.59	27.15
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	0.58	1.30	0.58	1.48	2.54	0.34	2.78	3.92	0.08	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.41	0.47	0.38	0.33	0.64	0.43	0.83	0.76	0.16	0.24
d, Delay for Lane Group [s/veh]	41.30	18.73	41.28	21.04	21.48	42.91	29.66	35.56	44.04	26.67	27.46
Lane Group LOS	D	B	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.54	4.21	1.32	3.73	3.11	1.92	3.26	5.81	2.70	1.15	1.61
50th-Percentile Queue Length [ft/ln]	88.54	105.20	32.95	93.19	77.84	48.09	81.46	145.13	67.53	28.69	40.28
95th-Percentile Queue Length [veh/ln]	6.37	7.57	2.37	6.71	5.60	3.46	5.87	9.76	4.86	2.07	2.90
95th-Percentile Queue Length [ft/ln]	159.37	189.30	59.32	167.74	140.11	86.56	146.63	243.92	121.56	51.65	72.50

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.30	18.73	0.00	41.28	21.04	21.48	42.91	29.66	35.56	44.04	26.67	27.46
Movement LOS	D	B		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	24.75			23.45			34.79			35.64		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.57											
Intersection LOS	C											
Intersection V/C	0.608											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.087	0.000	2.725
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	155	821	511
d_b, Bicycle Delay [s]	25.73	38.32	15.64	24.98
l_b,int, Bicycle LOS Score for Intersection	2.220	2.139	2.448	1.945
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1354	1102	0	1223	209	0	0	0	301	0	152
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1354	1102	0	1223	209	0	0	0	301	0	152
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	356	290	0	322	55	0	0	0	79	0	40
Total Analysis Volume [veh/h]	0	1425	1160	0	1287	220	0	0	0	317	0	160
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	40	0	0	40	0	0	0	0	60	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80		12	12	12
g / C, Green / Cycle	0.80	0.80	0.80		0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.28	0.25	0.14		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1765	1589
c, Capacity [veh/h]	4067	4067	1269		216	214	193
d1, Uniform Delay [s]	2.82	2.71	2.35		42.49	42.49	42.49
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.20	0.30		5.55	5.60	6.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.32	0.17		0.76	0.76	0.76
d, Delay for Lane Group [s/veh]	3.06	2.92	2.65		48.04	48.09	48.67
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.88	1.63	0.80		4.25	4.22	3.83
50th-Percentile Queue Length [ft/ln]	46.97	40.86	19.94		106.36	105.48	95.78
95th-Percentile Queue Length [veh/ln]	3.38	2.94	1.44		7.64	7.59	6.90
95th-Percentile Queue Length [ft/ln]	84.55	73.54	35.88		190.93	189.70	172.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	3.06	0.00	0.00	2.92	2.65	0.00	0.00	0.00	48.06	0.00	48.67
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	3.06			2.88			0.00			48.25		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.30											
Intersection LOS	A											
Intersection V/C	0.405											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.57
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.252
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	720	0	1121
d_b, Bicycle Delay [s]	20.45	20.45	49.97	9.66
l_b,int, Bicycle LOS Score for Intersection	2.343	2.388	4.132	2.347
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	210	2122	1374	163	309	994
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	2122	1374	163	309	994
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	558	362	43	81	262
Total Analysis Volume [veh/h]	221	2234	1446	172	325	1046
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	30	81	51	0	39	39
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	26	77	47	47	35	65
g / C, Green / Cycle	0.22	0.64	0.39	0.39	0.29	0.54
(v / s)_i Volume / Saturation Flow Rate	0.06	0.44	0.28	0.11	0.09	0.37
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	750	3276	2001	625	1003	1520
d1, Uniform Delay [s]	39.28	13.60	30.86	24.78	33.35	20.17
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	1.17	2.30	1.09	0.19	1.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.68	0.72	0.28	0.32	0.69
d, Delay for Lane Group [s/veh]	39.50	14.77	33.16	25.87	33.54	21.52
Lane Group LOS	D	B	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.76	12.31	12.10	3.54	3.75	10.63
50th-Percentile Queue Length [ft/ln]	69.07	307.71	302.56	88.38	93.75	265.85
95th-Percentile Queue Length [veh/ln]	4.97	18.06	17.81	6.36	6.75	15.98
95th-Percentile Queue Length [ft/ln]	124.33	451.55	445.19	159.09	168.76	399.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.50	14.77	33.16	25.87	33.54	21.52
Movement LOS	D	B	C	C	C	C
d_A, Approach Delay [s/veh]	16.99		32.38		24.37	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	23.42					
Intersection LOS	C					
Intersection V/C	0.804					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1284	784	584
d_b, Bicycle Delay [s]	7.69	22.19	30.09
l_b,int, Bicycle LOS Score for Intersection	2.910	2.450	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1539	449	971	1438	360	816
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1539	449	971	1438	360	816
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	405	118	256	378	95	215
Total Analysis Volume [veh/h]	1620	473	1022	1514	379	859
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	64	0	38	38	18	56
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	34	98	14	52
g / C, Green / Cycle	0.50	0.50	0.29	0.82	0.12	0.44
(v / s)_i Volume / Saturation Flow Rate	0.47	0.17	0.29	0.54	0.11	0.24
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1719	1398	1017	2296	405	1553
d1, Uniform Delay [s]	28.54	18.24	42.83	4.39	52.48	25.11
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.29	0.14	29.30	1.50	10.23	1.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.34	1.00	0.66	0.94	0.55
d, Delay for Lane Group [s/veh]	31.83	18.38	72.13	5.89	62.71	26.53
Lane Group LOS	C	B	F	A	E	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	21.92	3.97	19.04	5.78	6.22	9.31
50th-Percentile Queue Length [ft/ln]	547.89	99.25	475.99	144.52	155.62	232.83
95th-Percentile Queue Length [veh/ln]	29.59	7.15	26.27	9.72	10.32	14.32
95th-Percentile Queue Length [ft/ln]	739.83	178.66	656.78	243.10	257.91	357.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.83	18.38	72.13	5.89	62.71	26.53
Movement LOS	C	B	F	A	E	C
d_A, Approach Delay [s/veh]	28.79		32.59		37.61	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	32.29					
Intersection LOS	C					
Intersection V/C	0.961					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	567	867
d_b, Bicycle Delay [s]	14.99	30.80	19.25
l_b,int, Bicycle LOS Score for Intersection	1.560	3.652	2.581
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	5	0	7	1	0	0	4	797	7	2	431	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	7	1	0	0	4	797	7	2	431	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	2	0	0	0	1	210	2	1	113	1
Total Analysis Volume [veh/h]	5	0	7	1	0	0	4	839	7	2	454	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	32.73	28.90	15.90	32.61	28.18	11.16	8.26	0.00	0.00	9.55	0.00	0.00
Movement LOS	D	D	C	D	D	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.45	4.45	4.45	0.57	0.57	0.57	0.17	0.17	0.17	0.08	0.08	0.08
d_A, Approach Delay [s/veh]	22.91			32.61			0.04			0.04		
Approach LOS	C			D			A			A		
d_I, Intersection Delay [s/veh]	0.27											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.883

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	401	531	334	212	394	38	156	422	314	252	153	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	401	531	334	212	394	38	156	422	314	252	153	119
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	106	140	88	56	104	10	41	111	83	66	40	31
Total Analysis Volume [veh/h]	422	559	352	223	415	40	164	444	331	265	161	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	41	0	0	30	0	20	25	25	19	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	25	25	13	22	82	15	25
g / C, Green / Cycle	0.32	0.32	0.32	0.22	0.22	0.11	0.19	0.71	0.13	0.21
(v / s)_i Volume / Saturation Flow Rate	0.24	0.30	0.22	0.19	0.20	0.09	0.09	0.21	0.13	0.16
s, saturation flow rate [veh/h]	1781	1870	1589	1810	1667	1781	5094	1589	2037	1736
c, Capacity [veh/h]	566	594	505	399	368	195	975	1128	300	370
d1, Uniform Delay [s]	35.13	38.24	34.43	42.98	43.96	50.31	41.24	6.12	51.58	42.66
k, delay calibration	0.26	0.40	0.22	0.24	0.29	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.63	21.39	3.56	10.28	21.78	9.39	1.53	0.66	8.52	14.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.94	0.70	0.84	0.93	0.84	0.46	0.29	0.88	0.77
d, Delay for Lane Group [s/veh]	39.76	59.63	37.99	53.25	65.74	59.70	42.77	6.78	60.10	57.10
Lane Group LOS	D	E	D	D	E	E	D	A	E	E
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.18	18.60	9.05	10.27	11.67	5.13	3.86	2.87	4.21	9.11
50th-Percentile Queue Length [ft/ln]	279.54	465.06	226.14	256.79	291.73	128.34	96.55	71.87	105.20	227.70
95th-Percentile Queue Length [veh/ln]	16.67	25.68	13.98	15.53	17.27	8.85	6.95	5.17	7.57	14.06
95th-Percentile Queue Length [ft/ln]	416.65	641.90	349.45	388.19	431.79	221.23	173.79	129.37	189.31	351.43

Movement, Approach, & Intersection Results

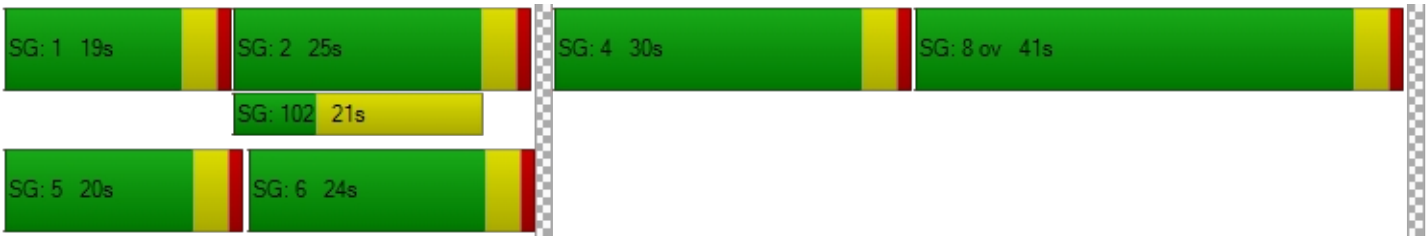
d_M, Delay for Movement [s/veh]	39.76	59.63	37.99	53.25	62.31	65.74	59.70	42.77	6.78	60.10	57.10	57.10
Movement LOS	D	E	D	D	E	E	E	D	A	E	E	E
d_A, Approach Delay [s/veh]	47.63			59.53			33.04			58.54		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	47.74											
Intersection LOS	D											
Intersection V/C	0.883											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.07	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.146	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	643	452	365	348
d_b, Bicycle Delay [s]	26.49	34.48	38.46	39.28
l_b,int, Bicycle LOS Score for Intersection	3.759	2.119	2.076	2.469
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	24	56	11	84	26	115	183	773	26	13	433	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	56	11	84	26	115	183	773	26	13	433	85
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	3	22	7	30	48	203	7	3	114	22
Total Analysis Volume [veh/h]	25	59	12	88	27	121	193	814	27	14	456	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	48	0	17	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	12	12	12	12	12	12	64	64	2	54	54
g / C, Green / Cycle	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.71	0.71	0.02	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.02	0.07	0.01	0.08	0.11	0.16	0.16	0.01	0.24	0.06
s, saturation flow rate [veh/h]	1239	1870	1764	1329	1870	1589	1781	3560	1839	1781	1870	1589
c, Capacity [veh/h]	197	247	233	198	247	210	234	2532	1308	41	1127	958
d1, Uniform Delay [s]	37.69	34.55	34.58	39.99	34.39	36.69	38.06	4.45	4.45	43.27	9.39	7.52
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	0.27	0.30	1.55	0.19	2.48	7.10	0.20	0.39	4.70	1.08	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.14	0.15	0.44	0.11	0.58	0.82	0.22	0.22	0.34	0.40	0.09
d, Delay for Lane Group [s/veh]	37.98	34.82	34.88	41.55	34.58	39.17	45.16	4.65	4.83	47.98	10.47	7.71
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	0.70	0.70	1.96	0.53	2.61	4.54	1.50	1.62	0.36	4.60	0.72
50th-Percentile Queue Length [ft/ln]	12.99	17.55	17.40	48.95	13.20	65.14	113.45	37.48	40.48	8.95	114.97	17.93
95th-Percentile Queue Length [veh/ln]	0.94	1.26	1.25	3.52	0.95	4.69	8.03	2.70	2.91	0.64	8.12	1.29
95th-Percentile Queue Length [ft/ln]	23.38	31.59	31.33	88.11	23.76	117.26	200.79	67.46	72.87	16.12	202.89	32.28

Movement, Approach, & Intersection Results

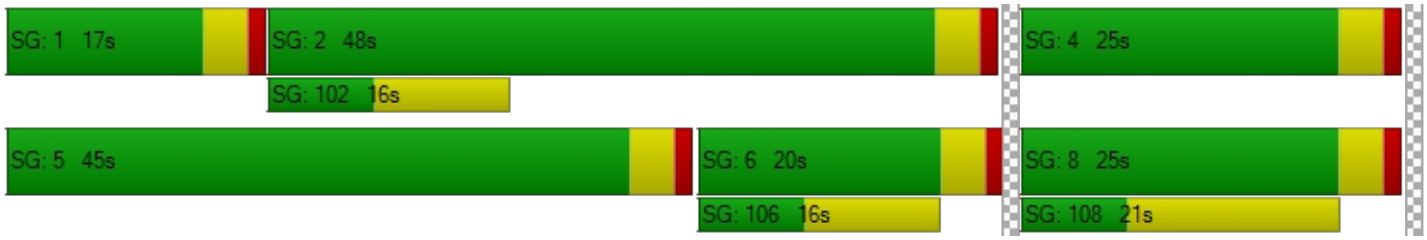
d_M, Delay for Movement [s/veh]	37.98	34.84	34.88	41.55	34.58	39.17	45.16	4.71	4.83	47.98	10.47	7.71
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.66			39.53			12.26			10.97		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	16.40											
Intersection LOS	B											
Intersection V/C	0.494											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.331	2.412	0.000	2.817
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	978	356
d_b, Bicycle Delay [s]	26.45	26.45	11.76	30.43
l_b,int, Bicycle LOS Score for Intersection	1.639	1.949	2.128	2.482
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	132	335	120	140	243	73	166	474	185	149	282	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	335	120	140	243	73	166	474	185	149	282	106
Peak Hour Factor	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520	0.9520
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	88	32	37	64	19	44	124	49	39	74	28
Total Analysis Volume [veh/h]	139	352	126	147	255	77	174	498	194	157	296	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	11	37	0	15	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	45	45	7	45	45	7	16	16	7	16	16
g / C, Green / Cycle	0.08	0.49	0.49	0.08	0.49	0.49	0.08	0.18	0.18	0.08	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.08	0.04	0.07	0.05	0.05	0.14	0.12	0.05	0.11	0.11
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1700
c, Capacity [veh/h]	264	1755	783	265	1756	784	269	626	280	267	328	298
d1, Uniform Delay [s]	40.08	12.87	12.60	40.14	12.47	12.17	40.39	35.61	34.88	40.23	34.57	34.65
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.63	0.26	0.44	1.80	0.17	0.25	2.62	2.35	3.09	2.06	2.13	2.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.20	0.16	0.55	0.15	0.10	0.65	0.80	0.69	0.59	0.65	0.66
d, Delay for Lane Group [s/veh]	41.71	13.13	13.04	41.94	12.65	12.42	43.01	37.96	37.97	42.28	36.70	37.09
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.53	1.97	1.43	1.62	1.38	0.84	1.95	5.34	4.16	1.74	4.43	4.13
50th-Percentile Queue Length [ft/ln]	38.13	49.30	35.84	40.49	34.59	21.12	48.72	133.60	104.07	43.48	110.80	103.15
95th-Percentile Queue Length [veh/ln]	2.75	3.55	2.58	2.92	2.49	1.52	3.51	9.14	7.49	3.13	7.88	7.43
95th-Percentile Queue Length [ft/ln]	68.64	88.75	64.51	72.88	62.26	38.01	87.70	228.38	187.32	78.26	197.12	185.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.71	13.13	13.04	41.94	12.65	12.42	43.01	37.96	37.97	42.28	36.81	37.09
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	19.55			21.60			38.98			38.39		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	30.81											
Intersection LOS	C											
Intersection V/C	0.397											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.874	2.749	2.785	2.779
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	733	821
d_b, Bicycle Delay [s]	25.73	24.98	18.09	15.64
l_b,int, Bicycle LOS Score for Intersection	2.069	1.955	2.274	2.025
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	856	399	20	720	204	420	33	565	468	26	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	856	399	20	720	204	420	33	565	468	26	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	225	105	5	189	54	111	9	149	123	7	14
Total Analysis Volume [veh/h]	568	901	420	21	758	215	442	35	595	493	27	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	28	39	0	11	22	0	47	23	23	47	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	62	62	4	42	42	32	19	45	20	7	7
g / C, Green / Cycle	0.19	0.52	0.52	0.03	0.35	0.35	0.27	0.15	0.38	0.17	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.16	0.25	0.26	0.01	0.21	0.14	0.25	0.02	0.21	0.14	0.01	0.04
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	660	1831	817	105	1259	562	475	289	1066	580	104	88
d1, Uniform Delay [s]	47.02	18.97	19.26	56.80	31.87	29.01	42.92	43.71	29.36	48.51	54.34	55.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.24	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.43	0.95	2.30	0.93	2.14	1.97	15.79	0.18	0.46	3.63	1.32	7.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.49	0.51	0.20	0.60	0.38	0.93	0.12	0.56	0.85	0.26	0.64
d, Delay for Lane Group [s/veh]	50.45	19.92	21.56	57.72	34.01	30.98	58.71	43.90	29.82	52.14	55.66	62.88
Lane Group LOS	D	B	C	E	C	C	E	D	C	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.50	8.25	8.11	0.32	9.36	4.95	14.76	0.92	6.80	7.44	0.82	1.84
50th-Percentile Queue Length [ft/ln]	212.52	206.30	202.63	8.12	233.92	123.65	369.07	22.94	169.91	186.09	20.55	46.04
95th-Percentile Queue Length [veh/ln]	13.28	12.96	12.77	0.58	14.37	8.59	21.06	1.65	11.07	11.92	1.48	3.31
95th-Percentile Queue Length [ft/ln]	332.06	324.08	319.35	14.61	359.33	214.83	526.60	41.30	276.79	297.95	36.99	82.87

Movement, Approach, & Intersection Results

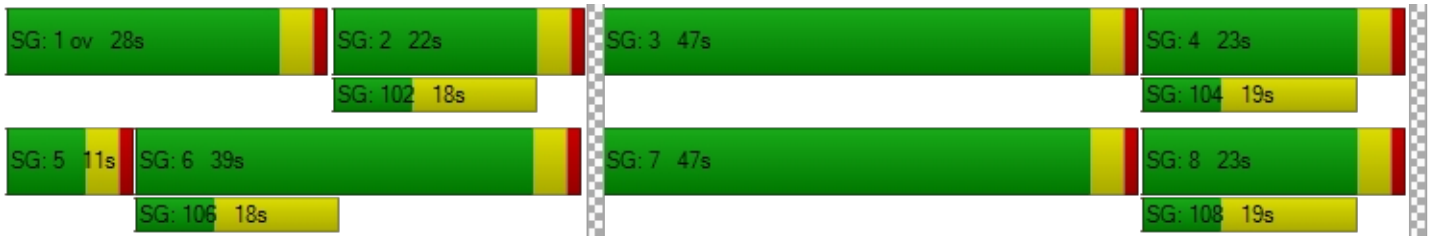
d_M, Delay for Movement [s/veh]	50.45	19.92	21.56	57.72	34.01	30.98	58.71	43.90	29.82	52.14	55.66	62.88
Movement LOS	D	B	C	E	C	C	E	D	C	D	E	E
d_A, Approach Delay [s/veh]	29.46			33.86			42.19			53.35		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.48											
Intersection LOS	D											
Intersection V/C	0.793											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.128	2.941	2.772	2.638
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	300	317	317
d_b, Bicycle Delay [s]	30.12	43.37	42.52	42.52
l_b,int, Bicycle LOS Score for Intersection	3.118	2.380	3.328	2.510
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	16.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	408	1500	0	0	1321	449	0	0	0	184	2	286
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	1500	0	0	1321	449	0	0	0	184	2	286
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	395	0	0	348	118	0	0	0	48	1	75
Total Analysis Volume [veh/h]	429	1579	0	0	1391	473	0	0	0	194	2	301
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	57	72	0	0	15	0	0	0	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	90	90	90	90		90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	14	71	53	53		11	11	11
g / C, Green / Cycle	0.16	0.79	0.59	0.59		0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.12	0.44	0.39	0.30		0.10	0.10	0.10
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1610	1589
c, Capacity [veh/h]	541	2798	2083	930		223	202	199
d1, Uniform Delay [s]	36.58	3.71	12.73	11.04		38.26	38.26	38.26
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	2.68	0.83	1.72	1.99		6.36	6.99	7.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.56	0.67	0.51		0.80	0.80	0.80
d, Delay for Lane Group [s/veh]	39.25	4.54	14.45	13.03		44.62	45.25	45.34
Lane Group LOS	D	A	B	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.66	3.82	9.04	5.55		4.14	3.78	3.74
50th-Percentile Queue Length [ft/ln]	116.54	95.48	225.95	138.79		103.61	94.56	93.47
95th-Percentile Queue Length [veh/ln]	8.20	6.87	13.97	9.42		7.46	6.81	6.73
95th-Percentile Queue Length [ft/ln]	205.07	171.87	349.20	235.40		186.50	170.20	168.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.25	4.54	0.00	0.00	14.45	13.03	0.00	0.00	0.00	44.71	45.25	45.30
Movement LOS	D	A			B	B				D	D	D
d_A, Approach Delay [s/veh]	11.96			14.09			0.00			45.06		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	16.63											
Intersection LOS	B											
Intersection V/C	0.709											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.155	2.101
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1511	244	0	311
d_b, Bicycle Delay [s]	2.69	34.68	45.01	32.10
l_b,int, Bicycle LOS Score for Intersection	3.216	3.097	4.132	2.380
Bicycle LOS	C	C	D	B

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1368	146	247	1234	0	570	1	508	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1368	146	247	1234	0	570	1	508	0	0	0
Peak Hour Factor	0.9500	0.9720	0.9720	0.9720	0.9720	0.9500	0.9720	0.9720	0.9720	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	352	38	64	317	0	147	0	131	0	0	0
Total Analysis Volume [veh/h]	0	1407	150	254	1270	0	586	1	523	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	43	0	12	55	0	0	40	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	49	49	8	61	26	26	26	
g / C, Green / Cycle	0.52	0.52	0.08	0.64	0.27	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.40	0.09	0.07	0.36	0.21	0.22	0.23	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1697	1589	
c, Capacity [veh/h]	1842	822	294	2295	483	460	431	
d1, Uniform Delay [s]	18.30	12.22	42.92	9.33	31.85	32.27	32.89	
k, delay calibration	0.50	0.50	0.11	0.50	0.12	0.14	0.17	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.07	0.49	7.43	0.97	2.93	4.39	7.77	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.76	0.18	0.86	0.55	0.77	0.80	0.86	
d, Delay for Lane Group [s/veh]	21.37	12.71	50.36	10.30	34.78	36.66	40.66	
Lane Group LOS	C	B	D	B	C	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.23	1.74	3.22	6.72	8.03	8.30	8.82	
50th-Percentile Queue Length [ft/ln]	305.77	43.53	80.50	167.97	200.74	207.47	220.40	
95th-Percentile Queue Length [veh/ln]	17.97	3.13	5.80	10.97	12.68	13.02	13.69	
95th-Percentile Queue Length [ft/ln]	449.16	78.35	144.89	274.25	316.92	325.58	342.14	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	21.37	12.71	50.36	10.30	0.00	35.47	36.66	39.49	0.00	0.00	0.00
Movement LOS		C	B	D	B		D	D	D			
d_A, Approach Delay [s/veh]	20.53			16.97			37.37			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	23.70											
Intersection LOS	C											
Intersection V/C	0.803											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.303	1.915
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	1074	758	0
d_b, Bicycle Delay [s]	16.51	10.19	18.33	47.51
l_b,int, Bicycle LOS Score for Intersection	2.844	2.817	3.391	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	35	1291	132	186	1498	39	84	12	61	132	8	97
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1291	132	186	1498	39	84	12	61	132	8	97
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	340	35	49	394	10	22	3	16	35	2	26
Total Analysis Volume [veh/h]	37	1359	139	196	1577	41	88	13	64	139	8	102
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	51	17	0	52	18	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	48	48	13	57	57	22	22	22
g / C, Green / Cycle	0.05	0.51	0.51	0.13	0.60	0.60	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.40	0.41	0.11	0.43	0.44	0.25	0.14	0.06
s, saturation flow rate [veh/h]	1781	1870	1810	1781	1870	1853	664	1039	1589
c, Capacity [veh/h]	84	952	922	236	1113	1103	212	314	368
d1, Uniform Delay [s]	44.07	19.22	19.37	40.16	13.75	13.82	40.39	32.61	29.97
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.29	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.62	6.82	7.37	7.32	4.19	4.32	15.21	1.08	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.44	0.80	0.80	0.83	0.73	0.73	0.78	0.47	0.28
d, Delay for Lane Group [s/veh]	47.69	26.05	26.74	47.48	17.94	18.14	55.60	33.69	30.37
Lane Group LOS	D	C	C	D	B	B	E	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.93	14.61	14.50	4.89	12.42	12.49	4.75	3.07	1.94
50th-Percentile Queue Length [ft/ln]	23.16	365.13	362.61	122.19	310.59	312.13	118.78	76.78	48.43
95th-Percentile Queue Length [veh/ln]	1.67	20.87	20.75	8.51	18.20	18.28	8.33	5.53	3.49
95th-Percentile Queue Length [ft/ln]	41.68	521.82	518.76	212.83	455.10	457.01	208.15	138.20	87.17

Movement, Approach, & Intersection Results

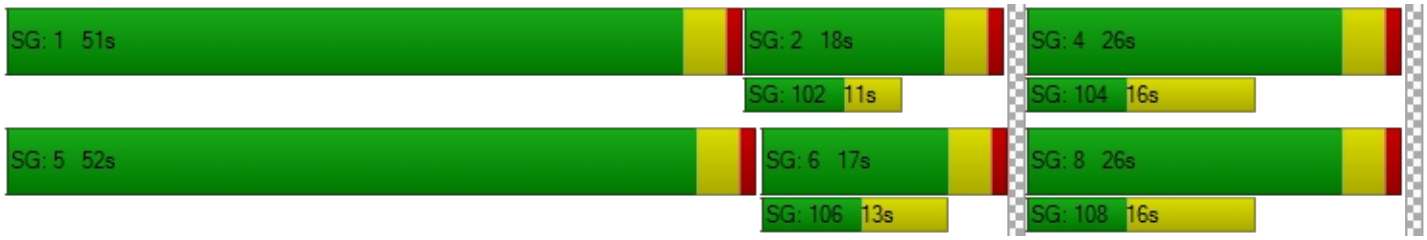
d_M, Delay for Movement [s/veh]	47.69	26.35	26.74	47.48	18.04	18.14	55.60	55.60	55.60	33.69	33.69	30.37
Movement LOS	D	C	C	D	B	B	E	E	E	C	C	C
d_A, Approach Delay [s/veh]	26.90			21.22			55.60			32.33		
Approach LOS	C			C			E			C		
d_I, Intersection Delay [s/veh]	25.78											
Intersection LOS	C											
Intersection V/C	0.879											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	3.146	3.083	1.839	2.136
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	274	295	463	463
d_b, Bicycle Delay [s]	35.40	34.54	28.05	28.05
l_b,int, Bicycle LOS Score for Intersection	2.826	3.056	1.832	1.970
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	38	1401	444	100	1605	11	17	12	65	380	8	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	1401	444	100	1605	11	17	12	65	380	8	148
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	358	113	26	410	3	4	3	17	97	2	38
Total Analysis Volume [veh/h]	39	1433	454	102	1641	11	17	12	66	389	8	151
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	24	68	0	12	56	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	72	72	8	75	75	9	15	15	15
g / C, Green / Cycle	0.04	0.60	0.60	0.07	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.51	0.55	0.06	0.44	0.44	0.06	0.11	0.11	0.09
s, saturation flow rate [veh/h]	1781	1870	1723	1781	1870	1866	1653	1781	1784	1589
c, Capacity [veh/h]	77	1122	1034	120	1167	1164	118	228	228	203
d1, Uniform Delay [s]	56.18	19.42	21.18	55.39	15.20	15.22	54.91	51.38	51.38	50.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.05	7.73	13.35	15.06	3.64	3.67	11.90	9.84	9.83	5.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.84	0.91	0.85	0.71	0.71	0.80	0.87	0.87	0.74
d, Delay for Lane Group [s/veh]	61.22	27.15	34.52	70.45	18.84	18.89	66.81	61.23	61.21	55.74
Lane Group LOS	E	C	C	E	B	B	E	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.27	22.33	25.49	3.56	15.43	15.44	3.22	6.47	6.48	4.67
50th-Percentile Queue Length [ft/ln]	31.64	558.36	637.25	88.89	385.68	385.95	80.53	161.75	162.02	116.76
95th-Percentile Queue Length [veh/ln]	2.28	30.08	33.77	6.40	21.87	21.88	5.80	10.64	10.66	8.21
95th-Percentile Queue Length [ft/ln]	56.95	752.12	844.25	160.00	546.72	547.05	144.95	266.04	266.40	205.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.22	29.66	34.52	70.45	18.86	18.89	66.81	66.81	66.81	61.22	61.21	55.74
Movement LOS	E	C	C	E	B	B	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	31.44			21.86			66.81			59.71		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	31.92											
Intersection LOS	C											
Intersection V/C	0.891											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.098	2.968	1.803	2.417
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	866	267	267
d_b, Bicycle Delay [s]	13.08	19.28	45.08	45.08
l_b,int, Bicycle LOS Score for Intersection	3.149	3.007	1.716	2.464
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	46.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	160	1114	100	196	1159	634	606	181	142	46	25	197
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	1114	100	196	1159	634	606	181	142	46	25	197
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	289	26	51	301	164	157	47	37	12	6	51
Total Analysis Volume [veh/h]	166	1156	104	203	1202	658	629	188	147	48	26	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	16	52	0	19	55	0	27	36	0	13	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	49	49	15	52	52	23	35	35	6	17	17
g / C, Green / Cycle	0.10	0.41	0.41	0.13	0.43	0.43	0.19	0.29	0.29	0.05	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.09	0.34	0.34	0.11	0.34	0.41	0.18	0.10	0.09	0.03	0.01	0.13
s, saturation flow rate [veh/h]	1781	1870	1816	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	179	760	738	223	1535	685	663	538	457	84	268	228
d1, Uniform Delay [s]	53.56	32.10	32.21	51.82	29.33	33.15	47.93	33.86	33.56	55.98	44.68	50.55
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.89	10.74	11.36	13.14	4.06	25.90	8.00	0.39	0.40	5.90	0.16	11.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.84	0.84	0.91	0.78	0.96	0.95	0.35	0.32	0.57	0.10	0.90
d, Delay for Lane Group [s/veh]	71.45	42.84	43.57	64.97	33.39	59.05	55.92	34.25	33.97	61.88	44.84	62.29
Lane Group LOS	E	D	D	E	C	E	E	C	C	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.85	18.60	18.35	6.84	15.45	22.98	9.99	4.42	3.43	1.56	0.69	6.75
50th-Percentile Queue Length [ft/ln]	146.33	465.12	458.76	170.93	386.23	574.44	249.69	110.42	85.73	39.09	17.22	168.82
95th-Percentile Queue Length [veh/ln]	9.82	25.68	25.38	11.13	21.90	30.84	15.17	7.86	6.17	2.81	1.24	11.01
95th-Percentile Queue Length [ft/ln]	245.52	641.96	634.39	278.14	547.39	770.98	379.26	196.59	154.31	70.35	30.99	275.37

Movement, Approach, & Intersection Results

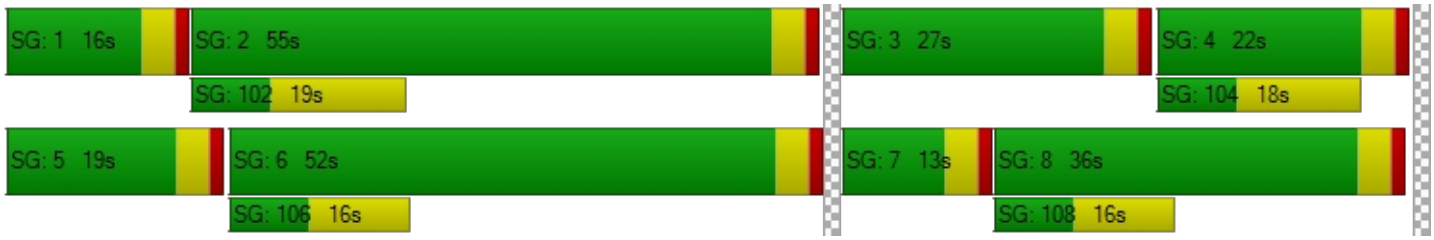
d_M, Delay for Movement [s/veh]	71.45	43.17	43.57	64.97	33.39	59.05	55.92	34.25	33.97	61.88	44.84	62.29
Movement LOS	E	D	D	E	C	E	E	C	C	E	D	E
d_A, Approach Delay [s/veh]	46.49			44.68			48.35			60.59		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	46.91											
Intersection LOS	D											
Intersection V/C	0.943											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.864	3.125	2.860	2.333
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	850	533	300
d_b, Bicycle Delay [s]	21.61	19.85	32.28	43.37
l_b,int, Bicycle LOS Score for Intersection	2.736	3.262	3.150	2.018
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.868

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	177	1260	29	49	1219	203	233	144	225	61	140	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	1260	29	49	1219	203	233	144	225	61	140	53
Peak Hour Factor	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780	0.9780
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	322	7	13	312	52	60	37	58	16	36	14
Total Analysis Volume [veh/h]	181	1288	30	50	1246	208	238	147	230	62	143	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	31	0	11	24	0	53	60	0	13	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	61	61	6	53	53	18	26	26	6	15
g / C, Green / Cycle	0.12	0.53	0.53	0.05	0.46	0.46	0.15	0.23	0.23	0.05	0.13
(v / s)_i Volume / Saturation Flow Rate	0.10	0.35	0.35	0.03	0.40	0.40	0.13	0.08	0.14	0.03	0.11
s, saturation flow rate [veh/h]	1781	1870	1855	1781	1870	1779	1781	1870	1589	1781	1784
c, Capacity [veh/h]	210	988	981	88	861	819	273	429	365	95	231
d1, Uniform Delay [s]	49.86	19.78	19.80	53.49	27.73	28.00	47.62	37.06	39.93	53.43	49.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.10	3.59	3.64	5.64	10.90	12.35	8.47	0.47	1.80	7.35	8.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.67	0.67	0.57	0.86	0.87	0.87	0.34	0.63	0.65	0.85
d, Delay for Lane Group [s/veh]	59.97	23.36	23.44	59.14	38.63	40.34	56.09	37.54	41.73	60.78	57.55
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.69	13.41	13.36	1.55	20.16	19.92	7.29	3.52	6.03	1.95	6.07
50th-Percentile Queue Length [ft/ln]	142.24	335.13	333.93	38.83	504.01	497.88	182.13	88.10	150.68	48.82	151.80
95th-Percentile Queue Length [veh/ln]	9.60	19.41	19.35	2.80	27.52	27.23	11.71	6.34	10.05	3.52	10.11
95th-Percentile Queue Length [ft/ln]	240.03	485.24	483.77	69.89	688.11	680.84	292.79	158.58	251.34	87.88	252.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.97	23.40	23.44	59.14	39.33	40.34	56.09	37.54	41.73	60.78	57.55	57.55
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	27.82			40.13			46.28			58.32		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	37.56											
Intersection LOS	D											
Intersection V/C	0.868											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.05	47.05	47.05	47.05
l_p,int, Pedestrian LOS Score for Intersection	2.904	2.913	2.535	2.110
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	469	348	974	278
d_b, Bicycle Delay [s]	33.69	39.26	15.15	42.63
l_b,int, Bicycle LOS Score for Intersection	2.796	2.800	2.574	1.987
Bicycle LOS	C	C	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	56	1152	106	294	1150	71	50	84	30	60	85	245
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1152	106	294	1150	71	50	84	30	60	85	245
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	300	28	77	299	18	13	22	8	16	22	64
Total Analysis Volume [veh/h]	58	1200	110	306	1198	74	52	88	31	63	89	255
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	17	0	47	53	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	38	38	18	51	51	22	22	22	22
g / C, Green / Cycle	0.06	0.43	0.43	0.20	0.56	0.56	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.35	0.36	0.17	0.34	0.34	0.05	0.07	0.05	0.21
s, saturation flow rate [veh/h]	1781	1870	1816	1781	1870	1832	1036	1788	1273	1654
c, Capacity [veh/h]	108	795	772	351	1050	1029	106	437	296	405
d1, Uniform Delay [s]	41.06	23.07	23.13	35.05	13.17	13.22	44.46	27.52	32.66	32.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.09	10.06	10.57	6.74	2.64	2.75	3.49	0.33	0.36	7.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.83	0.84	0.87	0.61	0.61	0.49	0.27	0.21	0.85
d, Delay for Lane Group [s/veh]	45.16	33.12	33.70	41.79	15.81	15.97	47.96	27.85	33.02	40.34
Lane Group LOS	D	C	C	D	B	B	D	C	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.36	14.02	13.81	7.01	8.62	8.57	1.25	2.08	1.21	7.84
50th-Percentile Queue Length [ft/ln]	33.97	350.60	345.29	175.30	215.48	214.20	31.33	52.02	30.37	196.04
95th-Percentile Queue Length [veh/ln]	2.45	20.17	19.91	11.35	13.43	13.37	2.26	3.75	2.19	12.43
95th-Percentile Queue Length [ft/ln]	61.15	504.14	497.66	283.87	335.85	334.22	56.39	93.64	54.66	310.85

Movement, Approach, & Intersection Results

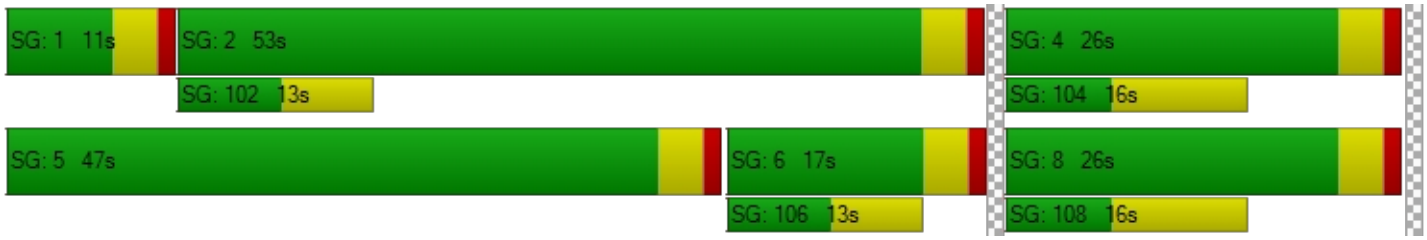
d_M, Delay for Movement [s/veh]	45.16	33.38	33.70	41.79	15.88	15.97	47.96	27.85	27.85	33.02	40.34	40.34
Movement LOS	D	C	C	D	B	B	D	C	C	C	D	D
d_A, Approach Delay [s/veh]	33.91			20.91			33.97			39.21		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.70											
Intersection LOS	C											
Intersection V/C	0.849											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.908	2.975	2.067	2.236
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	1089	489	489
d_b, Bicycle Delay [s]	32.95	9.35	25.70	25.70
l_b,int, Bicycle LOS Score for Intersection	2.688	2.861	1.842	2.231
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.671

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	167	700	117	219	655	297	318	839	54	130	677	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	700	117	219	655	297	318	839	54	130	677	138
Peak Hour Factor	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820	0.9820
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	178	30	56	167	76	81	214	14	33	172	35
Total Analysis Volume [veh/h]	170	713	119	223	667	302	324	854	55	132	689	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	42	0	12	43	0	14	25	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	27	27	8	28	28	10	32	32	7	29	41
g / C, Green / Cycle	0.08	0.30	0.30	0.09	0.31	0.31	0.11	0.36	0.36	0.08	0.32	0.45
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.06	0.27	0.27	0.09	0.17	0.17	0.04	0.14	0.09
s, saturation flow rate [veh/h]	3459	1870	1778	3459	1870	1676	3459	3560	1813	3459	5094	1589
c, Capacity [veh/h]	268	563	535	299	580	519	387	1279	651	262	1647	722
d1, Uniform Delay [s]	40.35	28.54	28.54	40.21	29.51	29.57	39.25	22.29	22.29	40.03	23.88	14.74
k, delay calibration	0.11	0.12	0.12	0.11	0.19	0.19	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.47	2.32	2.44	3.68	7.45	8.61	4.89	1.25	2.44	1.49	0.78	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.76	0.76	0.74	0.88	0.88	0.84	0.47	0.47	0.50	0.42	0.20
d, Delay for Lane Group [s/veh]	42.82	30.86	30.97	43.89	36.97	38.18	44.14	23.54	24.73	41.52	24.67	15.35
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.90	8.44	8.04	2.54	11.29	10.35	3.72	4.98	5.29	1.44	3.84	1.79
50th-Percentile Queue Length [ft/ln]	47.47	210.95	201.01	63.38	282.22	258.68	93.04	124.43	132.20	36.10	96.11	44.66
95th-Percentile Queue Length [veh/ln]	3.42	13.20	12.69	4.56	16.80	15.62	6.70	8.64	9.06	2.60	6.92	3.22
95th-Percentile Queue Length [ft/ln]	85.44	330.04	317.27	114.08	419.98	390.56	167.46	215.91	226.49	64.98	173.01	80.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.82	30.90	30.97	43.89	37.25	38.18	44.14	23.89	24.73	41.52	24.67	15.35
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	32.93			38.73			29.25			25.61		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	31.87											
Intersection LOS	C											
Intersection V/C	0.671											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.754	2.838	3.017	3.083
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	866	466	400
d_b, Bicycle Delay [s]	15.06	14.49	26.49	28.84
l_b,int, Bicycle LOS Score for Intersection	2.386	2.543	2.238	2.089
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



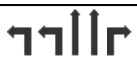
APPENDIX H-IV

BUILDOUT WITH PROJECT OPTION B TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	626	466	243	42	573	191	97	165	290	246	229	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	626	466	243	42	573	191	97	165	290	246	229	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	117	61	11	143	48	24	41	73	62	57	10
Total Analysis Volume [veh/h]	626	466	243	42	573	191	97	165	290	246	229	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	41	41	0	11	11	0	11	11	0	27	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	49	5	34	34	6	12	12	9	14	14
g / C, Green / Cycle	0.22	0.54	0.05	0.38	0.38	0.07	0.13	0.13	0.10	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.18	0.09	0.01	0.11	0.12	0.03	0.05	0.10	0.07	0.06	0.02
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	751	2750	180	1908	595	249	470	372	341	565	252
d1, Uniform Delay [s]	33.73	10.51	41.03	19.88	20.05	39.95	35.61	37.86	39.43	34.10	32.69
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.50	0.13	0.66	0.40	1.42	0.99	0.45	3.58	2.88	0.47	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.17	0.23	0.30	0.32	0.39	0.35	0.78	0.72	0.40	0.15
d, Delay for Lane Group [s/veh]	36.23	10.64	41.68	20.28	21.47	40.94	36.06	41.45	42.31	34.56	32.96
Lane Group LOS	D	B	D	C	C	D	D	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.65	1.50	0.46	2.81	3.00	1.05	1.66	3.23	2.74	2.26	0.73
50th-Percentile Queue Length [ft/ln]	166.26	37.60	11.50	70.32	75.01	26.25	41.48	80.77	68.58	56.52	18.17
95th-Percentile Queue Length [veh/ln]	10.88	2.71	0.83	5.06	5.40	1.89	2.99	5.82	4.94	4.07	1.31
95th-Percentile Queue Length [ft/ln]	271.99	67.69	20.69	126.57	135.01	47.25	74.66	145.39	123.44	101.73	32.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.23	10.64	0.00	41.68	20.28	21.47	40.94	36.06	41.45	42.31	34.56	32.96
Movement LOS	D	B		D	C	C	D	D	D	D	C	C
d_A, Approach Delay [s/veh]	25.31			21.68			39.75			38.16		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.24											
Intersection LOS	C											
Intersection V/C	0.578											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.001	0.000	2.694
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	821	155	155	511
d_b, Bicycle Delay [s]	15.64	38.32	38.32	24.98
l_b,int, Bicycle LOS Score for Intersection	2.160	2.003	2.015	1.983
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1169	1227	0	860	212	0	0	0	460	0	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1169	1227	0	860	212	0	0	0	460	0	165
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	292	307	0	215	53	0	0	0	115	0	41
Total Analysis Volume [veh/h]	0	1169	1227	0	860	212	0	0	0	460	0	165
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	42	0	0	42	0	0	0	0	58	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	76		16	16	16
g / C, Green / Cycle	0.76	0.76	0.76		0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.23	0.17	0.13		0.13	0.13	0.10
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1781	1589
c, Capacity [veh/h]	3874	3874	1209		284	284	253
d1, Uniform Delay [s]	3.71	3.44	3.30		40.48	40.48	39.34
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.13	0.32		5.52	5.52	2.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.22	0.18		0.81	0.81	0.65
d, Delay for Lane Group [s/veh]	3.91	3.57	3.62		46.00	46.00	42.16
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.98	1.35	1.03		5.83	5.83	3.96
50th-Percentile Queue Length [ft/ln]	49.43	33.67	25.69		145.76	145.76	99.00
95th-Percentile Queue Length [veh/ln]	3.56	2.42	1.85		9.79	9.79	7.13
95th-Percentile Queue Length [ft/ln]	88.97	60.60	46.25		244.76	244.76	178.20

Movement, Approach, & Intersection Results

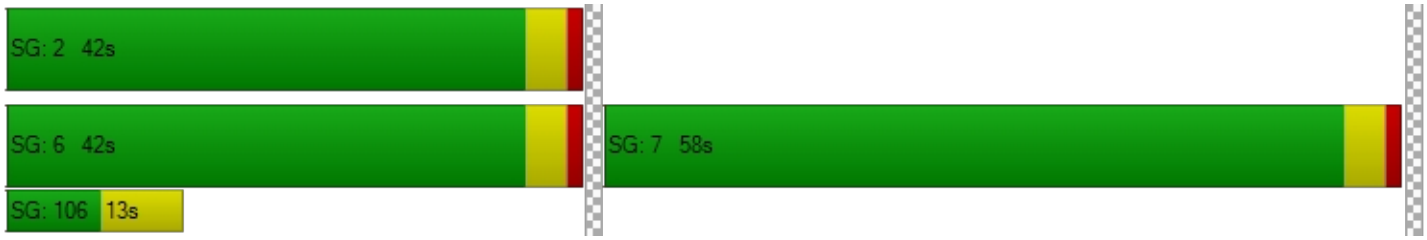
d_M, Delay for Movement [s/veh]	0.00	3.91	0.00	0.00	3.57	3.62	0.00	0.00	0.00	46.00	0.00	42.16
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]		3.91			3.58			0.00			44.98	
Approach LOS		A			A			A			D	
d_I, Intersection Delay [s/veh]	12.75											
Intersection LOS	B											
Intersection V/C	0.390											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.288
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	761	761	0	1081
d_b, Bicycle Delay [s]	19.17	19.17	49.94	10.54
l_b,int, Bicycle LOS Score for Intersection	2.203	2.149	4.132	2.591
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	139	2087	1118	123	195	1039
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	139	2087	1118	123	195	1039
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	522	280	31	49	260
Total Analysis Volume [veh/h]	139	2087	1118	123	195	1039
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	105
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	33	72	39	0	33	33
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	28	68	36	36	29	61
g / C, Green / Cycle	0.27	0.65	0.35	0.35	0.27	0.58
(v / s)_i Volume / Saturation Flow Rate	0.04	0.41	0.22	0.08	0.06	0.37
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	924	3320	1765	551	941	1624
d1, Uniform Delay [s]	29.37	10.79	28.73	24.30	29.48	14.87
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.91	1.74	0.94	0.11	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.63	0.63	0.22	0.21	0.64
d, Delay for Lane Group [s/veh]	29.45	11.70	30.47	25.24	29.59	15.62
Lane Group LOS	C	B	C	C	C	B
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.35	8.85	8.01	2.30	1.91	7.95
50th-Percentile Queue Length [ft/ln]	33.71	221.31	200.23	57.50	47.74	198.64
95th-Percentile Queue Length [veh/ln]	2.43	13.73	12.65	4.14	3.44	12.57
95th-Percentile Queue Length [ft/ln]	60.67	343.30	316.26	103.51	85.94	314.22

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.45	11.70	30.47	25.24	29.59	15.62
Movement LOS	C	B	C	C	C	B
d_A, Approach Delay [s/veh]	12.81		29.95		17.82	
Approach LOS	B		C		B	
d_I, Intersection Delay [s/veh]	18.65					
Intersection LOS	B					
Intersection V/C	0.760					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1295	667	552
d_b, Bicycle Delay [s]	6.52	23.33	27.50
l_b,int, Bicycle LOS Score for Intersection	2.784	2.242	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.940

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1393	333	627	1525	665	929
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1393	333	627	1525	665	929
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	348	83	157	381	166	232
Total Analysis Volume [veh/h]	1393	333	627	1525	665	929
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	59	0	11	11	45	56
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	24	82	25	54
g / C, Green / Cycle	0.46	0.46	0.21	0.71	0.22	0.47
(v / s)_i Volume / Saturation Flow Rate	0.40	0.12	0.18	0.54	0.19	0.26
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1606	1306	754	1999	760	1660
d1, Uniform Delay [s]	27.62	18.71	43.36	10.50	43.32	22.16
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.55	0.10	10.40	2.82	3.38	1.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.25	0.83	0.76	0.88	0.56
d, Delay for Lane Group [s/veh]	29.17	18.81	53.76	13.32	46.71	23.53
Lane Group LOS	C	B	D	B	D	C
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	16.93	2.70	9.58	11.37	9.43	9.22
50th-Percentile Queue Length [ft/ln]	423.22	67.60	239.38	284.27	235.67	230.55
95th-Percentile Queue Length [veh/ln]	23.68	4.87	14.65	16.90	14.46	14.20
95th-Percentile Queue Length [ft/ln]	591.91	121.68	366.25	422.53	361.55	355.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.17	18.81	53.76	13.32	46.71	23.53
Movement LOS	C	B	D	B	D	C
d_A, Approach Delay [s/veh]	27.17		25.10		33.20	
Approach LOS	C		C		C	
d_I, Intersection Delay [s/veh]	28.11					
Intersection LOS	C					
Intersection V/C	0.940					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	957	122	905
d_b, Bicycle Delay [s]	15.64	50.70	17.25
l_b,int, Bicycle LOS Score for Intersection	1.560	3.335	2.875
Bicycle LOS	A	C	C

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	374.3
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.134

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	52	1	0	1	0	104	14	99	125	0
Total Analysis Volume [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.13	0.00	0.33	0.21	0.00	0.00	0.00	0.00	0.00	0.36	0.01	0.00
d_M, Delay for Movement [s/veh]	374.26	351.45	275.44	220.46	120.58	41.84	8.39	0.00	0.00	8.86	0.00	0.00
Movement LOS	F	F	F	F	F	E	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	15.64	15.64	15.64	0.65	0.65	0.65	0.00	0.00	0.00	0.84	0.84	0.84
95th-Percentile Queue Length [ft/ln]	391.03	391.03	391.03	16.14	16.14	16.14	0.00	0.00	0.00	21.04	21.04	21.04
d_A, Approach Delay [s/veh]	291.17			160.92			0.00			3.90		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	46.90											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	81.8
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.990

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	101	54	33	156	50	42	59	112	116	87	11
Total Analysis Volume [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	31	0	0	35	0	18	25	25	29	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	27	27	27	31	31	13	21	81	25	33
g / C, Green / Cycle	0.23	0.23	0.23	0.26	0.26	0.11	0.17	0.68	0.21	0.27
(v / s)_i Volume / Saturation Flow Rate	0.26	0.22	0.13	0.27	0.29	0.09	0.05	0.28	0.25	0.21
s, saturation flow rate [veh/h]	1781	1870	1589	1845	1582	1781	5094	1589	1833	1834
c, Capacity [veh/h]	401	422	358	476	408	197	891	1074	413	500
d1, Uniform Delay [s]	46.52	45.94	41.64	44.57	44.57	52.47	42.86	8.80	50.17	40.36
k, delay calibration	0.47	0.35	0.11	0.48	0.50	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	89.08	27.32	1.66	48.63	86.28	10.16	0.72	1.19	63.19	11.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.14	0.96	0.60	1.03	1.13	0.86	0.26	0.42	1.12	0.78
d, Delay for Lane Group [s/veh]	135.61	73.26	43.30	93.19	130.85	62.63	43.58	9.98	113.36	51.80
Lane Group LOS	F	E	D	F	F	E	D	A	F	D
Critical Lane Group	Yes	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	21.83	14.99	5.84	20.45	21.81	5.56	2.08	5.28	9.91	12.17
50th-Percentile Queue Length [ft/ln]	545.78	374.79	146.04	511.33	545.21	138.96	52.06	132.03	247.86	304.24
95th-Percentile Queue Length [veh/ln]	31.74	21.34	9.81	28.41	31.68	9.42	3.75	9.05	15.95	17.89
95th-Percentile Queue Length [ft/ln]	793.55	533.53	245.13	710.34	792.00	235.62	93.71	226.25	398.83	447.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	135.61	73.26	43.30	93.19	109.18	130.85	62.63	43.58	9.98	113.36	51.80	51.80
Movement LOS	F	E	D	F	F	F	E	D	A	F	D	D
d_A, Approach Delay [s/veh]	93.90			111.46			29.74			85.25		
Approach LOS	F			F			C			F		
d_I, Intersection Delay [s/veh]	81.80											
Intersection LOS	F											
Intersection V/C	0.990											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.483	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	450	516	350	533
d_b, Bicycle Delay [s]	36.07	33.03	40.87	32.30
l_b,int, Bicycle LOS Score for Intersection	3.335	2.347	2.027	2.969
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	13	44	5	183	59	348	125	354	20	21	558	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	44	5	183	59	348	125	354	20	21	558	161
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	1	46	15	87	31	89	5	5	140	40
Total Analysis Volume [veh/h]	13	44	5	183	59	348	125	354	20	21	558	161
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	50	0	0	50	0	20	29	0	11	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	23	23	23	23	23	8	53	53	3	48	48
g / C, Green / Cycle	0.25	0.25	0.25	0.25	0.25	0.25	0.09	0.58	0.58	0.03	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.01	0.01	0.13	0.03	0.22	0.07	0.07	0.07	0.01	0.30	0.10
s, saturation flow rate [veh/h]	978	1870	1805	1356	1870	1589	1781	3560	1820	1781	1870	1589
c, Capacity [veh/h]	280	468	452	377	468	398	159	2077	1062	59	986	838
d1, Uniform Delay [s]	28.86	25.65	25.66	31.76	26.13	32.40	40.17	8.39	8.40	42.60	14.34	11.20
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.07	0.05	0.05	0.97	0.12	6.16	8.31	0.12	0.23	3.63	2.35	0.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.05	0.05	0.49	0.13	0.87	0.79	0.12	0.12	0.36	0.57	0.19
d, Delay for Lane Group [s/veh]	28.92	25.69	25.71	32.73	26.25	38.57	48.47	8.51	8.63	46.23	16.69	11.71
Lane Group LOS	C	C	C	C	C	D	D	A	A	D	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.23	0.40	0.40	3.63	0.98	7.75	3.04	1.03	1.10	0.51	7.74	1.72
50th-Percentile Queue Length [ft/ln]	5.73	10.02	9.99	90.63	24.56	193.78	76.05	25.72	27.45	12.80	193.55	42.94
95th-Percentile Queue Length [veh/ln]	0.41	0.72	0.72	6.53	1.77	12.32	5.48	1.85	1.98	0.92	12.31	3.09
95th-Percentile Queue Length [ft/ln]	10.32	18.04	17.97	163.13	44.20	307.92	136.89	46.29	49.41	23.05	307.63	77.29

Movement, Approach, & Intersection Results

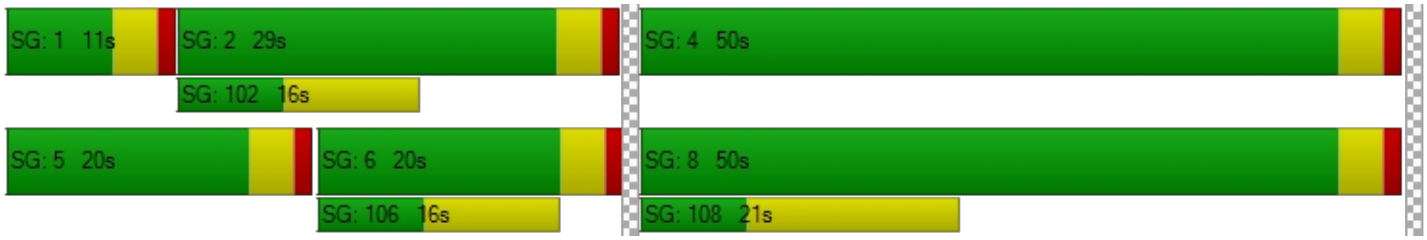
d_M, Delay for Movement [s/veh]	28.92	25.70	25.71	32.73	26.25	38.57	48.47	8.55	8.63	46.23	16.69	11.71
Movement LOS	C	C	C	C	C	D	D	A	A	D	B	B
d_A, Approach Delay [s/veh]	26.37			35.53			18.55			16.45		
Approach LOS	C			D			B			B		
d_I, Intersection Delay [s/veh]	23.28											
Intersection LOS	C											
Intersection V/C	0.678											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.331	2.479	0.000	2.921
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1022	1022	555	355
d_b, Bicycle Delay [s]	10.76	10.76	23.48	30.43
l_b,int, Bicycle LOS Score for Intersection	1.611	2.533	1.834	2.781
Bicycle LOS	A	B	A	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	181	218	96	77	444	131	84	288	151	249	464	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	218	96	77	444	131	84	288	151	249	464	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	55	24	19	111	33	21	72	38	62	116	20
Total Analysis Volume [veh/h]	181	218	96	77	444	131	84	288	151	249	464	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	26	0	12	27	0	11	25	0	27	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	46	46	6	45	45	6	13	13	9	16	16
g / C, Green / Cycle	0.08	0.51	0.51	0.07	0.50	0.50	0.07	0.15	0.15	0.10	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.05	0.06	0.06	0.02	0.12	0.08	0.02	0.08	0.09	0.07	0.15	0.15
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1777
c, Capacity [veh/h]	269	1798	803	234	1762	787	240	535	239	345	338	321
d1, Uniform Delay [s]	40.46	11.77	11.76	40.09	13.15	12.54	40.02	35.42	35.97	39.39	35.56	35.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.91	0.14	0.30	0.81	0.34	0.46	0.87	0.84	2.75	2.88	5.02	5.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.12	0.12	0.33	0.25	0.17	0.35	0.54	0.63	0.72	0.82	0.82
d, Delay for Lane Group [s/veh]	43.37	11.91	12.06	40.90	13.49	13.00	40.89	36.26	38.72	42.27	40.58	40.89
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.04	1.13	1.03	0.83	2.55	1.49	0.91	2.94	3.25	2.78	6.22	5.95
50th-Percentile Queue Length [ft/ln]	50.95	28.34	25.87	20.80	63.76	37.20	22.70	73.61	81.29	69.39	155.54	148.78
95th-Percentile Queue Length [veh/ln]	3.67	2.04	1.86	1.50	4.59	2.68	1.63	5.30	5.85	5.00	10.31	9.95
95th-Percentile Queue Length [ft/ln]	91.72	51.00	46.57	37.45	114.76	66.96	40.85	132.50	146.32	124.90	257.81	248.80

Movement, Approach, & Intersection Results

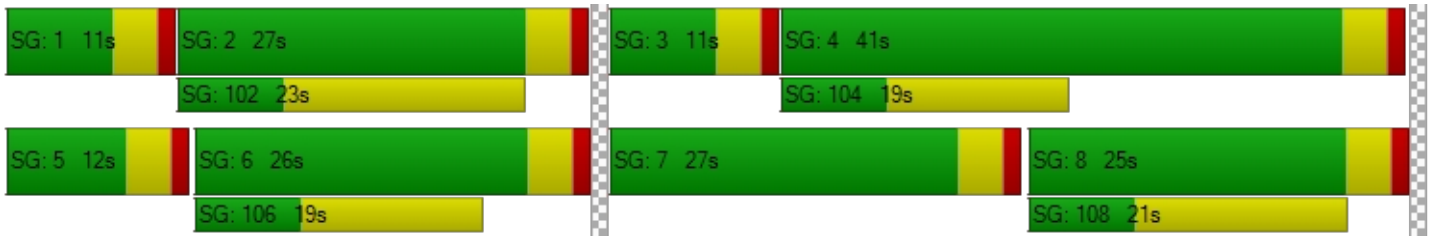
d_M, Delay for Movement [s/veh]	43.37	11.91	12.06	40.90	13.49	13.00	40.89	36.26	38.72	42.27	40.71	40.89
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	23.44			16.63			37.72			41.22		
Approach LOS	C			B			D			D		
d_I, Intersection Delay [s/veh]	30.38											
Intersection LOS	C											
Intersection V/C	0.426											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.888	2.737	2.774	2.768
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	488	511	466	821
d_b, Bicycle Delay [s]	25.73	24.98	26.49	15.64
l_b,int, Bicycle LOS Score for Intersection	1.968	2.098	1.991	2.212
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	172	210	71	6	307	61	63	3	25	105	8	13
Total Analysis Volume [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	24	38	0	11	25	0	18	24	24	17	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	51	51	3	34	34	14	7	31	13	6	6
g / C, Green / Cycle	0.22	0.56	0.56	0.04	0.38	0.38	0.16	0.08	0.34	0.14	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24	0.18	0.01	0.35	0.15	0.14	0.01	0.03	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	757	1999	893	126	1350	603	278	153	971	494	128	109
d1, Uniform Delay [s]	34.32	11.34	10.54	42.15	26.54	20.54	37.39	38.27	20.05	37.73	39.76	40.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.49	0.65	0.93	0.72	10.69	2.03	10.57	0.22	0.05	4.28	0.92	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.42	0.32	0.19	0.91	0.41	0.90	0.08	0.10	0.85	0.23	0.47
d, Delay for Lane Group [s/veh]	38.81	11.99	11.47	42.87	37.23	22.57	47.97	38.48	20.09	42.01	40.68	43.52
Lane Group LOS	D	B	B	D	D	C	D	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.61	4.60	2.99	0.27	13.86	4.00	6.15	0.25	0.69	4.75	0.66	1.17
50th-Percentile Queue Length [ft/ln]	190.15	115.07	74.82	6.73	346.39	99.94	153.65	6.30	17.31	118.67	16.40	29.27
95th-Percentile Queue Length [veh/ln]	12.13	8.12	5.39	0.48	19.96	7.20	10.21	0.45	1.25	8.32	1.18	2.11
95th-Percentile Queue Length [ft/ln]	303.22	203.03	134.67	12.12	499.00	179.89	255.29	11.34	31.17	208.00	29.52	52.68

Movement, Approach, & Intersection Results

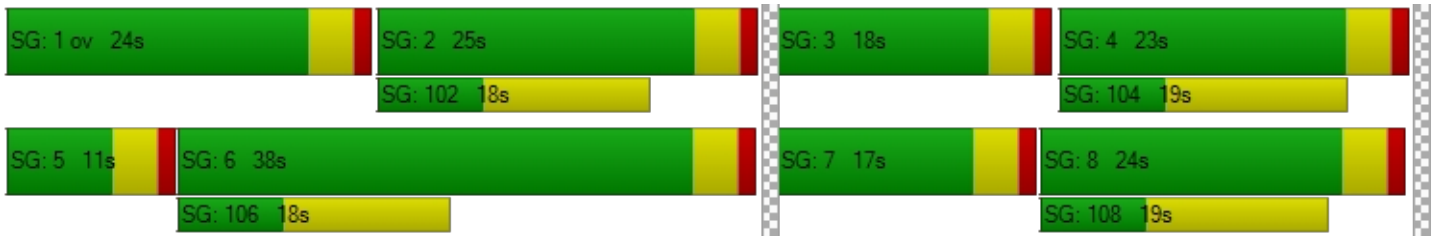
d_M, Delay for Movement [s/veh]	38.81	11.99	11.47	42.87	37.23	22.57	47.97	38.48	20.09	42.01	40.68	43.52
Movement LOS	D	B	B	D	D	C	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	22.09			34.92			40.08			42.08		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.67											
Intersection LOS	C											
Intersection V/C	0.871											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	3.089	2.961	2.667	2.586
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	466	444	422
d_b, Bicycle Delay [s]	17.46	26.49	27.26	28.05
l_b,int, Bicycle LOS Score for Intersection	3.050	2.795	2.155	2.388
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	582	1216	0	0	1037	692	0	0	0	587	3	468
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	582	1216	0	0	1037	692	0	0	0	587	3	468
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	146	304	0	0	259	173	0	0	0	147	1	117
Total Analysis Volume [veh/h]	582	1216	0	0	1037	692	0	0	0	587	3	468
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	27	85	0	0	58	0	0	0	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	120	120	120	120		120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	22	83	57	57		29	29	29
g / C, Green / Cycle	0.18	0.69	0.47	0.47		0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.17	0.34	0.29	0.44		0.20	0.21	0.22
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1714	1589
c, Capacity [veh/h]	636	2462	1689	754		431	414	384
d1, Uniform Delay [s]	48.02	8.66	23.38	29.35		42.99	43.41	44.31
k, delay calibration	0.11	0.50	0.50	0.50		0.28	0.30	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	5.74	0.71	1.68	17.96		9.50	12.63	22.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.49	0.61	0.92		0.82	0.85	0.92
d, Delay for Lane Group [s/veh]	53.76	9.38	25.06	47.30		52.49	56.03	66.91
Lane Group LOS	D	A	C	D		D	E	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.01	7.08	11.10	21.70		10.98	11.39	12.56
50th-Percentile Queue Length [ft/ln]	225.30	176.88	277.61	542.58		274.43	284.74	313.88
95th-Percentile Queue Length [veh/ln]	13.94	11.44	16.57	29.34		16.41	16.92	18.37
95th-Percentile Queue Length [ft/ln]	348.38	285.93	414.24	733.58		410.27	423.11	459.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.76	9.38	0.00	0.00	25.06	47.30	0.00	0.00	0.00	53.91	56.03	64.23
Movement LOS	D	A			C	D				D	E	E
d_A, Approach Delay [s/veh]	23.74			33.96			0.00			58.48		
Approach LOS	C			C			A			E		
d_I, Intersection Delay [s/veh]	35.61											
Intersection LOS	D											
Intersection V/C	0.917											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.351	2.298
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1350	900	0	517
d_b, Bicycle Delay [s]	6.33	18.14	59.98	32.99
l_b,int, Bicycle LOS Score for Intersection	3.043	2.986	4.132	3.305
Bicycle LOS	C	C	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1392	332	299	1320	0	405	3	643	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1392	332	299	1320	0	405	3	643	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	348	83	75	330	0	101	1	161	0	0	0
Total Analysis Volume [veh/h]	0	1392	332	299	1320	0	405	3	643	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	15	0	14	29	0	0	61	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	10	58	24	24	24	
g / C, Green / Cycle	0.49	0.49	0.11	0.65	0.26	0.26	0.26	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.21	0.09	0.37	0.20	0.22	0.22	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1619	1589	
c, Capacity [veh/h]	1761	786	373	2303	471	428	420	
d1, Uniform Delay [s]	18.89	14.54	39.23	8.93	30.33	31.09	31.25	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.71	1.66	4.05	1.04	2.35	3.91	4.38	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.79	0.42	0.80	0.57	0.74	0.82	0.83	
d, Delay for Lane Group [s/veh]	22.60	16.20	43.28	9.97	32.68	35.00	35.62	
Lane Group LOS	C	B	D	A	C	C	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.04	4.45	3.39	6.57	7.07	7.40	7.48	
50th-Percentile Queue Length [ft/ln]	301.10	111.31	84.75	164.29	176.83	185.02	187.06	
95th-Percentile Queue Length [veh/ln]	17.74	7.91	6.10	10.78	11.44	11.86	11.97	
95th-Percentile Queue Length [ft/ln]	443.38	197.83	152.56	269.39	285.88	296.56	299.21	

Movement, Approach, & Intersection Results

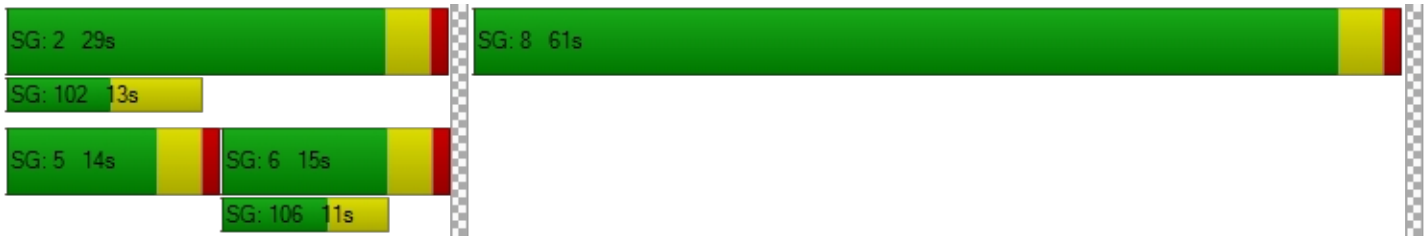
d_M, Delay for Movement [s/veh]	0.00	22.60	16.20	43.28	9.97	0.00	32.99	35.00	35.34	0.00	0.00	0.00
Movement LOS		C	B	D	A		C	C	D			
d_A, Approach Delay [s/veh]	21.37			16.13			34.43			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	22.56											
Intersection LOS	C											
Intersection V/C	0.805											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.281	2.023
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	244	555	1266	0
d_b, Bicycle Delay [s]	34.68	23.48	6.06	45.01
l_b,int, Bicycle LOS Score for Intersection	2.982	2.895	3.294	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.893

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	83	1446	63	67	1575	142	70	2	42	193	11	131
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	1446	63	67	1575	142	70	2	42	193	11	131
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	362	16	17	394	36	18	1	11	48	3	33
Total Analysis Volume [veh/h]	83	1446	63	67	1575	142	70	2	42	193	11	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	73	0	11	73	0	0	31	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	70	70	6	69	69	27	27	27
g / C, Green / Cycle	0.06	0.61	0.61	0.05	0.60	0.60	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.05	0.41	0.41	0.04	0.46	0.47	0.28	0.17	0.08
s, saturation flow rate [veh/h]	1781	1870	1843	1781	1870	1817	404	1175	1589
c, Capacity [veh/h]	107	1133	1117	98	1125	1093	145	336	372
d1, Uniform Delay [s]	53.25	14.99	15.05	53.28	16.94	17.24	50.92	40.78	36.72
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.50	0.20	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.39	3.14	3.24	7.97	5.02	5.60	33.68	3.32	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.67	0.67	0.68	0.77	0.78	0.79	0.61	0.35
d, Delay for Lane Group [s/veh]	64.63	18.12	18.29	61.24	21.96	22.83	84.60	44.11	37.29
Lane Group LOS	E	B	B	E	C	C	F	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.70	13.32	13.28	2.12	17.30	17.57	4.67	5.63	3.14
50th-Percentile Queue Length [ft/ln]	67.54	332.92	331.89	52.97	432.59	439.22	116.72	140.85	78.41
95th-Percentile Queue Length [veh/ln]	4.86	19.30	19.25	3.81	24.13	24.44	8.21	9.53	5.65
95th-Percentile Queue Length [ft/ln]	121.57	482.53	481.28	95.35	603.14	611.07	205.32	238.16	141.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.63	18.20	18.29	61.24	22.35	22.83	84.60	84.60	84.60	44.11	44.11	37.29
Movement LOS	E	B	B	E	C	C	F	F	F	D	D	D
d_A, Approach Delay [s/veh]	20.63			23.85			84.60			41.44		
Approach LOS	C			C			F			D		
d_I, Intersection Delay [s/veh]	25.86											
Intersection LOS	C											
Intersection V/C	0.893											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.00	47.00	47.00	47.00
l_p,int, Pedestrian LOS Score for Intersection	3.249	3.080	1.897	2.104
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1201	1201	470	470
d_b, Bicycle Delay [s]	9.18	9.18	33.65	33.65
l_b,int, Bicycle LOS Score for Intersection	2.873	3.031	1.748	2.112
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	64	1410	402	62	1656	23	20	6	65	565	12	182
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	1410	402	62	1656	23	20	6	65	565	12	182
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	353	101	16	414	6	5	2	16	141	3	46
Total Analysis Volume [veh/h]	64	1410	402	62	1656	23	20	6	65	565	12	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	63	0	11	55	0	0	20	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	6	68	68	6	68	68	8	21	21	21
g / C, Green / Cycle	0.05	0.57	0.57	0.05	0.57	0.57	0.07	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.04	0.49	0.52	0.03	0.45	0.45	0.06	0.16	0.16	0.11
s, saturation flow rate [veh/h]	1781	1870	1734	1781	1870	1861	1645	1781	1784	1589
c, Capacity [veh/h]	93	1062	984	92	1061	1056	114	317	318	283
d1, Uniform Delay [s]	55.93	21.87	23.36	55.93	20.42	20.47	55.06	48.39	48.38	45.80
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.19	0.19	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.69	8.98	14.39	8.21	6.07	6.18	12.06	15.73	15.63	2.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.86	0.92	0.67	0.79	0.79	0.80	0.91	0.91	0.64
d, Delay for Lane Group [s/veh]	64.62	30.86	37.75	64.14	26.49	26.65	67.12	64.12	64.01	48.23
Lane Group LOS	E	C	D	E	C	C	E	E	E	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.13	23.08	25.52	2.06	19.36	19.40	3.09	9.82	9.83	5.23
50th-Percentile Queue Length [ft/ln]	53.29	576.92	637.89	51.42	484.09	484.94	77.35	245.57	245.67	130.81
95th-Percentile Queue Length [veh/ln]	3.84	30.96	33.80	3.70	26.58	26.62	5.57	14.96	14.97	8.98
95th-Percentile Queue Length [ft/ln]	95.93	773.88	845.00	92.56	664.50	665.52	139.22	374.07	374.20	224.59

Movement, Approach, & Intersection Results

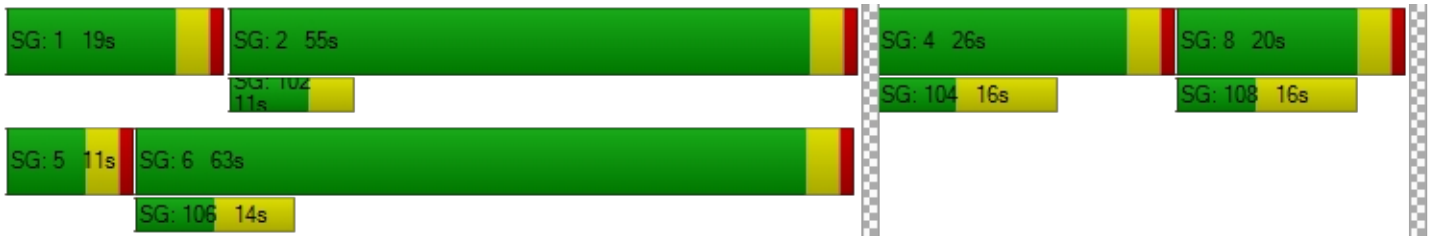
d_M, Delay for Movement [s/veh]	64.62	33.30	37.75	64.14	26.57	26.65	67.12	67.12	67.12	64.07	64.01	48.23
Movement LOS	E	C	D	E	C	C	E	E	E	E	E	D
d_A, Approach Delay [s/veh]	35.32			27.91			67.12			60.27		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	37.32											
Intersection LOS	D											
Intersection V/C	0.891											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.125	2.967	1.821	2.444
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	983	850	267	367
d_b, Bicycle Delay [s]	15.52	19.85	45.08	40.03
l_b,int, Bicycle LOS Score for Intersection	3.107	2.996	1.710	2.812
Bicycle LOS	C	C	A	C

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	68.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.158

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	284	32	39	323	249	137	44	16	11	14	56
Total Analysis Volume [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	62	0	16	66	0	20	31	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	58	58	12	62	62	16	28	28	5	18	18
g / C, Green / Cycle	0.07	0.48	0.48	0.10	0.52	0.52	0.13	0.24	0.24	0.05	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.08	0.34	0.34	0.09	0.36	0.63	0.16	0.09	0.04	0.03	0.03	0.14
s, saturation flow rate [veh/h]	1781	1870	1805	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	119	905	874	178	1842	823	461	443	376	81	279	237
d1, Uniform Delay [s]	56.00	24.26	24.35	53.26	21.94	28.96	52.00	38.60	36.44	56.08	44.76	50.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	100.40	4.62	4.89	12.47	2.26	106.14	87.55	0.58	0.22	5.81	0.34	17.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.71	0.71	0.87	0.70	1.21	1.18	0.40	0.17	0.55	0.19	0.94
d, Delay for Lane Group [s/veh]	156.39	28.88	29.24	65.73	24.20	135.10	139.55	39.19	36.66	61.90	45.09	68.28
Lane Group LOS	F	C	C	E	C	F	F	D	D	E	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.92	15.08	14.76	5.25	13.99	46.77	12.54	4.48	1.55	1.47	1.44	7.74
50th-Percentile Queue Length [ft/ln]	173.00	377.07	369.06	131.35	349.79	1169.35	313.39	111.95	38.75	36.67	36.06	193.51
95th-Percentile Queue Length [veh/ln]	11.82	21.45	21.06	9.01	20.13	66.74	19.68	7.95	2.79	2.64	2.60	12.30
95th-Percentile Queue Length [ft/ln]	295.62	536.30	526.59	225.33	503.15	1668.48	491.95	198.72	69.75	66.01	64.90	307.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	156.39	29.04	29.24	65.73	24.20	135.10	139.55	39.19	36.66	61.90	45.09	68.28
Movement LOS	F	C	C	E	C	F	F	D	D	E	D	E
d_A, Approach Delay [s/veh]	41.87			72.03			108.52			63.49		
Approach LOS	D			E			F			E		
d_I, Intersection Delay [s/veh]	68.74											
Intersection LOS	E											
Intersection V/C	1.158											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.861	3.173	2.883	2.335
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	967	1033	450	300
d_b, Bicycle Delay [s]	16.02	14.02	36.04	43.35
l_b,int, Bicycle LOS Score for Intersection	2.716	3.577	2.860	2.089
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	53.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	185	1197	35	30	1232	255	291	239	339	121	239	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	185	1197	35	30	1232	255	291	239	339	121	239	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	299	9	8	308	64	73	60	85	30	60	18
Total Analysis Volume [veh/h]	185	1197	35	30	1232	255	291	239	339	121	239	70
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	17	60	0	11	54	0	24	36	0	13	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	59	59	4	50	50	20	32	32	9	21
g / C, Green / Cycle	0.11	0.49	0.49	0.04	0.42	0.42	0.17	0.27	0.27	0.08	0.17
(v / s)_i Volume / Saturation Flow Rate	0.10	0.33	0.33	0.02	0.41	0.41	0.16	0.13	0.21	0.07	0.17
s, saturation flow rate [veh/h]	1781	1870	1851	1781	1870	1761	1781	1870	1589	1781	1798
c, Capacity [veh/h]	193	914	905	66	781	736	297	496	421	134	312
d1, Uniform Delay [s]	53.22	23.42	23.44	56.57	34.25	34.69	49.80	37.16	41.20	55.06	49.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.20	0.11	0.31	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.25	4.00	4.07	4.72	26.00	30.77	28.16	0.73	9.74	18.73	31.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.96	0.68	0.68	0.45	0.97	0.99	0.98	0.48	0.80	0.90	0.99
d, Delay for Lane Group [s/veh]	74.47	27.42	27.51	61.29	60.26	65.46	77.96	37.89	50.94	73.79	80.97
Lane Group LOS	E	C	C	E	E	E	E	D	D	E	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.68	14.11	14.02	0.98	26.77	26.82	10.98	6.02	10.44	4.33	11.93
50th-Percentile Queue Length [ft/ln]	167.05	352.63	350.53	24.47	669.37	670.49	274.56	150.43	261.11	108.15	298.14
95th-Percentile Queue Length [veh/ln]	10.92	20.26	20.16	1.76	35.26	35.31	16.42	10.04	15.74	7.74	17.59
95th-Percentile Queue Length [ft/ln]	273.03	506.62	504.06	44.04	881.52	882.82	410.44	251.00	393.61	193.43	439.73

Movement, Approach, & Intersection Results

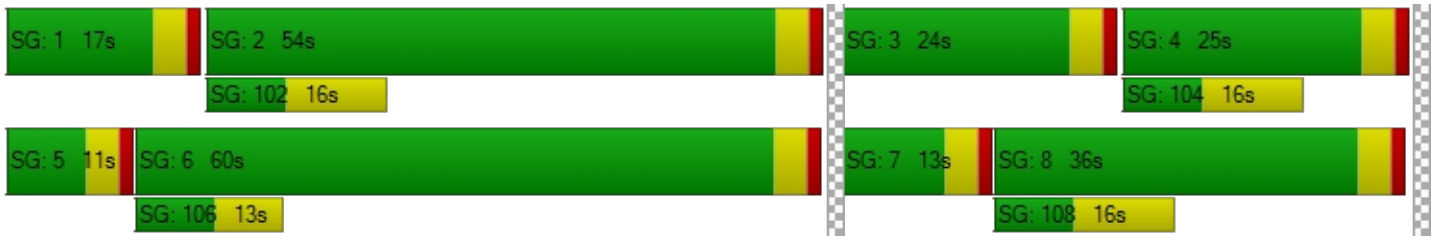
d_M, Delay for Movement [s/veh]	74.47	27.47	27.51	61.29	62.26	65.46	77.96	37.89	50.94	73.79	80.97	80.97
Movement LOS	E	C	C	E	E	E	E	D	D	E	F	F
d_A, Approach Delay [s/veh]	33.60			62.78			56.40			78.95		
Approach LOS	C			E			E			E		
d_I, Intersection Delay [s/veh]	53.34											
Intersection LOS	D											
Intersection V/C	0.984											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.51	49.51	49.51	49.51
l_p,int, Pedestrian LOS Score for Intersection	2.920	2.913	2.616	2.193
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	933	833	533	350
d_b, Bicycle Delay [s]	17.07	20.42	32.27	40.85
l_b,int, Bicycle LOS Score for Intersection	2.729	2.811	2.993	2.269
Bicycle LOS	B	C	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	30	1008	70	259	1248	175	128	82	39	87	123	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1008	70	259	1248	175	128	82	39	87	123	224
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	252	18	65	312	44	32	21	10	22	31	56
Total Analysis Volume [veh/h]	30	1008	70	259	1248	175	128	82	39	87	123	224
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	37	0	27	49	0	0	31	0	0	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	40	40	16	52	52	27	27	27	27
g / C, Green / Cycle	0.04	0.42	0.42	0.17	0.55	0.55	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.02	0.29	0.29	0.15	0.38	0.39	0.12	0.07	0.07	0.21
s, saturation flow rate [veh/h]	1781	1870	1828	1781	1870	1791	1034	1769	1270	1679
c, Capacity [veh/h]	74	790	772	297	1025	982	155	503	344	477
d1, Uniform Delay [s]	44.41	22.36	22.36	38.59	15.76	15.99	45.24	26.13	31.75	30.68
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.57	4.89	5.01	7.82	4.00	4.49	10.36	0.24	0.38	3.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.69	0.69	0.87	0.70	0.72	0.82	0.24	0.25	0.73
d, Delay for Lane Group [s/veh]	47.97	27.25	27.37	46.41	19.77	20.49	55.60	26.37	32.14	34.53
Lane Group LOS	D	C	C	D	B	C	E	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.76	10.58	10.37	6.44	11.68	11.70	3.46	2.11	1.71	7.51
50th-Percentile Queue Length [ft/ln]	18.94	264.38	259.16	160.92	292.03	292.59	86.40	52.83	42.80	187.79
95th-Percentile Queue Length [veh/ln]	1.36	15.91	15.65	10.60	17.29	17.31	6.22	3.80	3.08	12.01
95th-Percentile Queue Length [ft/ln]	34.09	397.71	391.16	264.94	432.16	432.85	155.53	95.09	77.05	300.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.97	27.30	27.37	46.41	20.07	20.49	55.60	26.37	26.37	32.14	34.53	34.53
Movement LOS	D	C	C	D	C	C	E	C	C	C	C	C
d_A, Approach Delay [s/veh]	27.87			24.17			41.40			34.05		
Approach LOS	C			C			D			C		
d_I, Intersection Delay [s/veh]	27.82											
Intersection LOS	C											
Intersection V/C	0.737											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.910	3.077	2.130	2.217
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	695	947	568	568
d_b, Bicycle Delay [s]	20.24	13.16	24.34	24.34
l_b,int, Bicycle LOS Score for Intersection	2.474	2.947	1.970	2.276
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	31.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	176	722	113	208	738	292	221	607	46	103	559	125
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	722	113	208	738	292	221	607	46	103	559	125
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	181	28	52	185	73	55	152	12	26	140	31
Total Analysis Volume [veh/h]	176	722	113	208	738	292	221	607	46	103	559	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	37	0	20	46	0	11	22	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	29	29	8	29	29	7	31	31	7	31	43
g / C, Green / Cycle	0.08	0.32	0.32	0.09	0.33	0.33	0.08	0.35	0.35	0.07	0.34	0.47
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.06	0.29	0.29	0.06	0.12	0.12	0.03	0.11	0.08
s, saturation flow rate [veh/h]	3459	1870	1783	3459	1870	1692	3459	3560	1804	3459	5094	1589
c, Capacity [veh/h]	269	592	565	305	612	554	272	1227	621	252	1726	749
d1, Uniform Delay [s]	40.41	27.28	27.28	39.87	28.66	28.74	40.89	22.05	22.07	39.94	22.14	13.67
k, delay calibration	0.11	0.11	0.11	0.11	0.18	0.18	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.70	1.68	1.76	2.67	6.90	8.04	5.81	0.80	1.58	1.06	0.50	0.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.72	0.72	0.68	0.88	0.89	0.81	0.35	0.35	0.41	0.32	0.17
d, Delay for Lane Group [s/veh]	43.11	28.96	29.05	42.54	35.55	36.78	46.70	22.85	23.65	41.00	22.64	14.15
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.97	8.16	7.79	2.32	11.74	10.90	2.60	3.46	3.66	1.12	2.93	1.50
50th-Percentile Queue Length [ft/ln]	49.36	203.93	194.76	58.00	293.52	272.42	65.05	86.41	91.49	27.91	73.32	37.52
95th-Percentile Queue Length [veh/ln]	3.55	12.84	12.37	4.18	17.36	16.31	4.68	6.22	6.59	2.01	5.28	2.70
95th-Percentile Queue Length [ft/ln]	88.84	321.03	309.19	104.40	434.00	407.76	117.09	155.54	164.68	50.23	131.98	67.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.11	29.00	29.05	42.54	35.88	36.78	46.70	23.08	23.65	41.00	22.64	14.15
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	31.46			37.21			29.08			23.69		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	31.19											
Intersection LOS	C											
Intersection V/C	0.626											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.761	2.827	2.957	3.035
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	932	400	400
d_b, Bicycle Delay [s]	18.09	12.84	28.84	28.84
l_b,int, Bicycle LOS Score for Intersection	2.394	2.581	2.040	1.992
Bicycle LOS	B	B	B	A

Sequence

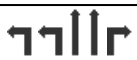
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Jefferson Street at Varner Road

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			Varner Road			Varner Road		
Base Volume Input [veh/h]	319	739	350	120	686	197	171	354	548	231	135	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	739	350	120	686	197	171	354	548	231	135	93
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	185	88	30	172	49	43	89	137	58	34	23
Total Analysis Volume [veh/h]	319	739	350	120	686	197	171	354	548	231	135	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Unsigna	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	15	25	0	11	21	0	17	42	0	12	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	0	0	0	16	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	38	7	35	35	7	21	21	8	22	22
g / C, Green / Cycle	0.11	0.43	0.07	0.39	0.39	0.08	0.23	0.23	0.09	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.15	0.03	0.13	0.12	0.05	0.10	0.19	0.07	0.04	0.06
s, saturation flow rate [veh/h]	3459	5094	3459	5094	1589	3459	3560	2813	3459	3560	1589
c, Capacity [veh/h]	396	2162	259	1960	612	268	836	661	306	875	390
d1, Uniform Delay [s]	38.95	17.47	39.97	19.72	19.48	40.36	29.32	32.79	40.15	26.67	27.25
k, delay calibration	0.11	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.89	0.43	1.29	0.49	1.39	2.50	0.34	2.77	3.79	0.08	0.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.34	0.46	0.35	0.32	0.64	0.42	0.83	0.75	0.15	0.24
d, Delay for Lane Group [s/veh]	42.84	17.91	41.26	20.22	20.87	42.86	29.66	35.55	43.93	26.75	27.56
Lane Group LOS	D	B	D	C	C	D	C	D	D	C	C
Critical Lane Group	Yes	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.60	3.40	1.31	3.39	3.04	1.91	3.24	5.79	2.63	1.13	1.62
50th-Percentile Queue Length [ft/ln]	90.08	84.90	32.67	84.66	76.05	47.78	80.98	144.83	65.72	28.33	40.38
95th-Percentile Queue Length [veh/ln]	6.49	6.11	2.35	6.10	5.48	3.44	5.83	9.74	4.73	2.04	2.91
95th-Percentile Queue Length [ft/ln]	162.14	152.82	58.81	152.38	136.88	86.00	145.76	243.51	118.29	50.99	72.68

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.84	17.91	0.00	41.26	20.22	20.87	42.86	29.66	35.55	43.93	26.75	27.56
Movement LOS	D	B		D	C	C	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	25.42			22.86			34.77			35.56		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.80											
Intersection LOS	C											
Intersection V/C	0.594											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.72	0.00	34.72
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.066	0.000	2.723
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	466	377	844	733
d_b, Bicycle Delay [s]	26.49	29.65	15.06	18.09
l_b,int, Bicycle LOS Score for Intersection	2.142	2.111	2.445	1.938
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Jefferson Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.367

Intersection Setup

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			No			Yes		

Volumes

Name	Jefferson Street			Jefferson Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	0	1281	1054	0	1216	271	0	0	0	292	0	151
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1281	1054	0	1216	271	0	0	0	292	0	151
Peak Hour Factor	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	320	264	0	304	68	0	0	0	73	0	38
Total Analysis Volume [veh/h]	0	1281	1054	0	1216	271	0	0	0	292	0	151
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Unsigna	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Permiss	Split
Signal Group	0	6	0	0	2	0	0	0	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	0	0	0	7	0	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	30	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	40	0	0	40	0	0	0	0	60	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Minimum Recall		No			No					No		
Maximum Recall		No			No					No		
Pedestrian Recall		No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	R		L	C	R
C, Cycle Length [s]	100	100	100		100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80		11	11	11
g / C, Green / Cycle	0.81	0.81	0.81		0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.25	0.24	0.17		0.09	0.09	0.09
s, saturation flow rate [veh/h]	5094	5094	1589		1781	1762	1589
c, Capacity [veh/h]	4103	4103	1280		204	202	182
d1, Uniform Delay [s]	2.52	2.48	2.28		42.86	42.86	42.87
k, delay calibration	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.18	0.38		5.58	5.64	6.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.30	0.21		0.75	0.75	0.75
d, Delay for Lane Group [s/veh]	2.72	2.67	2.65		48.44	48.50	49.10
Lane Group LOS	A	A	A		D	D	D
Critical Lane Group	Yes	No	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.51	1.41	0.96		3.97	3.93	3.58
50th-Percentile Queue Length [ft/ln]	37.77	35.24	23.90		99.13	98.16	89.38
95th-Percentile Queue Length [veh/ln]	2.72	2.54	1.72		7.14	7.07	6.44
95th-Percentile Queue Length [ft/ln]	67.98	63.43	43.02		178.44	176.68	160.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	2.72	0.00	0.00	2.67	2.65	0.00	0.00	0.00	48.47	0.00	49.09
Movement LOS		A			A	A				D		D
d_A, Approach Delay [s/veh]	2.72			2.66			0.00			48.67		
Approach LOS	A			A			A			D		
d_I, Intersection Delay [s/veh]	9.03											
Intersection LOS	A											
Intersection V/C	0.367											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	39.57
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	2.244
Crosswalk LOS	F	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	720	720	0	1121
d_b, Bicycle Delay [s]	20.45	20.45	49.97	9.66
l_b,int, Bicycle LOS Score for Intersection	2.264	2.377	4.132	2.291
Bicycle LOS	B	B	D	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Jefferson Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.726

Intersection Setup

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	1	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		I-10 EB Ramps	
Base Volume Input [veh/h]	208	1984	1357	177	273	969
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	1984	1357	177	273	969
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	496	339	44	68	242
Total Analysis Volume [veh/h]	208	1984	1357	177	273	969
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Split	Overlap
Signal Group	1	6	2	0	3	3
Auxiliary Signal Groups						1,3
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	7	7	0	7	7
Maximum Green [s]	30	30	30	0	30	30
Amber [s]	3.0	3.0	3.0	0.0	3.0	3.0
All red [s]	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	30	82	52	0	38	38
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	2.0
Minimum Recall	No	No	No		No	No
Maximum Recall	No	No	No		No	No
Pedestrian Recall	No	No	No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R	L	R
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	26	79	49	49	33	63
g / C, Green / Cycle	0.22	0.66	0.41	0.41	0.28	0.53
(v / s)_i Volume / Saturation Flow Rate	0.06	0.39	0.27	0.11	0.08	0.34
s, saturation flow rate [veh/h]	3459	5094	5094	1589	3459	2813
c, Capacity [veh/h]	750	3354	2080	649	950	1477
d1, Uniform Delay [s]	39.12	11.45	28.62	23.63	34.24	20.63
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.77	1.61	1.04	0.16	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.59	0.65	0.27	0.29	0.66
d, Delay for Lane Group [s/veh]	39.32	12.23	30.23	24.67	34.41	21.66
Lane Group LOS	D	B	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.59	9.45	10.69	3.54	3.17	9.77
50th-Percentile Queue Length [ft/ln]	64.74	236.26	267.30	88.52	79.37	244.33
95th-Percentile Queue Length [veh/ln]	4.66	14.49	16.05	6.37	5.71	14.90
95th-Percentile Queue Length [ft/ln]	116.53	362.30	401.36	159.33	142.86	372.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.32	12.23	30.23	24.67	34.41	21.66
Movement LOS	D	B	C	C	C	C
d_A, Approach Delay [s/veh]	14.80		29.59		24.46	
Approach LOS	B		C		C	
d_I, Intersection Delay [s/veh]	21.78					
Intersection LOS	C					
Intersection V/C	0.726					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1300	800	567
d_b, Bicycle Delay [s]	7.34	21.59	30.80
I_b,int, Bicycle LOS Score for Intersection	2.765	2.403	1.560
Bicycle LOS	C	B	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Jefferson Street at Indio Boulevard

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.903

Intersection Setup

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	Jefferson Street		Jefferson Street		Indio Boulevard	
Base Volume Input [veh/h]	1505	551	939	1473	394	705
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1505	551	939	1473	394	705
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	376	138	235	368	99	176
Total Analysis Volume [veh/h]	1505	551	939	1473	394	705
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Permissive	Overlap	Protected	Permissive
Signal Group	3	0	2	2	1	6
Auxiliary Signal Groups				2,3		
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	0	7	7	7	7
Maximum Green [s]	30	0	30	30	30	30
Amber [s]	3.0	0.0	3.0	3.0	3.0	3.0
All red [s]	1.0	0.0	1.0	1.0	1.0	1.0
Split [s]	63	0	38	38	19	57
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	3.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	2.0
Minimum Recall	No		No	No	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	35	97	15	54
g / C, Green / Cycle	0.48	0.48	0.29	0.81	0.13	0.45
(v / s)_i Volume / Saturation Flow Rate	0.44	0.20	0.26	0.52	0.11	0.20
s, saturation flow rate [veh/h]	3459	2813	3560	2813	3459	3560
c, Capacity [veh/h]	1671	1359	1038	2273	434	1603
d1, Uniform Delay [s]	28.36	19.92	40.89	4.65	51.76	22.60
k, delay calibration	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.02	0.19	12.74	1.45	7.51	0.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.41	0.91	0.65	0.91	0.44
d, Delay for Lane Group [s/veh]	30.38	20.12	53.63	6.09	59.28	23.48
Lane Group LOS	C	C	D	A	E	C
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	19.56	4.95	15.05	5.88	6.29	6.98
50th-Percentile Queue Length [ft/ln]	489.06	123.68	376.33	147.07	157.31	174.61
95th-Percentile Queue Length [veh/ln]	26.82	8.59	21.42	9.86	10.41	11.32
95th-Percentile Queue Length [ft/ln]	670.40	214.87	535.41	246.52	260.16	282.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.38	20.12	53.63	6.09	59.28	23.48
Movement LOS	C	C	D	A	E	C
d_A, Approach Delay [s/veh]	27.63		24.60		36.31	
Approach LOS	C		C		D	
d_I, Intersection Delay [s/veh]	28.03					
Intersection LOS	C					
Intersection V/C	0.903					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	984	567	884
d_b, Bicycle Delay [s]	15.49	30.80	18.69
I_b,int, Bicycle LOS Score for Intersection	1.560	3.550	2.466
Bicycle LOS	A	D	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	490.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	73	0	0	0	1	207	13	42	111	1
Total Analysis Volume [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.81	0.12	0.00	0.00	0.00	0.01	0.00	0.22	0.00	0.00
d_M, Delay for Movement [s/veh]	192.78	180.08	138.70	490.55	110.44	63.21	8.24	0.00	0.00	9.88	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	13.64	13.64	13.64	0.31	0.31	0.31	0.01	0.01	0.01	0.31	0.31	0.31
95th-Percentile Queue Length [ft/ln]	341.10	341.10	341.10	7.68	7.68	7.68	0.17	0.17	0.17	7.77	7.77	7.77
d_A, Approach Delay [s/veh]	142.00			490.55			0.04			2.72		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	25.64											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	57.6
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.971

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	135	87	53	117	19	65	118	115	65	52	27
Total Analysis Volume [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	7	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	30	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	0	41	0	0	33	0	20	25	25	21	26	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No	No	No	No	
Maximum Recall		No			No		No	No	No	No	No	
Pedestrian Recall		No			No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37	29	29	16	21	83	17	22
g / C, Green / Cycle	0.30	0.30	0.30	0.24	0.24	0.13	0.18	0.69	0.14	0.19
(v / s)_i Volume / Saturation Flow Rate	0.27	0.29	0.22	0.21	0.23	0.15	0.09	0.29	0.14	0.18
s, saturation flow rate [veh/h]	1781	1870	1589	1819	1642	1781	5094	1589	1813	1764
c, Capacity [veh/h]	542	569	484	439	397	239	910	1100	292	330
d1, Uniform Delay [s]	39.88	40.80	37.15	43.68	44.85	52.01	44.65	8.01	53.25	48.32
k, delay calibration	0.37	0.41	0.24	0.33	0.39	0.15	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	15.35	23.14	4.37	14.07	29.44	58.33	2.10	1.16	9.47	38.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.95	0.72	0.86	0.95	1.09	0.52	0.42	0.89	0.95
d, Delay for Lane Group [s/veh]	55.23	63.94	41.52	57.75	74.30	110.34	46.74	9.17	62.71	87.24
Lane Group LOS	E	E	D	E	E	F	D	A	E	F
Critical Lane Group	No	Yes	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	15.77	19.00	9.57	12.48	14.21	11.04	4.41	5.11	4.36	12.82
50th-Percentile Queue Length [ft/ln]	394.27	474.94	239.24	311.97	355.28	276.07	110.17	127.82	108.98	320.51
95th-Percentile Queue Length [veh/ln]	22.28	26.15	14.64	18.27	20.39	17.12	7.85	8.82	7.78	18.69
95th-Percentile Queue Length [ft/ln]	557.09	653.65	366.07	456.80	509.84	427.91	196.24	220.53	194.58	467.31

Movement, Approach, & Intersection Results

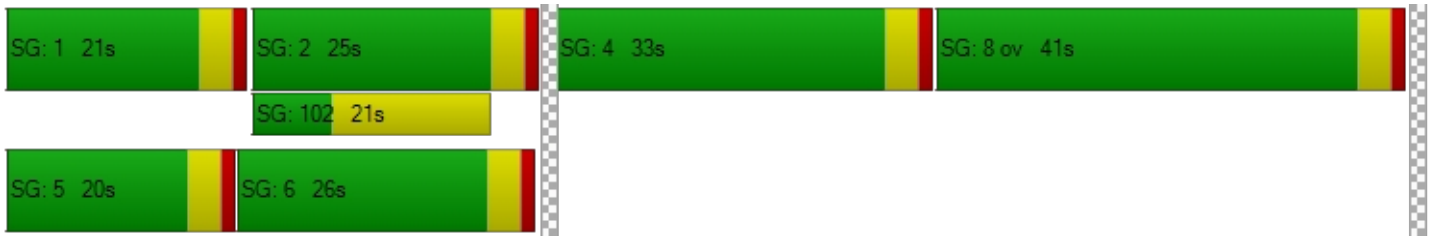
d_M, Delay for Movement [s/veh]	55.23	63.94	41.52	57.75	68.33	74.30	110.34	46.74	9.17	62.71	87.24	87.24
Movement LOS	E	E	D	E	E	E	F	D	A	E	F	F
d_A, Approach Delay [s/veh]	55.19			65.99			46.17			76.10		
Approach LOS	E			E			D			E		
d_I, Intersection Delay [s/veh]	57.63											
Intersection LOS	E											
Intersection V/C	0.971											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	3.183	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	616	483	350	366
d_b, Bicycle Delay [s]	28.73	34.53	40.87	40.05
l_b,int, Bicycle LOS Score for Intersection	3.815	2.184	2.213	2.508
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Gore Street/Spectrum Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.489

Intersection Setup

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Spectrum Street			Gore Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	25	59	34	88	27	120	191	808	27	27	451	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	59	34	88	27	120	191	808	27	27	451	89
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	9	22	7	30	48	202	7	7	113	22
Total Analysis Volume [veh/h]	25	59	34	88	27	120	191	808	27	27	451	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	25	0	0	25	0	45	48	0	17	20	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	0	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	14	0	0	0	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	13	13	13	13	13	12	62	62	3	54	54
g / C, Green / Cycle	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.69	0.69	0.04	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.02	0.03	0.03	0.07	0.01	0.08	0.11	0.15	0.15	0.02	0.24	0.06
s, saturation flow rate [veh/h]	1241	1870	1653	1303	1870	1589	1781	3560	1839	1781	1870	1589
c, Capacity [veh/h]	207	263	232	198	263	223	232	2449	1265	69	1114	947
d1, Uniform Delay [s]	37.00	34.12	34.20	39.93	33.74	35.97	38.12	5.19	5.19	42.25	9.69	7.79
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.32	0.41	1.56	0.17	2.01	7.11	0.21	0.41	3.64	1.09	0.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.18	0.20	0.44	0.10	0.54	0.82	0.22	0.23	0.39	0.40	0.09
d, Delay for Lane Group [s/veh]	37.26	34.44	34.62	41.49	33.91	37.98	45.23	5.40	5.60	45.89	10.78	7.98
Lane Group LOS	D	C	C	D	C	D	D	A	A	D	B	A
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.51	0.92	0.90	1.96	0.52	2.54	4.49	1.68	1.81	0.65	4.64	0.73
50th-Percentile Queue Length [ft/ln]	12.83	23.09	22.56	48.95	13.04	63.44	112.34	41.96	45.18	16.23	115.98	18.35
95th-Percentile Queue Length [veh/ln]	0.92	1.66	1.62	3.52	0.94	4.57	7.97	3.02	3.25	1.17	8.17	1.32
95th-Percentile Queue Length [ft/ln]	23.10	41.56	40.62	88.12	23.48	114.19	199.25	75.53	81.32	29.22	204.28	33.03

Movement, Approach, & Intersection Results

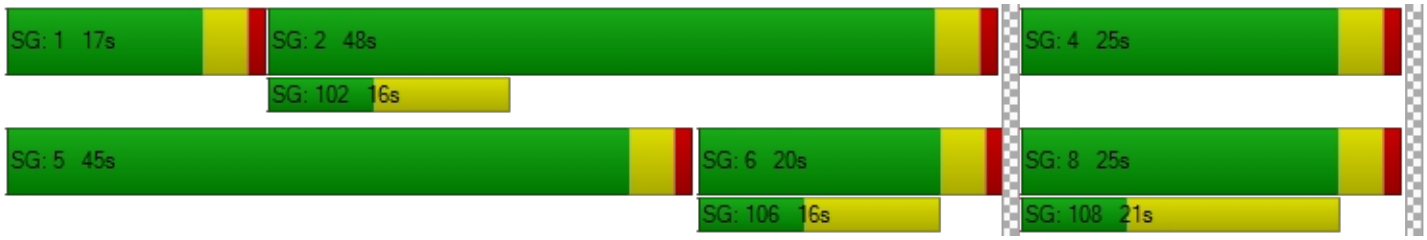
d_M, Delay for Movement [s/veh]	37.26	34.48	34.62	41.49	33.91	37.98	45.23	5.47	5.60	45.89	10.78	7.98
Movement LOS	D	C	C	D	C	D	D	A	A	D	B	A
d_A, Approach Delay [s/veh]	35.11			38.83			12.87			12.01		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	17.10											
Intersection LOS	B											
Intersection V/C	0.489											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	0.00	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.338	2.411	0.000	2.821
Crosswalk LOS	B	B	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	467	467	978	356
d_b, Bicycle Delay [s]	26.45	26.45	11.76	30.43
l_b,int, Bicycle LOS Score for Intersection	1.657	1.947	2.124	2.495
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: Jackson Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	30.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Jackson Street			Jackson Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	164	346	150	154	254	78	173	538	202	165	314	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	346	150	154	254	78	173	538	202	165	314	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	87	38	39	64	20	43	135	51	41	79	28
Total Analysis Volume [veh/h]	164	346	150	154	254	78	173	538	202	165	314	111
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	11	24	0	14	27	0	15	36	0	16	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	12	0	0	16	0	0	14	0	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	43	43	7	43	43	7	17	17	7	17	17
g / C, Green / Cycle	0.08	0.48	0.48	0.08	0.48	0.48	0.08	0.19	0.19	0.08	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.10	0.09	0.04	0.07	0.05	0.05	0.15	0.13	0.05	0.12	0.12
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	3459	3560	1589	3459	1870	1706
c, Capacity [veh/h]	268	1710	763	266	1708	763	269	669	299	268	351	320
d1, Uniform Delay [s]	40.29	13.50	13.45	40.20	13.14	12.83	40.38	35.03	34.06	40.30	33.73	33.80
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.27	0.27	0.58	1.98	0.18	0.27	2.58	2.32	2.67	2.30	1.86	2.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.20	0.20	0.58	0.15	0.10	0.64	0.80	0.68	0.62	0.63	0.64
d, Delay for Lane Group [s/veh]	42.56	13.76	14.03	42.18	13.32	13.10	42.96	37.35	36.73	42.60	35.59	35.91
Lane Group LOS	D	B	B	D	B	B	D	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.82	2.00	1.79	1.70	1.43	0.89	1.94	5.75	4.26	1.84	4.55	4.24
50th-Percentile Queue Length [ft/ln]	45.61	49.94	44.85	42.58	35.63	22.14	48.41	143.65	106.50	45.92	113.78	105.94
95th-Percentile Queue Length [veh/ln]	3.28	3.60	3.23	3.07	2.57	1.59	3.49	9.68	7.64	3.31	8.05	7.61
95th-Percentile Queue Length [ft/ln]	82.10	89.88	80.72	76.64	64.13	39.85	87.13	241.93	191.12	82.65	201.25	190.34

Movement, Approach, & Intersection Results

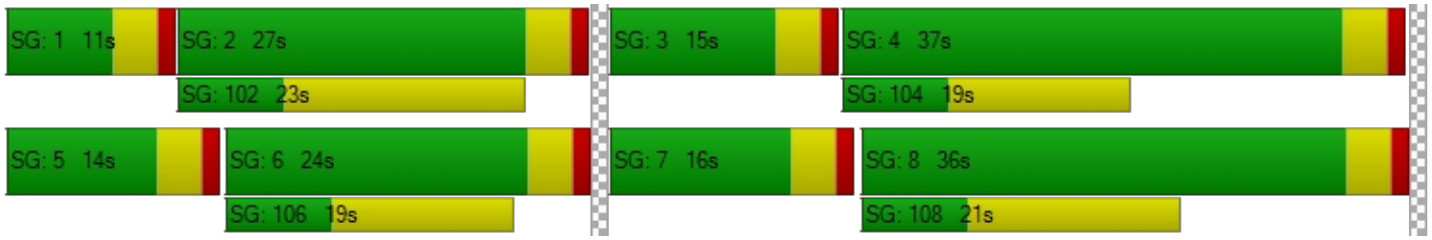
d_M, Delay for Movement [s/veh]	42.56	13.76	14.03	42.18	13.32	13.10	42.96	37.35	36.73	42.60	35.69	35.91
Movement LOS	D	B	B	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.98			22.43			38.28			37.66		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.92											
Intersection LOS	C											
Intersection V/C	0.414											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.881	2.749	2.798	2.793
Crosswalk LOS	C	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	444	511	710	733
d_b, Bicycle Delay [s]	27.26	24.98	18.73	18.09
l_b,int, Bicycle LOS Score for Intersection	2.104	1.961	2.313	2.046
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	215	105	5	232	51	105	8	141	123	7	14
Total Analysis Volume [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	24	51	0	11	38	0	35	35	35	23	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	64	64	4	47	47	30	18	42	19	7	7
g / C, Green / Cycle	0.17	0.53	0.53	0.03	0.40	0.40	0.25	0.15	0.35	0.16	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.16	0.24	0.26	0.01	0.26	0.13	0.24	0.02	0.20	0.14	0.01	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	577	1892	845	105	1405	627	445	277	980	543	103	88
d1, Uniform Delay [s]	49.37	17.39	17.91	56.80	29.75	25.23	44.19	44.35	31.90	49.72	54.34	55.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.39	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.72	0.79	2.08	0.93	2.45	1.38	25.97	0.19	0.54	5.94	1.26	7.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.46	0.50	0.20	0.66	0.33	0.94	0.12	0.58	0.90	0.25	0.63
d, Delay for Lane Group [s/veh]	57.09	18.19	19.99	57.72	32.20	26.61	70.16	44.54	32.44	55.66	55.61	62.66
Lane Group LOS	E	B	B	E	C	C	E	D	C	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.58	7.43	7.72	0.32	11.32	4.28	15.37	0.87	6.74	7.67	0.79	1.81
50th-Percentile Queue Length [ft/ln]	214.61	185.64	193.01	8.12	283.03	107.09	384.33	21.81	168.49	191.66	19.78	45.13
95th-Percentile Queue Length [veh/ln]	13.39	11.89	12.28	0.58	16.84	7.68	21.80	1.57	11.00	12.21	1.42	3.25
95th-Percentile Queue Length [ft/ln]	334.74	297.37	306.93	14.61	420.99	191.94	545.08	39.25	274.93	305.18	35.60	81.24

Movement, Approach, & Intersection Results

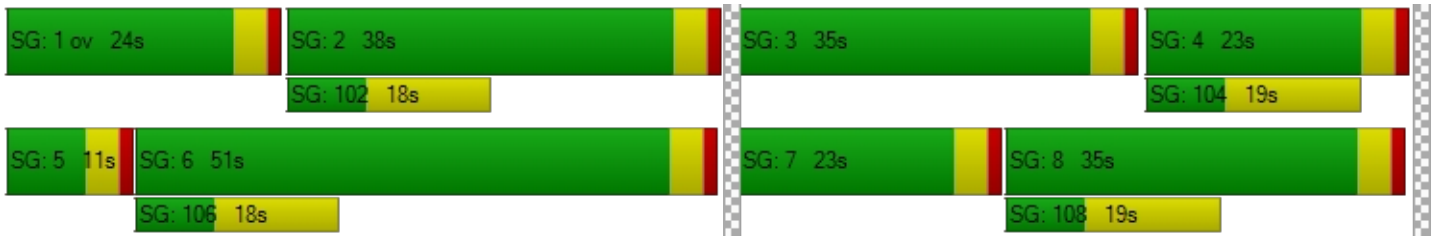
d_M, Delay for Movement [s/veh]	57.09	18.19	19.99	57.72	32.20	26.61	70.16	44.54	32.44	55.66	55.61	62.66
Movement LOS	E	B	B	E	C	C	E	D	C	E	E	E
d_A, Approach Delay [s/veh]	30.14			31.68			48.39			56.33		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	37.88											
Intersection LOS	D											
Intersection V/C	0.834											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.138	2.954	2.757	2.636
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	567	517	317
d_b, Bicycle Delay [s]	22.22	30.83	33.02	42.52
l_b,int, Bicycle LOS Score for Intersection	3.061	2.511	3.239	2.503
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Monroe Street at I-10 WB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 WB Ramps			I-10 WB Ramps		
Base Volume Input [veh/h]	428	1535	0	0	1421	463	0	0	0	418	4	348
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	428	1535	0	0	1421	463	0	0	0	418	4	348
Peak Hour Factor	1.0000	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	0.9500	0.9500	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	107	384	0	0	355	116	0	0	0	105	1	87
Total Analysis Volume [veh/h]	428	1535	0	0	1421	463	0	0	0	418	4	348
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	0	7	0	0	0	0	0	7	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	32	47	0	0	15	0	0	0	0	0	48	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	R
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	14	69	50	50		18	18	18
g / C, Green / Cycle	0.15	0.73	0.53	0.53		0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.12	0.43	0.40	0.29		0.15	0.15	0.15
s, saturation flow rate [veh/h]	3459	3560	3560	1589		1781	1701	1589
c, Capacity [veh/h]	528	2581	1887	843		340	325	303
d1, Uniform Delay [s]	38.92	6.32	17.46	14.80		36.57	36.67	36.81
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	3.03	1.02	2.83	2.57		3.96	4.42	5.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.59	0.75	0.55		0.78	0.79	0.81
d, Delay for Lane Group [s/veh]	41.96	7.34	20.29	17.37		40.53	41.08	42.00
Lane Group LOS	D	A	C	B		D	D	D
Critical Lane Group	Yes	No	Yes	No		No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.98	6.26	11.99	6.81		6.15	6.01	5.82
50th-Percentile Queue Length [ft/ln]	124.51	156.57	299.68	170.37		153.78	150.35	145.44
95th-Percentile Queue Length [veh/ln]	8.64	10.37	17.67	11.10		10.22	10.04	9.77
95th-Percentile Queue Length [ft/ln]	216.01	259.18	441.63	277.40		255.46	250.90	244.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.96	7.34	0.00	0.00	20.29	17.37	0.00	0.00	0.00	40.74	41.08	41.75
Movement LOS	D	A			C	B				D	D	D
d_A, Approach Delay [s/veh]	14.88			19.57			0.00			41.19		
Approach LOS	B			B			A			D		
d_I, Intersection Delay [s/veh]	21.18											
Intersection LOS	C											
Intersection V/C	0.776											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.153	2.193
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	905	232	0	926
d_b, Bicycle Delay [s]	14.24	37.14	47.51	13.69
l_b,int, Bicycle LOS Score for Intersection	3.179	3.114	4.132	2.830
Bicycle LOS	C	C	D	C

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: Monroe Street at I-10 EB Ramps

Control Type:	Signalized	Delay (sec / veh):	27.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	0	1	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			I-10 EB Ramps			I-10 EB Ramps		
Base Volume Input [veh/h]	0	1403	429	434	1387	0	592	3	533	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1403	429	434	1387	0	592	3	533	0	0	0
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	0.9500	1.0000	1.0000	1.0000	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	351	107	109	347	0	148	1	133	0	0	0
Total Analysis Volume [veh/h]	0	1403	429	434	1387	0	592	3	533	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	7	7	0	0	7	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	33	0	21	54	0	0	46	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	4	0	0	6	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	15	65	27	27	27	
g / C, Green / Cycle	0.46	0.46	0.15	0.65	0.27	0.27	0.27	
(v / s)_i Volume / Saturation Flow Rate	0.39	0.27	0.13	0.39	0.21	0.22	0.24	
s, saturation flow rate [veh/h]	3560	1589	3459	3560	1781	1696	1589	
c, Capacity [veh/h]	1632	728	508	2297	490	466	437	
d1, Uniform Delay [s]	24.22	20.10	41.62	10.32	33.32	33.77	34.43	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.14	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.17	3.48	4.24	1.19	2.56	3.43	6.34	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.86	0.59	0.85	0.60	0.77	0.81	0.86	
d, Delay for Lane Group [s/veh]	30.39	23.58	45.86	11.51	35.88	37.20	40.77	
Lane Group LOS	C	C	D	B	D	D	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.48	7.85	5.47	8.30	8.57	8.78	9.27	
50th-Percentile Queue Length [ft/ln]	386.89	196.21	136.63	207.58	214.35	219.52	231.72	
95th-Percentile Queue Length [veh/ln]	21.93	12.44	9.30	13.03	13.38	13.64	14.26	
95th-Percentile Queue Length [ft/ln]	548.18	311.08	232.48	325.73	334.40	341.02	356.55	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	30.39	23.58	45.86	11.51	0.00	36.37	37.20	39.72	0.00	0.00	0.00
Movement LOS		C	C	D	B		D	D	D			
d_A, Approach Delay [s/veh]	28.79			19.70			37.95			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	27.49											
Intersection LOS	C											
Intersection V/C	0.859											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.312	2.142
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	580	1000	840	0
d_b, Bicycle Delay [s]	25.21	12.50	16.82	50.00
l_b,int, Bicycle LOS Score for Intersection	3.071	3.062	3.421	4.132
Bicycle LOS	C	C	C	D

Sequence

Ring 1	-	2	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: Monroe Street at Oleander Avenue

Control Type:	Signalized	Delay (sec / veh):	29.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.925

Intersection Setup

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Oleander Avenue			Oleander Avenue		
Base Volume Input [veh/h]	37	1529	139	195	1642	41	88	13	64	139	8	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	1529	139	195	1642	41	88	13	64	139	8	101
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	382	35	49	411	10	22	3	16	35	2	25
Total Analysis Volume [veh/h]	37	1529	139	195	1642	41	88	13	64	139	8	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	60	0	21	60	0	0	29	0	0	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	59	59	14	68	68	25	25	25
g / C, Green / Cycle	0.04	0.54	0.54	0.13	0.62	0.62	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.02	0.45	0.46	0.11	0.45	0.45	0.26	0.14	0.06
s, saturation flow rate [veh/h]	1781	1870	1816	1781	1870	1854	638	1033	1589
c, Capacity [veh/h]	78	1004	975	225	1159	1149	195	299	361
d1, Uniform Delay [s]	51.32	21.39	21.68	47.11	14.48	14.57	47.70	38.21	35.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.41	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.37	8.22	9.19	9.58	4.00	4.14	29.24	1.26	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.84	0.85	0.87	0.73	0.73	0.85	0.49	0.28
d, Delay for Lane Group [s/veh]	55.70	29.61	30.87	56.68	18.48	18.71	76.94	39.47	35.47
Lane Group LOS	E	C	C	E	B	B	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.09	19.44	19.65	5.81	14.65	14.75	6.15	3.65	2.28
50th-Percentile Queue Length [ft/ln]	27.26	485.89	491.16	145.30	366.24	368.74	153.77	91.34	56.92
95th-Percentile Queue Length [veh/ln]	1.96	26.67	26.92	9.77	20.93	21.05	10.22	6.58	4.10
95th-Percentile Queue Length [ft/ln]	49.06	666.64	672.89	244.14	523.17	526.20	255.45	164.42	102.45

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.70	30.18	30.87	56.68	18.59	18.71	76.94	76.94	76.94	39.47	39.47	35.47
Movement LOS	E	C	C	E	B	B	E	E	E	D	D	D
d_A, Approach Delay [s/veh]	30.79			22.55			76.94			37.84		
Approach LOS	C			C			E			D		
d_I, Intersection Delay [s/veh]	29.26											
Intersection LOS	C											
Intersection V/C	0.925											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.54	44.54	44.54	44.54
l_p,int, Pedestrian LOS Score for Intersection	3.199	3.136	1.847	2.143
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1018	1018	455	455
d_b, Bicycle Delay [s]	13.25	13.25	32.83	32.83
l_b,int, Bicycle LOS Score for Intersection	2.966	3.109	1.832	1.969
Bicycle LOS	C	C	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: Monroe Street at Industrial Place/Avenue 44

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.945

Intersection Setup

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Industrial Place			Avenue 44		
Base Volume Input [veh/h]	40	1579	455	104	1695	12	18	13	68	399	8	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	1579	455	104	1695	12	18	13	68	399	8	155
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	395	114	26	424	3	5	3	17	100	2	39
Total Analysis Volume [veh/h]	40	1579	455	104	1695	12	18	13	68	399	8	155
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	26	68	0	12	54	0	0	20	0	0	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	7	0	0	4	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	72	72	8	74	74	9	16	16	16
g / C, Green / Cycle	0.04	0.60	0.60	0.07	0.62	0.62	0.07	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.02	0.54	0.59	0.06	0.46	0.46	0.06	0.11	0.11	0.10
s, saturation flow rate [veh/h]	1781	1870	1733	1781	1870	1865	1654	1781	1784	1589
c, Capacity [veh/h]	78	1113	1031	120	1157	1154	123	232	232	207
d1, Uniform Delay [s]	56.15	21.57	23.82	55.46	16.07	16.09	54.74	51.27	51.27	50.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.12	12.88	24.86	16.57	4.23	4.27	11.73	10.11	10.09	5.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.51	0.91	0.99	0.87	0.74	0.74	0.81	0.88	0.88	0.75
d, Delay for Lane Group [s/veh]	61.27	34.46	48.67	72.02	20.30	20.36	66.48	61.38	61.36	55.68
Lane Group LOS	E	C	D	E	C	C	E	E	E	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.30	27.59	33.19	3.67	16.76	16.78	3.35	6.65	6.66	4.79
50th-Percentile Queue Length [ft/ln]	32.45	689.87	829.72	91.73	419.04	419.61	83.69	166.17	166.45	119.87
95th-Percentile Queue Length [veh/ln]	2.34	36.21	42.64	6.60	23.48	23.50	6.03	10.88	10.89	8.39
95th-Percentile Queue Length [ft/ln]	58.42	905.24	1065.92	165.11	586.90	587.59	150.63	271.88	272.24	209.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	61.27	39.52	48.67	72.02	20.33	20.36	66.48	66.48	66.48	61.37	61.36	55.68
Movement LOS	E	D	D	E	C	C	E	E	E	E	E	E
d_A, Approach Delay [s/veh]	41.94			23.30			66.48			59.80		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	37.26											
Intersection LOS	D											
Intersection V/C	0.945											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.140	3.008	1.806	2.421
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1066	833	267	267
d_b, Bicycle Delay [s]	13.08	20.43	45.08	45.08
l_b,int, Bicycle LOS Score for Intersection	3.271	3.054	1.723	2.487
Bicycle LOS	C	C	A	B

Sequence

Ring 1	1	2	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	74.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.137

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	290	26	52	302	187	205	59	37	15	11	73
Total Analysis Volume [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	49	0	18	53	0	29	39	0	14	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	9	0	0	12	0	0	9	0	0	11	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	45	45	14	49	49	25	39	39	6	20	20
g / C, Green / Cycle	0.08	0.38	0.38	0.12	0.41	0.41	0.21	0.32	0.32	0.05	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.34	0.34	0.12	0.34	0.47	0.24	0.13	0.09	0.03	0.02	0.18
s, saturation flow rate [veh/h]	1781	1870	1816	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	149	702	682	209	1456	650	721	603	513	92	310	263
d1, Uniform Delay [s]	54.99	35.59	35.71	52.95	31.74	35.49	47.52	31.52	30.41	55.92	42.78	50.09
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	73.59	18.13	19.29	27.19	5.60	83.72	66.75	0.41	0.31	7.99	0.20	74.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.12	0.91	0.92	0.99	0.83	1.15	1.14	0.39	0.29	0.67	0.14	1.11
d, Delay for Lane Group [s/veh]	128.58	53.71	54.99	80.13	37.34	119.21	114.28	31.93	30.72	63.92	42.98	124.70
Lane Group LOS	F	D	D	F	D	F	F	C	C	E	D	F
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.57	21.00	20.79	7.80	16.50	33.61	17.38	5.36	3.28	2.02	1.11	13.32
50th-Percentile Queue Length [ft/ln]	189.28	525.04	519.64	194.91	412.50	840.32	434.62	133.95	81.99	50.50	27.86	332.94
95th-Percentile Queue Length [veh/ln]	12.58	28.52	28.26	12.38	23.16	47.45	25.92	9.15	5.90	3.64	2.01	20.31
95th-Percentile Queue Length [ft/ln]	314.46	712.94	706.56	309.39	579.05	1186.33	648.07	228.85	147.58	90.89	50.14	507.74

Movement, Approach, & Intersection Results

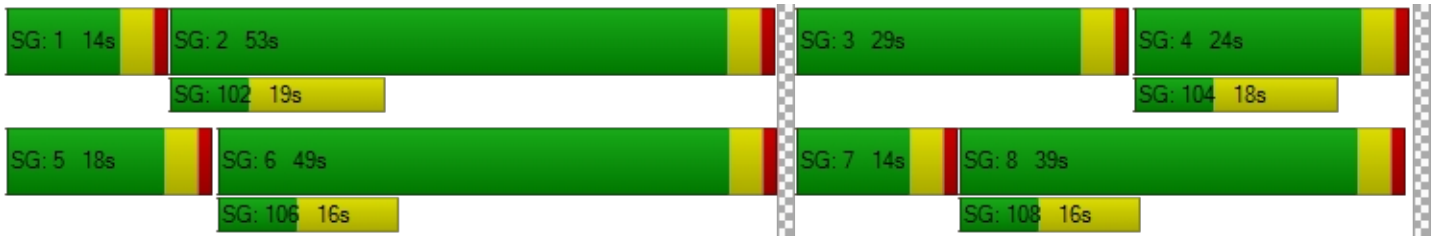
d_M, Delay for Movement [s/veh]	128.58	54.29	54.99	80.13	37.34	119.21	114.28	31.93	30.72	63.92	42.98	124.70
Movement LOS	F	D	D	F	D	F	F	C	C	E	D	F
d_A, Approach Delay [s/veh]	63.04			69.72			87.88			106.51		
Approach LOS	E			E			F			F		
d_I, Intersection Delay [s/veh]	74.90											
Intersection LOS	E											
Intersection V/C	1.137											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	2.870	3.187	2.909	2.375
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	750	816	583	333
d_b, Bicycle Delay [s]	23.45	21.02	30.12	41.68
l_b,int, Bicycle LOS Score for Intersection	2.743	3.342	3.548	2.215
Bicycle LOS	B	C	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 15: Monroe Street at Miles Avenue

Control Type:	Signalized	Delay (sec / veh):	41.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.898

Intersection Setup

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Miles Avenue			Miles Avenue		
Base Volume Input [veh/h]	186	1316	50	69	1272	212	244	203	236	90	163	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	186	1316	50	69	1272	212	244	203	236	90	163	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	329	13	17	318	53	61	51	59	23	41	16
Total Analysis Volume [veh/h]	186	1316	50	69	1272	212	244	203	236	90	163	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	18	64	0	11	57	0	23	24	0	21	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	9	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14	62	62	6	55	55	18	27	27	8	17
g / C, Green / Cycle	0.12	0.52	0.52	0.05	0.46	0.46	0.15	0.23	0.23	0.06	0.14
(v / s)_i Volume / Saturation Flow Rate	0.10	0.37	0.37	0.04	0.40	0.41	0.14	0.11	0.15	0.05	0.13
s, saturation flow rate [veh/h]	1781	1870	1846	1781	1870	1779	1781	1870	1589	1781	1783
c, Capacity [veh/h]	209	971	958	96	852	810	272	427	363	116	252
d1, Uniform Delay [s]	52.22	21.94	22.00	55.91	29.84	30.20	49.99	40.11	41.99	55.28	50.70
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.15	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.93	4.32	4.44	9.51	13.02	15.08	11.21	0.82	2.77	10.45	10.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.71	0.71	0.72	0.89	0.90	0.90	0.48	0.65	0.77	0.89
d, Delay for Lane Group [s/veh]	64.15	26.26	26.44	65.42	42.86	45.28	61.20	40.93	44.75	65.72	61.33
Lane Group LOS	E	C	C	E	D	D	E	D	D	E	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.21	15.38	15.32	2.31	22.36	22.28	8.03	5.30	6.61	3.02	7.37
50th-Percentile Queue Length [ft/ln]	155.25	384.54	382.94	57.84	558.89	556.97	200.64	132.42	165.17	75.52	184.35
95th-Percentile Queue Length [veh/ln]	10.30	21.81	21.74	4.16	30.11	30.02	12.67	9.07	10.82	5.44	11.83
95th-Percentile Queue Length [ft/ln]	257.42	545.34	543.41	104.12	752.75	750.49	316.79	226.78	270.56	135.94	295.69

Movement, Approach, & Intersection Results

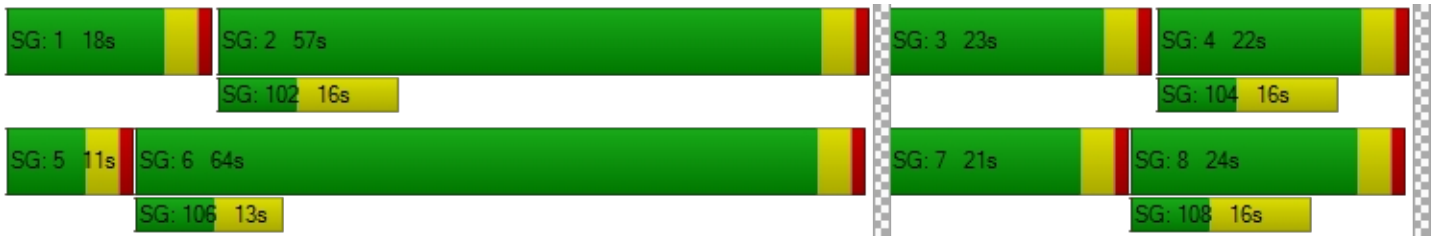
d_M, Delay for Movement [s/veh]	64.15	26.35	26.44	65.42	43.84	45.28	61.20	40.93	44.75	65.72	61.33	61.33
Movement LOS	E	C	C	E	D	D	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	30.88			45.00			49.49			62.58		
Approach LOS	C			D			D			E		
d_I, Intersection Delay [s/veh]	41.76											
Intersection LOS	D											
Intersection V/C	0.898											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.54	49.54	49.54	49.54
l_p,int, Pedestrian LOS Score for Intersection	2.928	2.933	2.556	2.161
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	999	883	333	300
d_b, Bicycle Delay [s]	15.02	18.73	41.70	43.38
l_b,int, Bicycle LOS Score for Intersection	2.840	2.841	2.687	2.079
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 16: Monroe Street at Shadow Palm Avenue/Requa Avenue

Control Type:	Signalized	Delay (sec / veh):	29.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.853

Intersection Setup

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Shadow Palm Avenue			Requa Avenue		
Base Volume Input [veh/h]	59	1203	111	308	1200	75	57	98	32	63	88	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	1203	111	308	1200	75	57	98	32	63	88	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	301	28	77	300	19	14	25	8	16	22	64
Total Analysis Volume [veh/h]	59	1203	111	308	1200	75	57	98	32	63	88	257
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	0	0	7	0	0	7	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	11	17	0	47	53	0	0	26	0	0	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	6	0	0	6	0	0	9	0	0	9	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	L	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	5	38	38	18	51	51	22	22	22	22
g / C, Green / Cycle	0.06	0.42	0.42	0.20	0.56	0.56	0.24	0.24	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.03	0.36	0.36	0.17	0.34	0.35	0.06	0.07	0.05	0.21
s, saturation flow rate [veh/h]	1781	1870	1815	1781	1870	1832	1035	1792	1260	1653
c, Capacity [veh/h]	109	793	769	353	1049	1028	105	438	287	404
d1, Uniform Delay [s]	41.05	23.20	23.26	34.99	13.21	13.27	44.55	27.70	33.09	32.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.15	10.37	10.91	6.74	2.66	2.77	4.32	0.37	0.38	8.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.84	0.84	0.87	0.61	0.62	0.54	0.30	0.22	0.85
d, Delay for Lane Group [s/veh]	45.19	33.57	34.17	41.73	15.87	16.04	48.87	28.07	33.47	40.60
Lane Group LOS	D	C	C	D	B	B	D	C	C	D
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.38	14.17	13.96	7.06	8.66	8.61	1.39	2.29	1.23	7.89
50th-Percentile Queue Length [ft/ln]	34.57	354.31	349.06	176.38	216.62	215.37	34.67	57.23	30.63	197.32
95th-Percentile Queue Length [veh/ln]	2.49	20.35	20.09	11.41	13.49	13.43	2.50	4.12	2.21	12.50
95th-Percentile Queue Length [ft/ln]	62.23	508.66	502.26	285.28	337.30	335.71	62.41	103.01	55.13	312.51

Movement, Approach, & Intersection Results

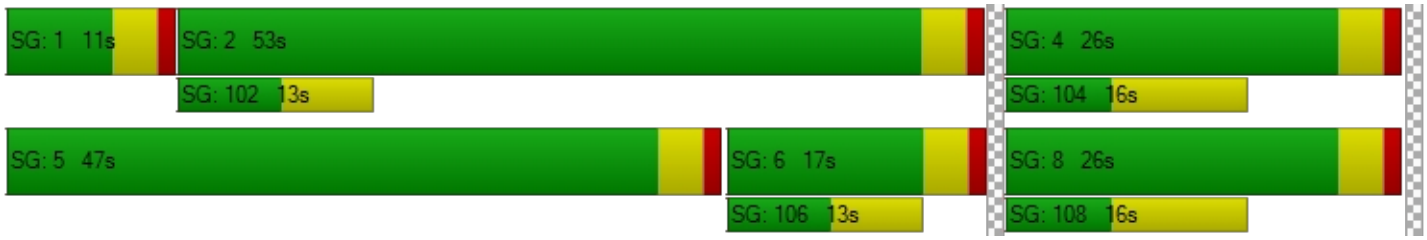
d_M, Delay for Movement [s/veh]	45.19	33.84	34.17	41.73	15.95	16.04	48.87	28.07	28.07	33.47	40.60	40.60
Movement LOS	D	C	C	D	B	B	D	C	C	C	D	D
d_A, Approach Delay [s/veh]	34.35			20.97			34.41			39.50		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	28.98											
Intersection LOS	C											
Intersection V/C	0.853											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.68	34.68	34.68	34.68
l_p,int, Pedestrian LOS Score for Intersection	2.909	2.985	2.073	2.240
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	289	1089	489	489
d_b, Bicycle Delay [s]	32.95	9.35	25.70	25.70
l_b,int, Bicycle LOS Score for Intersection	2.692	2.866	1.868	2.233
Bicycle LOS	B	C	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 17: Monroe Street at Highway 111

Control Type:	Signalized	Delay (sec / veh):	32.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Highway 111			Highway 111		
Base Volume Input [veh/h]	175	733	123	229	684	308	331	881	60	137	711	144
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	175	733	123	229	684	308	331	881	60	137	711	144
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	183	31	57	171	77	83	220	15	34	178	36
Total Analysis Volume [veh/h]	175	733	123	229	684	308	331	881	60	137	711	144
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	3	8	0	7	4	0	5	2	0	1	6	6
Auxiliary Signal Groups												6,7
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	11	42	0	12	43	0	14	25	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	7
Pedestrian Clearance [s]	0	16	0	0	14	0	0	11	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	28	28	8	28	28	10	32	32	7	29	40
g / C, Green / Cycle	0.08	0.31	0.31	0.09	0.32	0.32	0.11	0.35	0.35	0.08	0.32	0.45
(v / s)_i Volume / Saturation Flow Rate	0.05	0.23	0.23	0.07	0.28	0.28	0.10	0.18	0.18	0.04	0.14	0.09
s, saturation flow rate [veh/h]	3459	1870	1777	3459	1870	1676	3459	3560	1810	3459	5094	1589
c, Capacity [veh/h]	269	573	544	305	592	531	387	1253	637	264	1612	714
d1, Uniform Delay [s]	40.40	28.36	28.36	40.16	29.20	29.28	39.34	22.95	22.95	40.07	24.48	15.06
k, delay calibration	0.11	0.13	0.13	0.11	0.20	0.20	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.66	2.64	2.78	3.74	7.77	9.07	5.53	1.41	2.77	1.59	0.88	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.77	0.77	0.75	0.88	0.89	0.86	0.50	0.50	0.52	0.44	0.20
d, Delay for Lane Group [s/veh]	43.06	31.00	31.13	43.90	36.97	38.35	44.87	24.36	25.72	41.65	25.36	15.69
Lane Group LOS	D	C	C	D	D	D	D	C	C	D	C	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.96	8.73	8.32	2.60	11.56	10.65	3.84	5.28	5.61	1.50	4.04	1.85
50th-Percentile Queue Length [ft/ln]	49.04	218.13	207.91	65.12	289.11	266.15	95.96	131.90	140.15	37.55	101.02	46.28
95th-Percentile Queue Length [veh/ln]	3.53	13.57	13.05	4.69	17.14	16.00	6.91	9.04	9.49	2.70	7.27	3.33
95th-Percentile Queue Length [ft/ln]	88.27	339.24	326.15	117.21	428.54	399.93	172.73	226.07	237.22	67.59	181.84	83.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.06	31.05	31.13	43.90	37.29	38.35	44.87	24.76	25.72	41.65	25.36	15.69
Movement LOS	D	C	C	D	D	D	D	C	C	D	C	B
d_A, Approach Delay [s/veh]	33.10			38.80			30.04			26.21		
Approach LOS	C			D			C			C		
d_I, Intersection Delay [s/veh]	32.26											
Intersection LOS	C											
Intersection V/C	0.689											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	2.763	2.847	3.026	3.090
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	844	866	466	400
d_b, Bicycle Delay [s]	15.06	14.49	26.49	28.84
l_b,int, Bicycle LOS Score for Intersection	2.410	2.567	2.259	2.105
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX H-V

BUILDOUT WITH PROJECT OPTION B WITH IMPROVEMENTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	0	52	1	0	1	0	104	14	99	125	0
Total Analysis Volume [veh/h]	39	0	206	4	0	2	0	414	55	394	501	1
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	20	0	0	20	0	11	11	0	64	64	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	0	44	23	67
g / C, Green / Cycle	0.17	0.17	0.00	0.46	0.25	0.70
(v / s)_i Volume / Saturation Flow Rate	0.16	0.01	0.00	0.26	0.22	0.27
s, saturation flow rate [veh/h]	1579	819	1781	1832	1781	1869
c, Capacity [veh/h]	311	202	2	841	437	1315
d1, Uniform Delay [s]	38.77	32.93	0.00	18.68	34.72	5.71
k, delay calibration	0.11	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.46	0.06	0.00	2.66	6.97	0.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.03	0.00	0.56	0.90	0.38
d, Delay for Lane Group [s/veh]	43.23	32.99	0.00	21.34	41.69	6.55
Lane Group LOS	D	C	A	C	D	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	5.91	0.12	0.00	7.51	9.23	3.37
50th-Percentile Queue Length [ft/ln]	147.69	2.95	0.00	187.76	230.82	84.28
95th-Percentile Queue Length [veh/ln]	9.89	0.21	0.00	12.00	14.22	6.07
95th-Percentile Queue Length [ft/ln]	247.35	5.31	0.00	300.12	355.40	151.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.23	43.23	43.23	32.99	32.99	32.99	0.00	21.34	21.34	41.69	6.55	6.55
Movement LOS	D	D	D	C	C	C	A	C	C	D	A	A
d_A, Approach Delay [s/veh]	43.23			32.99			21.34			22.00		
Approach LOS	D			C			C			C		
d_I, Intersection Delay [s/veh]	25.07											
Intersection LOS	C											
Intersection V/C	0.724											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	337	337	147	1263
d_b, Bicycle Delay [s]	32.85	32.85	40.76	6.45
l_b,int, Bicycle LOS Score for Intersection	1.964	1.570	2.333	3.038
Bicycle LOS	A	A	B	C

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	48.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.923

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	101	54	33	156	50	42	59	112	116	87	11
Total Analysis Volume [veh/h]	459	403	214	132	624	198	169	235	446	464	347	43
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	36	30	0	39	33	0	16	25	25	21	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	31	49	49	11	28	28	12	22	90	17	27
g / C, Green / Cycle	0.27	0.43	0.43	0.09	0.25	0.25	0.10	0.19	0.78	0.15	0.24
(v / s)_i Volume / Saturation Flow Rate	0.26	0.22	0.13	0.07	0.23	0.23	0.09	0.05	0.28	0.13	0.21
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1870	1717	1781	5094	1589	3459	1834
c, Capacity [veh/h]	485	798	678	164	461	424	188	986	1243	514	434
d1, Uniform Delay [s]	41.08	24.12	21.87	51.24	42.39	42.39	50.91	39.26	3.80	48.22	42.62
k, delay calibration	0.40	0.11	0.11	0.11	0.36	0.36	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	25.51	0.50	0.26	8.78	21.91	23.27	14.19	0.57	0.81	6.20	24.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.95	0.51	0.32	0.80	0.93	0.93	0.90	0.24	0.36	0.90	0.90
d, Delay for Lane Group [s/veh]	66.59	24.62	22.13	60.03	64.29	65.66	65.10	39.83	4.61	54.42	66.67
Lane Group LOS	E	C	C	E	E	E	E	D	A	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	16.04	8.04	3.87	4.13	14.59	13.56	5.54	1.93	2.80	6.97	13.54
50th-Percentile Queue Length [ft/ln]	401.10	201.02	96.69	103.24	364.79	339.07	138.61	48.26	70.12	174.15	338.61
95th-Percentile Queue Length [veh/ln]	22.61	12.69	6.96	7.43	20.86	19.60	9.41	3.47	5.05	11.29	19.58
95th-Percentile Queue Length [ft/ln]	565.32	317.28	174.04	185.82	521.41	490.06	235.15	86.87	126.22	282.36	489.50

Movement, Approach, & Intersection Results

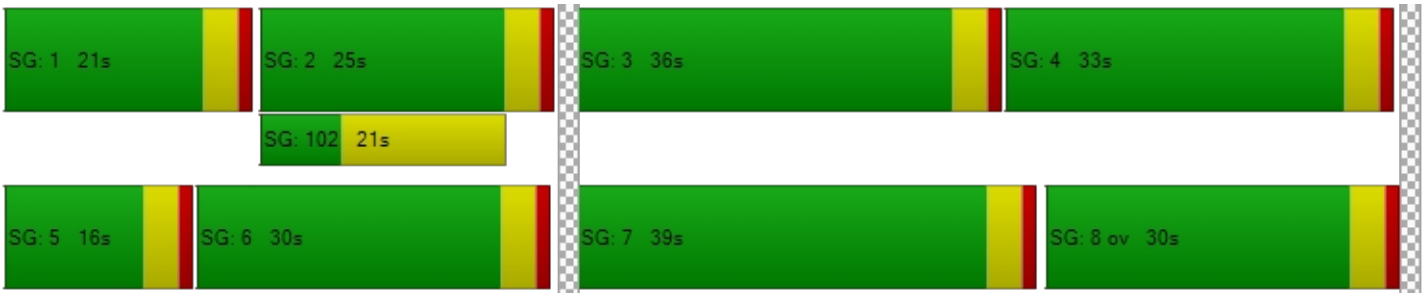
d_M, Delay for Movement [s/veh]	66.59	24.62	22.13	60.03	64.72	65.66	65.10	39.83	4.61	54.42	66.67	66.67
Movement LOS	E	C	C	E	E	E	E	D	A	D	E	E
d_A, Approach Delay [s/veh]	42.03			64.27			26.38			60.02		
Approach LOS	D			E			C			E		
d_I, Intersection Delay [s/veh]	48.26											
Intersection LOS	D											
Intersection V/C	0.923											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	47.07	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	2.821	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	452	504	365	452
d_b, Bicycle Delay [s]	34.48	32.19	38.46	34.48
I_b,int, Bicycle LOS Score for Intersection	3.335	2.347	2.027	2.969
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	31.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	284	32	39	323	249	137	44	16	11	14	56
Total Analysis Volume [veh/h]	141	1134	127	156	1293	996	546	177	65	45	54	222
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	16	51	0	20	55	55	27	38	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	11	60	60	13	62	89	23	26	26	5	8	25
g / C, Green / Cycle	0.09	0.50	0.50	0.11	0.51	0.74	0.19	0.21	0.21	0.05	0.07	0.21
(v / s)_i Volume / Saturation Flow Rate	0.08	0.34	0.34	0.09	0.36	0.63	0.16	0.09	0.04	0.03	0.03	0.14
s, saturation flow rate [veh/h]	1781	1870	1805	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	168	938	906	190	1830	1175	663	397	337	82	124	328
d1, Uniform Delay [s]	53.47	22.64	22.72	52.52	22.26	10.94	46.56	41.16	38.85	56.03	53.87	43.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.51	3.99	4.22	8.54	2.33	7.67	2.64	0.79	0.28	5.57	2.38	2.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.68	0.69	0.82	0.71	0.85	0.82	0.45	0.19	0.55	0.43	0.68
d, Delay for Lane Group [s/veh]	63.98	26.63	26.94	61.05	24.59	18.61	49.20	41.95	39.13	61.60	56.24	46.80
Lane Group LOS	E	C	C	E	C	B	D	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.67	14.36	14.05	5.05	14.11	18.00	8.04	4.66	1.61	1.46	1.65	6.35
50th-Percentile Queue Length [ft/ln]	116.85	358.99	351.25	126.36	352.63	449.95	201.12	116.39	40.24	36.57	41.31	158.73
95th-Percentile Queue Length [veh/ln]	8.22	20.57	20.20	8.74	20.26	24.96	12.70	8.19	2.90	2.63	2.97	10.48
95th-Percentile Queue Length [ft/ln]	205.49	514.36	504.94	218.53	506.62	623.88	317.40	204.86	72.43	65.83	74.35	262.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.98	26.77	26.94	61.05	24.59	18.61	49.20	41.95	39.13	61.60	56.24	46.80
Movement LOS	E	C	C	E	C	B	D	D	D	E	E	D
d_A, Approach Delay [s/veh]	30.53			24.48			46.74			50.46		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	31.41											
Intersection LOS	C											
Intersection V/C	0.961											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
I_p,int, Pedestrian LOS Score for Intersection	2.861	3.173	2.883	2.335
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	850	567	300
d_b, Bicycle Delay [s]	22.22	19.85	30.83	43.37
I_b,int, Bicycle LOS Score for Intersection	2.716	3.577	2.860	2.089
Bicycle LOS	B	D	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Madison Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	31.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

Volumes

Name	Madison Street			Madison Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	73	0	0	0	1	207	13	42	111	1
Total Analysis Volume [veh/h]	19	0	292	1	0	0	4	827	50	169	442	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	7	0	7	7	0	7	7	0
Maximum Green [s]	0	30	0	0	30	0	30	30	0	30	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	11	14	0	70	73	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	L	C
C, Cycle Length [s]	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	25	25	1	69	13	82
g / C, Green / Cycle	0.21	0.21	0.01	0.58	0.11	0.68
(v / s)_i Volume / Saturation Flow Rate	0.20	0.00	0.00	0.47	0.09	0.24
s, saturation flow rate [veh/h]	1590	338	1781	1851	1781	1867
c, Capacity [veh/h]	369	132	15	1066	200	1269
d1, Uniform Delay [s]	46.24	37.36	59.12	20.52	52.20	8.08
k, delay calibration	0.26	0.11	0.11	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.60	0.02	9.74	7.20	9.30	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.01	0.27	0.82	0.84	0.35
d, Delay for Lane Group [s/veh]	57.85	37.38	68.85	27.72	61.50	8.84
Lane Group LOS	E	D	E	C	E	A
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	10.22	0.02	0.16	20.15	5.42	4.56
50th-Percentile Queue Length [ft/ln]	255.52	0.61	3.97	503.63	135.42	114.02
95th-Percentile Queue Length [veh/ln]	15.46	0.04	0.29	27.51	9.23	8.06
95th-Percentile Queue Length [ft/ln]	386.60	1.09	7.14	687.65	230.84	201.58

Movement, Approach, & Intersection Results

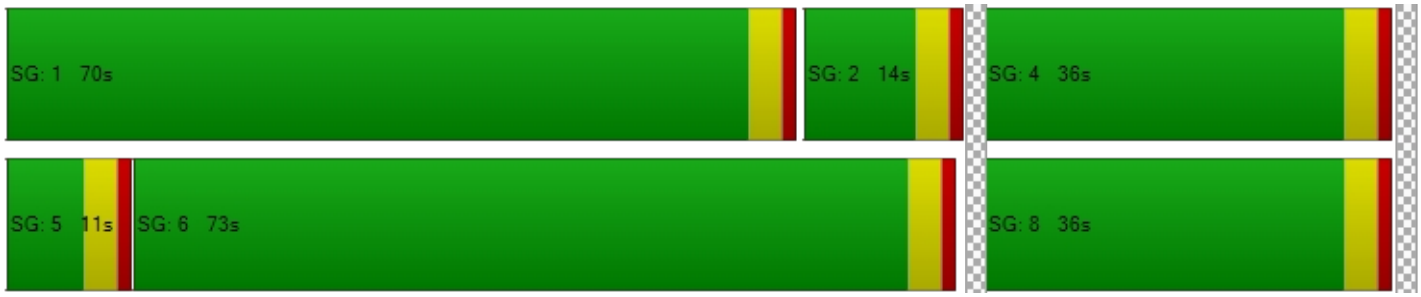
d_M, Delay for Movement [s/veh]	57.85	57.85	57.85	37.38	37.38	37.38	68.85	27.72	27.72	61.50	8.84	8.84
Movement LOS	E	E	E	D	D	D	E	C	C	E	A	A
d_A, Approach Delay [s/veh]	57.85			37.38			27.91			23.31		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	31.50											
Intersection LOS	C											
Intersection V/C	0.849											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	167	1150
d_b, Bicycle Delay [s]	32.25	32.25	50.40	10.83
I_b,int, Bicycle LOS Score for Intersection	2.073	1.561	3.013	2.574
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Monroe Street at Avenue 42

Control Type:	Signalized	Delay (sec / veh):	40.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.896

Intersection Setup

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			No		

Volumes

Name	Monroe Street			Monroe Street			Avenue 42			Avenue 42		
Base Volume Input [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	135	87	53	117	19	65	118	115	65	52	27
Total Analysis Volume [veh/h]	483	538	346	211	469	77	260	470	458	261	207	107
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	2	1	6	0
Auxiliary Signal Groups									2,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	33	36	0	17	20	0	19	25	25	17	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0	0	7	7	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0	0	14	14	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	28	31	31	13	16	16	15	22	74	13	20
g / C, Green / Cycle	0.29	0.32	0.32	0.14	0.17	0.17	0.16	0.23	0.78	0.14	0.21
(v / s)_i Volume / Saturation Flow Rate	0.27	0.29	0.22	0.12	0.15	0.15	0.15	0.09	0.29	0.14	0.18
s, saturation flow rate [veh/h]	1781	1870	1589	1781	1870	1779	1781	5094	1589	1813	1764
c, Capacity [veh/h]	516	604	514	245	319	303	282	1194	1238	286	376
d1, Uniform Delay [s]	32.92	30.61	27.87	40.17	38.49	38.51	39.48	30.72	3.28	43.11	35.83
k, delay calibration	0.35	0.35	0.20	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	20.62	13.34	2.78	8.77	7.61	8.08	12.18	0.97	0.85	10.96	19.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.89	0.67	0.86	0.88	0.88	0.92	0.39	0.37	0.91	0.83
d, Delay for Lane Group [s/veh]	53.55	43.95	30.65	48.94	46.10	46.58	51.66	31.70	4.13	54.07	55.05
Lane Group LOS	D	D	C	D	D	D	D	C	A	D	E
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	13.48	13.57	7.03	5.36	6.93	6.65	6.85	3.10	2.19	3.51	8.84
50th-Percentile Queue Length [ft/ln]	337.10	339.22	175.78	134.02	173.13	166.14	171.13	77.43	54.87	87.65	220.94
95th-Percentile Queue Length [veh/ln]	19.51	19.61	11.38	9.16	11.24	10.87	11.14	5.58	3.95	6.31	13.71
95th-Percentile Queue Length [ft/ln]	487.66	490.25	284.49	228.95	281.03	271.84	278.40	139.38	98.76	157.78	342.82

Movement, Approach, & Intersection Results

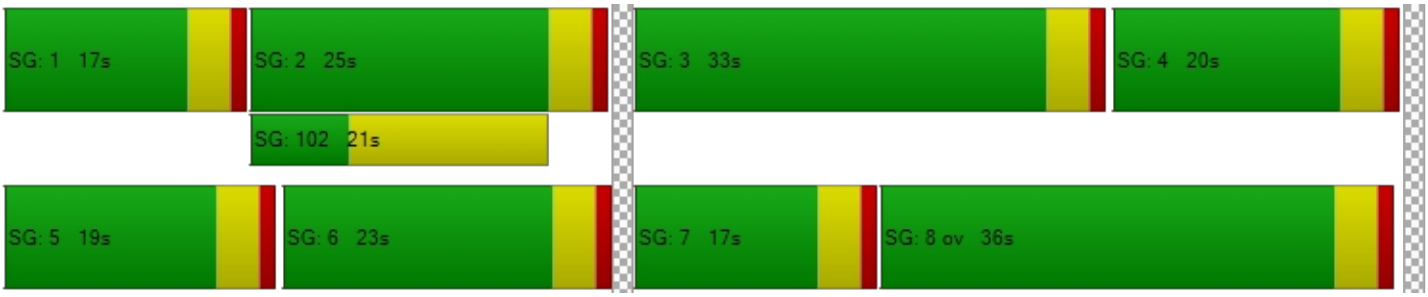
d_M, Delay for Movement [s/veh]	53.55	43.95	30.65	48.94	46.30	46.58	51.66	31.70	4.13	54.07	55.05	55.05
Movement LOS	D	D	C	D	D	D	D	C	A	D	E	E
d_A, Approach Delay [s/veh]	43.97			47.06			25.44			54.61		
Approach LOS	D			D			C			D		
d_I, Intersection Delay [s/veh]	40.48											
Intersection LOS	D											
Intersection V/C	0.896											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.172	0.000	0.000	0.000
Crosswalk LOS	C	F	F	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	673	337	442	400
d_b, Bicycle Delay [s]	20.92	32.89	28.86	30.44
I_b,int, Bicycle LOS Score for Intersection	3.815	2.184	2.213	2.508
Bicycle LOS	D	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 14: Monroe Street at Fred Waring Drive

Control Type:	Signalized	Delay (sec / veh):	41.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.944

Intersection Setup

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Fred Waring Drive			Fred Waring Drive		
Base Volume Input [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	290	26	52	302	187	205	59	37	15	11	73
Total Analysis Volume [veh/h]	168	1161	105	207	1207	746	821	235	149	61	43	293
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Overla	Protect	Permis	Permis	Protect	Permis	Overla
Signal Group	1	6	0	5	2	2	3	8	0	7	4	4
Auxiliary Signal Groups						2,3						4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	7	7	7	0	7	7	7
Maximum Green [s]	30	30	0	30	30	30	30	30	0	30	30	30
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	17	42	0	20	45	45	36	47	0	11	22	22
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	7	0	0	7	7	0	7	0	0	7	7
Pedestrian Clearance [s]	0	9	0	0	12	12	0	9	0	0	11	11
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No	No	No	No		No	No	No
Maximum Recall	No	No		No	No	No	No	No		No	No	No
Pedestrian Recall	No	No		No	No	No	No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	13	46	46	16	49	85	32	36	36	6	10	30
g / C, Green / Cycle	0.11	0.38	0.38	0.13	0.40	0.70	0.27	0.30	0.30	0.05	0.09	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.34	0.34	0.12	0.34	0.47	0.24	0.13	0.09	0.03	0.02	0.18
s, saturation flow rate [veh/h]	1781	1870	1816	1781	3560	1589	3459	1870	1589	1781	1870	1589
c, Capacity [veh/h]	194	713	693	235	1440	1119	922	565	480	92	163	401
d1, Uniform Delay [s]	52.64	34.91	35.03	51.21	32.21	9.90	42.36	33.45	32.27	55.92	51.22	41.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.03	16.29	17.32	10.41	5.99	3.15	3.23	0.49	0.36	7.99	0.86	6.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.90	0.90	0.88	0.84	0.67	0.89	0.42	0.31	0.67	0.26	0.73
d, Delay for Lane Group [s/veh]	63.67	51.21	52.36	61.62	38.20	13.05	45.59	33.94	32.64	63.92	52.07	47.19
Lane Group LOS	E	D	D	E	D	B	D	C	C	E	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.57	20.49	20.27	6.79	16.69	10.78	12.02	5.55	3.40	2.02	1.25	8.59
50th-Percentile Queue Length [ft/ln]	139.30	512.30	506.69	169.63	417.29	269.48	300.61	138.81	84.95	50.50	31.29	214.86
95th-Percentile Queue Length [veh/ln]	9.44	27.92	27.65	11.06	23.39	16.16	17.71	9.42	6.12	3.64	2.25	13.40
95th-Percentile Queue Length [ft/ln]	236.08	697.90	691.27	276.43	584.79	404.09	442.78	235.42	152.91	90.89	56.32	335.06

Movement, Approach, & Intersection Results

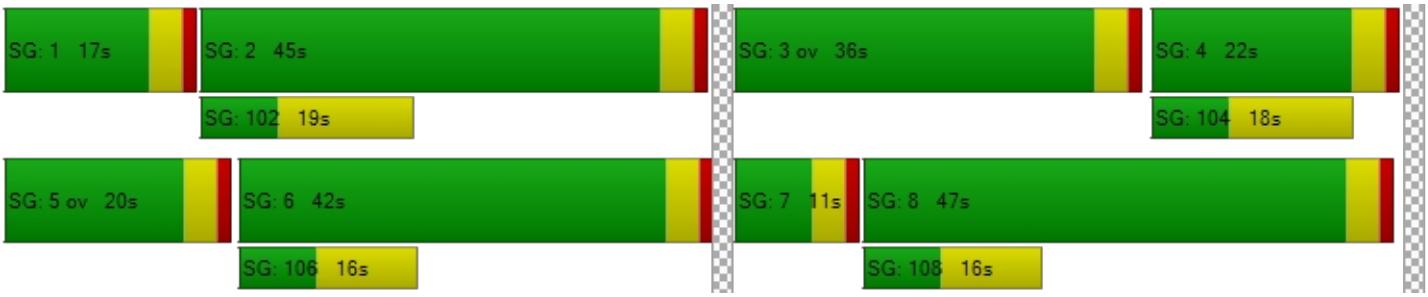
d_M, Delay for Movement [s/veh]	63.67	51.72	52.36	61.62	38.20	13.05	45.59	33.94	32.64	63.92	52.07	47.19
Movement LOS	E	D	D	E	D	B	D	C	C	E	D	D
d_A, Approach Delay [s/veh]	53.17			31.76			41.72			50.29		
Approach LOS	D			C			D			D		
d_I, Intersection Delay [s/veh]	41.39											
Intersection LOS	D											
Intersection V/C	0.944											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
I_p,int, Pedestrian LOS Score for Intersection	2.870	3.187	2.909	2.375
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	633	683	716	300
d_b, Bicycle Delay [s]	28.03	26.02	24.72	43.37
I_b,int, Bicycle LOS Score for Intersection	2.743	3.342	3.548	2.215
Bicycle LOS	B	C	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX I

OPTION B TRAFFIC SIGNAL WARRANT WORKSHEETS

APPENDIX I-I

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	468	413	36	4
2	454	401	35	4
3	445	392	34	4
4	417	368	32	4
5	370	326	28	3
6	365	322	28	3
7	360	318	28	3
8	328	289	25	3
9	323	285	25	3
10	318	281	24	3
11	276	244	21	2
12	257	227	20	2
13	253	223	19	2
14	187	165	14	2
15	187	165	14	2
16	131	116	10	1
17	75	66	6	1
18	75	66	6	1
19	42	37	3	0
20	23	21	2	0
21	14	12	1	0
22	5	4	0	0
23	5	4	0	0
24	5	4	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	881	1	36	No	No	No	No	No	No	No	No	No	No
2	1	855	1	35	No	No	No	No	No	No	No	No	No	No
3	1	837	1	34	No	No	No	No	No	No	No	No	No	No
4	1	785	1	32	No	No	No	No	No	No	No	No	No	No
5	1	696	1	28	No	No	No	No	No	No	No	No	No	No
6	1	687	1	28	No	No	No	No	No	No	No	No	No	No
7	1	678	1	28	No	No	No	No	No	No	No	No	No	No
8	1	617	1	25	No	No	No	No	No	No	No	No	No	No
9	1	608	1	25	No	No	No	No	No	No	No	No	No	No
10	1	599	1	24	No	No	No	No	No	No	No	No	No	No
11	1	520	1	21	No	No	No	No	No	No	No	No	No	No
12	1	484	1	20	No	No	No	No	No	No	No	No	No	No
13	1	476	1	19	No	No	No	No	No	No	No	No	No	No
14	1	352	1	14	No	No	No	No	No	No	No	No	No	No
15	1	352	1	14	No	No	No	No	No	No	No	No	No	No
16	1	247	1	10	No	No	No	No	No	No	No	No	No	No
17	1	141	1	6	No	No	No	No	No	No	No	No	No	No
18	1	141	1	6	No	No	No	No	No	No	No	No	No	No
19	1	79	1	3	No	No	No	No	No	No	No	No	No	No
20	1	44	1	2	No	No	No	No	No	No	No	No	No	No
21	1	26	1	1	No	No	No	No	No	No	No	No	No	No
22	1	9	1	0	No	No	No	No	No	No	No	No	No	No
23	1	9	1	0	No	No	No	No	No	No	No	No	No	No
24	1	9	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	20.6	17.5
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:12	0:01
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	36	4
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	921	921
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	No
#3	Peak Hour	No

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	415	781	12	1
2	403	758	12	1
3	394	742	11	1
4	369	695	11	1
5	328	617	9	1
6	324	609	9	1
7	320	601	9	1
8	291	547	8	1
9	286	539	8	1
10	282	531	8	1
11	245	461	7	1
12	228	430	7	1
13	224	422	6	1
14	166	312	5	0
15	166	312	5	0
16	116	219	3	0
17	66	125	2	0
18	66	125	2	0
19	37	70	1	0
20	21	39	1	0
21	12	23	0	0
22	4	8	0	0
23	4	8	0	0
24	4	8	0	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1196	1	12	No	No	No	No	No	No	No	No	No	No
2	1	1161	1	12	No	No	No	No	No	No	No	No	No	No
3	1	1136	1	11	No	No	No	No	No	No	No	No	No	No
4	1	1064	1	11	No	No	No	No	No	No	No	No	No	No
5	1	945	1	9	No	No	No	No	No	No	No	No	No	No
6	1	933	1	9	No	No	No	No	No	No	No	No	No	No
7	1	921	1	9	No	No	No	No	No	No	No	No	No	No
8	1	838	1	8	No	No	No	No	No	No	No	No	No	No
9	1	825	1	8	No	No	No	No	No	No	No	No	No	No
10	1	813	1	8	No	No	No	No	No	No	No	No	No	No
11	1	706	1	7	No	No	No	No	No	No	No	No	No	No
12	1	658	1	7	No	No	No	No	No	No	No	No	No	No
13	1	646	1	6	No	No	No	No	No	No	No	No	No	No
14	1	478	1	5	No	No	No	No	No	No	No	No	No	No
15	1	478	1	5	No	No	No	No	No	No	No	No	No	No
16	1	335	1	3	No	No	No	No	No	No	No	No	No	No
17	1	191	1	2	No	No	No	No	No	No	No	No	No	No
18	1	191	1	2	No	No	No	No	No	No	No	No	No	No
19	1	107	1	1	No	No	No	No	No	No	No	No	No	No
20	1	60	1	1	No	No	No	No	No	No	No	No	No	No
21	1	35	1	0	No	No	No	No	No	No	No	No	No	No
22	1	12	1	0	No	No	No	No	No	No	No	No	No	No
23	1	12	1	0	No	No	No	No	No	No	No	No	No	No
24	1	12	1	0	No	No	No	No	No	No	No	No	No	No
Hours Met					0	0	0	0	0	0	0	0	0	0

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	26.9	38.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	0:05	0:00
Delay Condition Met	No	No
Volume on Minor Street Approach During Same Hour	12	1
High Minor Volume Condition Met	No	No
Total Entering Volume on All Approaches During Same Hour	1209	1209
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	No	No
Warrant Met for Intersection	**No**	

APPENDIX I-II

BUILDOUT WITH PROJECT OPTION B TRAFFIC CONDITIONS

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	896	469	245	6
2	869	455	238	6
3	851	446	233	6
4	797	417	218	5
5	708	371	194	5
6	699	366	191	5
7	690	361	189	5
8	627	328	172	4
9	618	324	169	4
10	609	319	167	4
11	529	277	145	4
12	493	258	135	3
13	484	253	132	3
14	358	188	98	2
15	358	188	98	2
16	251	131	69	2
17	143	75	39	1
18	143	75	39	1
19	81	42	22	1
20	45	23	12	0
21	27	14	7	0
22	9	5	2	0
23	9	5	2	0
24	9	5	2	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1365	1	245	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1324	1	238	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1297	1	233	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1214	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1079	1	194	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
6	1	1065	1	191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
7	1	1051	1	189	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
8	1	955	1	172	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	1	942	1	169	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	1	928	1	167	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	806	1	145	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
12	1	751	1	135	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
13	1	737	1	132	No	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
14	1	546	1	98	No	No	No	Yes	No	No	Yes	Yes	No	No
15	1	546	1	98	No	No	No	Yes	No	No	Yes	Yes	No	No
16	1	382	1	69	No	No	No	No	No	No	No	No	No	No
17	1	218	1	39	No	No	No	No	No	No	No	No	No	No
18	1	218	1	39	No	No	No	No	No	No	No	No	No	No
19	1	123	1	22	No	No	No	No	No	No	No	No	No	No
20	1	68	1	12	No	No	No	No	No	No	No	No	No	No
21	1	41	1	7	No	No	No	No	No	No	No	No	No	No
22	1	14	1	2	No	No	No	No	No	No	No	No	No	No
23	1	14	1	2	No	No	No	No	No	No	No	No	No	No
24	1	14	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	12	13	15	15	10	4

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	291.2	160.9
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	19:48	0:16
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	245	6
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1616	1616
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

Signal Warrants Report For Intersection 5: Madison Street at Avenue 42

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	615	881	311	1
2	597	855	302	1
3	584	837	295	1
4	547	784	277	1
5	486	696	246	1
6	480	687	243	1
7	474	678	239	1
8	431	617	218	1
9	424	608	215	1
10	418	599	211	1
11	363	520	183	1
12	338	485	171	1
13	332	476	168	1
14	246	352	124	0
15	246	352	124	0
16	172	247	87	0
17	98	141	50	0
18	98	141	50	0
19	55	79	28	0
20	31	44	16	0
21	18	26	9	0
22	6	9	3	0
23	6	9	3	0
24	6	9	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	1	1496	1	311	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	1	1452	1	302	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	1	1421	1	295	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	1	1331	1	277	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	1	1182	1	246	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	1	1167	1	243	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	1	1152	1	239	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	1	1048	1	218	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	1	1032	1	215	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	1	1017	1	211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	1	883	1	183	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
12	1	823	1	171	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
13	1	808	1	168	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
14	1	598	1	124	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
15	1	598	1	124	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
16	1	419	1	87	No	No	No	Yes	No	No	No	No	No	No
17	1	239	1	50	No	No	No	No	No	No	No	No	No	No
18	1	239	1	50	No	No	No	No	No	No	No	No	No	No
19	1	134	1	28	No	No	No	No	No	No	No	No	No	No
20	1	75	1	16	No	No	No	No	No	No	No	No	No	No
21	1	44	1	9	No	No	No	No	No	No	No	No	No	No
22	1	15	1	3	No	No	No	No	No	No	No	No	No	No
23	1	15	1	3	No	No	No	No	No	No	No	No	No	No
24	1	15	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	13	13	15	15	13	7

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	142	490.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	12:16	0:08
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	311	1
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1808	1808
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

APPENDIX J

PROJECT OPTION B DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX J-I

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	32.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	460	240	8	1107	245	251	12	98	372	30	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	460	240	8	1107	245	251	12	98	372	30	36
Peak Hour Factor	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480	0.9480
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	121	63	2	292	65	66	3	26	98	8	9
Total Analysis Volume [veh/h]	724	485	253	8	1168	258	265	13	103	392	32	38
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	28	40	0	11	23	0	20	23	23	21	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	95	95	95	95	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	22	56	56	1	35	35	16	9	35	13	6	6
g / C, Green / Cycle	0.23	0.59	0.59	0.01	0.37	0.37	0.17	0.09	0.37	0.14	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.21	0.14	0.16	0.00	0.33	0.16	0.15	0.01	0.04	0.11	0.02	0.02
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	809	2086	931	53	1307	583	298	174	1038	477	118	100
d1, Uniform Delay [s]	35.31	9.45	9.71	46.24	28.37	22.75	38.73	39.43	19.67	39.88	42.48	42.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.77	0.26	0.72	1.30	9.64	2.42	8.79	0.18	0.04	3.60	1.22	2.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.23	0.27	0.15	0.89	0.44	0.89	0.07	0.10	0.82	0.27	0.38
d, Delay for Lane Group [s/veh]	39.08	9.71	10.43	47.54	38.00	25.18	47.53	39.61	19.71	43.48	43.70	45.12
Lane Group LOS	D	A	B	D	D	C	D	D	B	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.37	2.33	2.60	0.10	13.74	4.64	6.68	0.28	0.74	4.64	0.75	0.92
50th-Percentile Queue Length [ft/ln]	209.28	58.17	64.97	2.56	343.57	116.07	166.97	7.12	18.60	115.92	18.80	22.92
95th-Percentile Queue Length [veh/ln]	13.12	4.19	4.68	0.18	19.82	8.18	10.92	0.51	1.34	8.17	1.35	1.65
95th-Percentile Queue Length [ft/ln]	327.90	104.70	116.94	4.61	495.57	204.41	272.93	12.82	33.48	204.20	33.84	41.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.08	9.71	10.43	47.54	38.00	25.18	47.53	39.61	19.71	43.48	43.70	45.12
Movement LOS	D	A	B	D	D	C	D	D	B	D	D	D
d_A, Approach Delay [s/veh]	24.38			35.75			39.74			43.63		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	32.68											
Intersection LOS	C											
Intersection V/C	0.854											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.18	37.18	37.18	37.18
l_p,int, Pedestrian LOS Score for Intersection	3.031	2.906	2.682	2.575
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	757	400	400	421
d_b, Bicycle Delay [s]	18.36	30.44	30.44	29.64
l_b,int, Bicycle LOS Score for Intersection	2.766	2.743	2.188	2.322
Bicycle LOS	C	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	377	6	15	482
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	377	6	15	482
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	99	2	4	127
Total Analysis Volume [veh/h]	0	63	397	6	16	507
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	9.82	0.00	0.00	8.17	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.25	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.31	0.00	0.00	1.06	0.00
d_A, Approach Delay [s/veh]	9.82		0.00		0.25	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	431	6	15	497
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	431	6	15	497
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	113	2	4	131
Total Analysis Volume [veh/h]	0	63	454	6	16	523
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	10.05	0.00	0.00	8.33	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.61	0.00	0.00	1.11	0.00
d_A, Approach Delay [s/veh]	10.05		0.00		0.25	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.117

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	83	483	7	21	512
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	83	483	7	21	512
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	127	2	6	135
Total Analysis Volume [veh/h]	0	87	508	7	22	539
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	10.47	0.00	0.00	8.51	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.06	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.86	0.00	0.00	1.61	0.00
d_A, Approach Delay [s/veh]	10.47		0.00		0.33	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.94					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	130	555	12	33	533
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	130	555	12	33	533
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	146	3	9	140
Total Analysis Volume [veh/h]	0	137	584	13	35	561
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	11.34	0.00	0.00	8.83	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.72	0.00	0.00	0.11	0.00
95th-Percentile Queue Length [ft/ln]	0.00	17.93	0.00	0.00	2.79	0.00
d_A, Approach Delay [s/veh]	11.34		0.00		0.52	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.137

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	88	742	1311	70	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	742	1311	70	0	50
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	195	345	18	0	13
Total Analysis Volume [veh/h]	88	781	1380	74	0	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.75
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.75
d_A, Approach Delay [s/veh]	0.00		0.00		15.75	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	18.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.216

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1386	1514	62	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1386	1514	62	0	67
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	365	398	16	0	18
Total Analysis Volume [veh/h]	0	1459	1594	65	0	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.02	0.00	0.00	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	18.90
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.80
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	20.10
d_A, Approach Delay [s/veh]	0.00		0.00		18.90	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	10	676	9	0	566
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	676	9	0	566
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	178	2	0	149
Total Analysis Volume [veh/h]	0	11	712	9	0	596
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.76	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.55	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.76		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	747	379	10	655	204	420	33	565	450	26	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	747	379	10	655	204	420	33	565	450	26	43
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	145	201	102	3	176	55	113	9	152	121	7	12
Total Analysis Volume [veh/h]	581	804	408	11	705	220	452	36	608	484	28	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	29	40	0	11	22	0	46	23	23	46	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	63	63	2	41	41	33	19	47	20	6	6
g / C, Green / Cycle	0.20	0.52	0.52	0.02	0.35	0.35	0.27	0.16	0.39	0.16	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.17	0.23	0.26	0.00	0.20	0.14	0.25	0.02	0.22	0.14	0.01	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	675	1857	829	65	1229	549	485	302	1098	570	101	86
d1, Uniform Delay [s]	46.72	17.75	18.48	57.97	32.10	29.88	42.62	43.03	28.48	48.69	54.52	55.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.26	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.36	0.74	2.08	1.21	1.95	2.18	17.05	0.17	0.44	3.65	1.46	5.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.43	0.49	0.17	0.57	0.40	0.93	0.12	0.55	0.85	0.28	0.53
d, Delay for Lane Group [s/veh]	50.08	18.49	20.57	59.18	34.05	32.06	59.67	43.21	28.92	52.34	55.98	60.36
Lane Group LOS	D	B	C	E	C	C	E	D	C	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.68	6.96	7.63	0.18	8.66	5.17	15.25	0.94	6.84	7.31	0.86	1.48
50th-Percentile Queue Length [ft/ln]	216.89	173.97	190.87	4.39	216.39	129.17	381.30	23.39	170.96	182.86	21.40	36.97
95th-Percentile Queue Length [veh/ln]	13.51	11.28	12.17	0.32	13.48	8.89	21.66	1.68	11.13	11.75	1.54	2.66
95th-Percentile Queue Length [ft/ln]	337.65	282.12	304.16	7.90	337.01	222.37	541.41	42.09	278.17	293.75	38.52	66.55

Movement, Approach, & Intersection Results

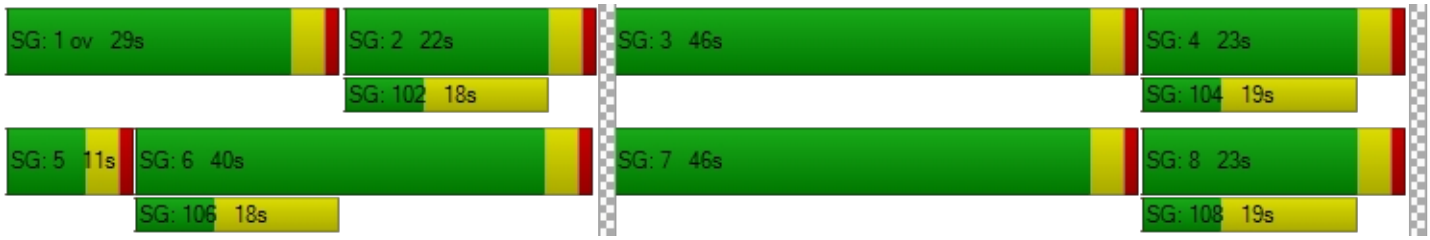
d_M, Delay for Movement [s/veh]	50.08	18.49	20.57	59.18	34.05	32.06	59.67	43.21	28.92	52.34	55.98	60.36
Movement LOS	D	B	C	E	C	C	E	D	C	D	E	E
d_A, Approach Delay [s/veh]	29.20			33.88			42.07			53.18		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.47											
Intersection LOS	D											
Intersection V/C	0.780											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.108	2.919	2.779	2.631
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	300	317	317
d_b, Bicycle Delay [s]	29.41	43.37	42.52	42.52
l_b,int, Bicycle LOS Score for Intersection	3.039	2.332	3.368	2.480
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.052

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	765	13	35	434
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	765	13	35	434
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	201	3	9	114
Total Analysis Volume [veh/h]	0	31	805	14	37	457
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	11.36	0.00	0.00	9.69	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.16	0.00	0.00	0.14	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.10	0.00	0.00	3.61	0.00
d_A, Approach Delay [s/veh]	11.36		0.00		0.73	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	780	13	35	469
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	780	13	35	469
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	205	3	9	123
Total Analysis Volume [veh/h]	0	31	821	14	37	494
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	11.44	0.00	0.00	9.75	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.17	0.00	0.00	0.15	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.15	0.00	0.00	3.66	0.00
d_A, Approach Delay [s/veh]	11.44		0.00		0.68	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	40	791	19	48	504
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	791	19	48	504
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	208	5	13	133
Total Analysis Volume [veh/h]	0	42	833	20	51	531
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	0.00	11.63	0.00	0.00	9.93	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.23	0.00	0.00	0.21	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.78	0.00	0.00	5.22	0.00
d_A, Approach Delay [s/veh]	11.63		0.00		0.87	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.114

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	63	804	27	76	552
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	63	804	27	76	552
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	212	7	20	145
Total Analysis Volume [veh/h]	0	66	846	28	80	581
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	0.00	12.01	0.00	0.00	10.23	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.38	0.00	0.00	0.35	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.58	0.00	0.00	8.69	0.00
d_A, Approach Delay [s/veh]	12.01		0.00		1.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	54	1227	821	73	0	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1227	821	73	0	45
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	323	216	19	0	12
Total Analysis Volume [veh/h]	54	1292	864	77	0	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	11.86
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	6.69
d_A, Approach Delay [s/veh]	0.00		0.00		11.86	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	20.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.219

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1666	1607	65	0	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1666	1607	65	0	64
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	438	423	17	0	17
Total Analysis Volume [veh/h]	0	1754	1692	68	0	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.05
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.82
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	20.49
d_A, Approach Delay [s/veh]	0.00		0.00		20.05	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	11	857	10	0	629
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	857	10	0	629
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	226	3	0	166
Total Analysis Volume [veh/h]	0	12	902	11	0	662
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.84	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.96	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.84		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

APPENDIX J-II

EXISTING WITH AMBIENT GROWTH WITH PROJECT OPTION B WITH CUMULATIVE PROJECTS TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	497	269	23	1203	245	251	12	98	401	30	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	497	269	23	1203	245	251	12	98	401	30	49
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	181	131	71	6	317	64	66	3	26	106	8	13
Total Analysis Volume [veh/h]	722	523	283	24	1266	258	264	13	103	422	32	52
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	35	46	0	11	22	0	27	23	23	30	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	26	66	66	4	43	43	18	9	39	16	7	7
g / C, Green / Cycle	0.24	0.60	0.60	0.03	0.39	0.39	0.17	0.08	0.35	0.15	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.21	0.15	0.18	0.01	0.36	0.16	0.15	0.01	0.04	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	815	2116	945	118	1399	625	297	149	989	506	111	95
d1, Uniform Delay [s]	40.66	10.61	11.02	51.72	31.47	24.21	44.90	46.95	24.03	45.69	49.53	50.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.49	0.28	0.81	0.84	9.91	2.01	9.56	0.25	0.05	3.67	1.40	4.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.25	0.30	0.20	0.90	0.41	0.89	0.09	0.10	0.83	0.29	0.55
d, Delay for Lane Group [s/veh]	44.15	10.89	11.83	52.56	41.38	26.22	54.46	47.20	24.07	49.36	50.93	55.21
Lane Group LOS	D	B	B	D	D	C	D	D	C	D	D	E
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.75	2.99	3.48	0.34	17.29	5.17	7.79	0.34	0.91	5.84	0.89	1.52
50th-Percentile Queue Length [ft/ln]	243.63	74.68	86.92	8.40	432.29	129.17	194.83	8.52	22.82	145.95	22.14	37.99
95th-Percentile Queue Length [veh/ln]	14.86	5.38	6.26	0.60	24.11	8.89	12.37	0.61	1.64	9.80	1.59	2.73
95th-Percentile Queue Length [ft/ln]	371.62	134.43	156.45	15.12	602.78	222.36	309.29	15.34	41.08	245.02	39.86	68.37

Movement, Approach, & Intersection Results

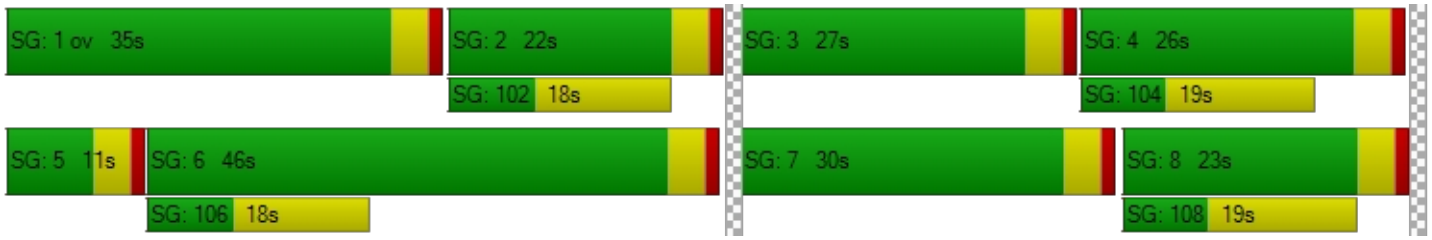
d_M, Delay for Movement [s/veh]	44.15	10.89	11.83	52.56	41.38	26.22	54.46	47.20	24.07	49.36	50.93	55.21
Movement LOS	D	B	B	D	D	C	D	D	C	D	D	E
d_A, Approach Delay [s/veh]	26.78			39.03			45.97			50.06		
Approach LOS	C			D			D			D		
d_I, Intersection Delay [s/veh]	36.38											
Intersection LOS	D											
Intersection V/C	0.872											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.58	44.58	44.58	44.58
l_p,int, Pedestrian LOS Score for Intersection	3.066	2.936	2.689	2.597
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	763	327	345	400
d_b, Bicycle Delay [s]	21.04	38.50	37.67	35.22
l_b,int, Bicycle LOS Score for Intersection	2.820	2.837	2.187	2.395
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	399	6	15	509
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	399	6	15	509
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	105	2	4	134
Total Analysis Volume [veh/h]	0	63	420	6	16	536
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	9.91	0.00	0.00	8.23	0.00
Movement LOS		A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.26	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.43	0.00	0.00	1.08	0.00
d_A, Approach Delay [s/veh]	9.91		0.00		0.24	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	453	6	15	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	453	6	15	524
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	119	2	4	138
Total Analysis Volume [veh/h]	0	63	477	6	16	552
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	10.14	0.00	0.00	8.40	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.27	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.73	0.00	0.00	1.13	0.00
d_A, Approach Delay [s/veh]	10.14		0.00		0.24	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.119

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	83	505	7	21	539
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	83	505	7	21	539
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	133	2	6	142
Total Analysis Volume [veh/h]	0	87	532	7	22	567
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	10.58	0.00	0.00	8.59	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.40	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.06	0.00	0.00	1.64	0.00
d_A, Approach Delay [s/veh]	10.58		0.00		0.32	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	130	577	12	33	560
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	130	577	12	33	560
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	34	152	3	9	147
Total Analysis Volume [veh/h]	0	137	607	13	35	589
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	11.48	0.00	0.00	8.91	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.73	0.00	0.00	0.11	0.00
95th-Percentile Queue Length [ft/ln]	0.00	18.30	0.00	0.00	2.85	0.00
d_A, Approach Delay [s/veh]	11.48		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	88	792	1422	70	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	792	1422	70	0	50
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	208	374	18	0	13
Total Analysis Volume [veh/h]	88	834	1497	74	0	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.93
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.52
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	13.00
d_A, Approach Delay [s/veh]	0.00		0.00		16.93	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1452	1639	62	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1452	1639	62	0	67
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	382	431	16	0	18
Total Analysis Volume [veh/h]	0	1528	1725	65	0	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.24
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	20.81
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.91
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	22.72
d_A, Approach Delay [s/veh]	0.00		0.00		20.81	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	10	698	9	0	593
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	698	9	0	593
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	184	2	0	156
Total Analysis Volume [veh/h]	0	11	735	9	0	624
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	11.88	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.58	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.88		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	36.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	856	399	20	720	204	420	33	565	468	26	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	856	399	20	720	204	420	33	565	468	26	53
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	225	105	5	189	54	111	9	149	123	7	14
Total Analysis Volume [veh/h]	568	901	420	21	758	215	442	35	595	493	27	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	28	39	0	11	22	0	47	23	23	47	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	23	62	62	4	42	42	32	19	45	20	7	7
g / C, Green / Cycle	0.19	0.52	0.52	0.03	0.35	0.35	0.27	0.15	0.38	0.17	0.06	0.06
(v / s)_i Volume / Saturation Flow Rate	0.16	0.25	0.26	0.01	0.21	0.14	0.25	0.02	0.21	0.14	0.01	0.04
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	660	1831	817	105	1259	562	475	289	1066	580	104	88
d1, Uniform Delay [s]	47.02	18.97	19.26	56.80	31.87	29.01	42.92	43.71	29.36	48.51	54.34	55.52
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.24	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.43	0.95	2.30	0.93	2.14	1.97	15.79	0.18	0.46	3.63	1.32	7.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.49	0.51	0.20	0.60	0.38	0.93	0.12	0.56	0.85	0.26	0.64
d, Delay for Lane Group [s/veh]	50.45	19.92	21.56	57.72	34.01	30.98	58.71	43.90	29.82	52.14	55.66	62.88
Lane Group LOS	D	B	C	E	C	C	E	D	C	D	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.50	8.25	8.11	0.32	9.36	4.95	14.76	0.92	6.80	7.44	0.82	1.84
50th-Percentile Queue Length [ft/ln]	212.52	206.30	202.63	8.12	233.92	123.65	369.07	22.94	169.91	186.09	20.55	46.04
95th-Percentile Queue Length [veh/ln]	13.28	12.96	12.77	0.58	14.37	8.59	21.06	1.65	11.07	11.92	1.48	3.31
95th-Percentile Queue Length [ft/ln]	332.06	324.08	319.35	14.61	359.33	214.83	526.60	41.30	276.79	297.95	36.99	82.87

Movement, Approach, & Intersection Results

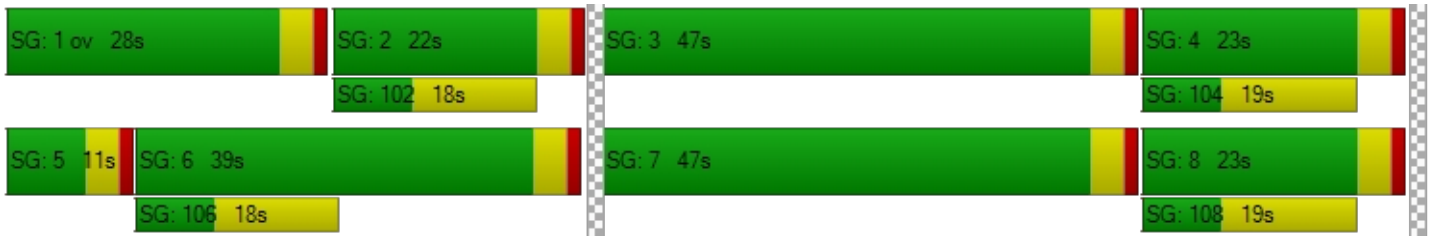
d_M, Delay for Movement [s/veh]	50.45	19.92	21.56	57.72	34.01	30.98	58.71	43.90	29.82	52.14	55.66	62.88
Movement LOS	D	B	C	E	C	C	E	D	C	D	E	E
d_A, Approach Delay [s/veh]	29.46			33.86			42.19			53.35		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	36.48											
Intersection LOS	D											
Intersection V/C	0.793											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.128	2.941	2.772	2.638
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	583	300	317	317
d_b, Bicycle Delay [s]	30.12	43.37	42.52	42.52
l_b,int, Bicycle LOS Score for Intersection	3.118	2.380	3.328	2.510
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	792	13	35	454
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	792	13	35	454
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	208	3	9	119
Total Analysis Volume [veh/h]	0	31	834	14	37	478
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	11.50	0.00	0.00	9.81	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.17	0.00	0.00	0.15	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.19	0.00	0.00	3.70	0.00
d_A, Approach Delay [s/veh]	11.50		0.00		0.70	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	807	13	35	489
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	807	13	35	489
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	212	3	9	129
Total Analysis Volume [veh/h]	0	31	849	14	37	515
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.01	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	0.00	11.58	0.00	0.00	9.88	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.17	0.00	0.00	0.15	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.24	0.00	0.00	3.75	0.00
d_A, Approach Delay [s/veh]	11.58		0.00		0.66	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	40	818	19	48	524
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	818	19	48	524
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	215	5	13	138
Total Analysis Volume [veh/h]	0	42	861	20	51	552
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.07	0.01	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	0.00	11.78	0.00	0.00	10.06	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.24	0.00	0.00	0.21	0.00
95th-Percentile Queue Length [ft/ln]	0.00	5.91	0.00	0.00	5.36	0.00
d_A, Approach Delay [s/veh]	11.78		0.00		0.85	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	63	831	27	76	572
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	63	831	27	76	572
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	17	219	7	20	151
Total Analysis Volume [veh/h]	0	66	875	28	80	602
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	12.18	0.00	0.00	10.38	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.39	0.00	0.00	0.36	0.00
95th-Percentile Queue Length [ft/ln]	0.00	9.82	0.00	0.00	8.94	0.00
d_A, Approach Delay [s/veh]	12.18		0.00		1.22	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	54	1346	896	73	0	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1346	896	73	0	45
Peak Hour Factor	1.0000	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	354	236	19	0	12
Total Analysis Volume [veh/h]	54	1417	943	77	0	47
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.32
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	7.13
d_A, Approach Delay [s/veh]	0.00		0.00		12.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.234

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1795	1690	65	0	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1795	1690	65	0	64
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	472	445	17	0	17
Total Analysis Volume [veh/h]	0	1889	1779	68	0	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.23
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	21.39
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.89
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	22.22
d_A, Approach Delay [s/veh]	0.00		0.00		21.39	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.38					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	11	884	10	0	649
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	884	10	0	649
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	233	3	0	171
Total Analysis Volume [veh/h]	0	12	931	11	0	683
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	13.01	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.08	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.01		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

APPENDIX J-III

BUILDOUT WITH PROJECT OPTION B TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.871

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	172	210	71	6	307	61	63	3	25	105	8	13
Total Analysis Volume [veh/h]	686	839	282	24	1229	245	251	12	98	421	30	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	24	38	0	11	25	0	18	24	24	17	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	51	51	3	34	34	14	7	31	13	6	6
g / C, Green / Cycle	0.22	0.56	0.56	0.04	0.38	0.38	0.16	0.08	0.34	0.14	0.07	0.07
(v / s)_i Volume / Saturation Flow Rate	0.20	0.24	0.18	0.01	0.35	0.15	0.14	0.01	0.03	0.12	0.02	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	757	1999	893	126	1350	603	278	153	971	494	128	109
d1, Uniform Delay [s]	34.32	11.34	10.54	42.15	26.54	20.54	37.39	38.27	20.05	37.73	39.76	40.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.49	0.65	0.93	0.72	10.69	2.03	10.57	0.22	0.05	4.28	0.92	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.42	0.32	0.19	0.91	0.41	0.90	0.08	0.10	0.85	0.23	0.47
d, Delay for Lane Group [s/veh]	38.81	11.99	11.47	42.87	37.23	22.57	47.97	38.48	20.09	42.01	40.68	43.52
Lane Group LOS	D	B	B	D	D	C	D	D	C	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.61	4.60	2.99	0.27	13.86	4.00	6.15	0.25	0.69	4.75	0.66	1.17
50th-Percentile Queue Length [ft/ln]	190.15	115.07	74.82	6.73	346.39	99.94	153.65	6.30	17.31	118.67	16.40	29.27
95th-Percentile Queue Length [veh/ln]	12.13	8.12	5.39	0.48	19.96	7.20	10.21	0.45	1.25	8.32	1.18	2.11
95th-Percentile Queue Length [ft/ln]	303.22	203.03	134.67	12.12	499.00	179.89	255.29	11.34	31.17	208.00	29.52	52.68

Movement, Approach, & Intersection Results

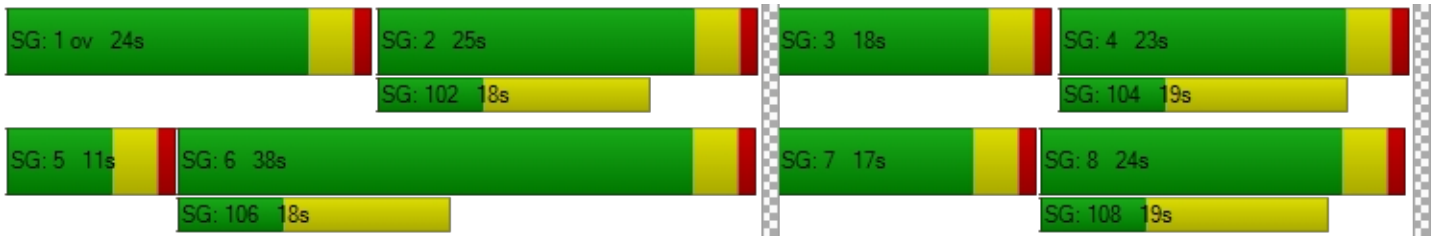
d_M, Delay for Movement [s/veh]	38.81	11.99	11.47	42.87	37.23	22.57	47.97	38.48	20.09	42.01	40.68	43.52
Movement LOS	D	B	B	D	D	C	D	D	C	D	D	D
d_A, Approach Delay [s/veh]	22.09			34.92			40.08			42.08		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	30.67											
Intersection LOS	C											
Intersection V/C	0.871											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.72	34.72	34.72	34.72
l_p,int, Pedestrian LOS Score for Intersection	3.089	2.961	2.667	2.586
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	755	466	444	422
d_b, Bicycle Delay [s]	17.46	26.49	27.26	28.05
l_b,int, Bicycle LOS Score for Intersection	3.050	2.795	2.155	2.388
Bicycle LOS	C	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	541	6	15	1020
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	541	6	15	1020
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	135	2	4	255
Total Analysis Volume [veh/h]	0	60	541	6	16	1020
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	10.39	0.00	0.00	8.59	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.27	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.72	0.00	0.00	1.20	0.00
d_A, Approach Delay [s/veh]	10.39		0.00		0.13	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	60	595	6	15	1035
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	60	595	6	15	1035
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	15	149	2	4	259
Total Analysis Volume [veh/h]	0	60	595	6	16	1035
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.09	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	10.64	0.00	0.00	8.76	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.28	0.00	0.00	0.05	0.00
95th-Percentile Queue Length [ft/ln]	0.00	7.02	0.00	0.00	1.25	0.00
d_A, Approach Delay [s/veh]	10.64		0.00		0.13	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	83	647	7	21	1050
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	83	647	7	21	1050
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	21	162	2	6	263
Total Analysis Volume [veh/h]	0	83	647	7	22	1050
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	11.11	0.00	0.00	8.97	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.42	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	0.00	10.51	0.00	0.00	1.82	0.00
d_A, Approach Delay [s/veh]	11.11		0.00		0.18	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	130	719	12	33	1071
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	130	719	12	33	1071
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	33	180	3	9	268
Total Analysis Volume [veh/h]	0	130	719	12	35	1071
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	12.09	0.00	0.00	9.32	0.00
Movement LOS		B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.76	0.00	0.00	0.13	0.00
95th-Percentile Queue Length [ft/ln]	0.00	19.00	0.00	0.00	3.14	0.00
d_A, Approach Delay [s/veh]	12.09		0.00		0.29	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.136

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	88	1136	1449	70	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	1136	1449	70	0	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	284	362	18	0	13
Total Analysis Volume [veh/h]	88	1136	1449	70	0	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	16.32
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.47
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	11.66
d_A, Approach Delay [s/veh]	0.00		0.00		16.32	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1807	1685	62	0	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1807	1685	62	0	67
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	452	421	16	0	17
Total Analysis Volume [veh/h]	0	1807	1685	62	0	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.22
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	19.95
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.81
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	20.35
d_A, Approach Delay [s/veh]	0.00		0.00		19.95	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	10	840	9	0	1104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	10	840	9	0	1104
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	210	2	0	276
Total Analysis Volume [veh/h]	0	10	840	9	0	1104
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	12.44	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	1.55	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.44		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.06					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 9: Monroe Street at Showcase Parkway

Control Type:	Signalized	Delay (sec / veh):	37.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.834

Intersection Setup

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Monroe Street			Monroe Street			Showcase Parkway			Showcase Parkway		
Base Volume Input [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	135	215	105	5	232	51	105	8	141	123	7	14
Total Analysis Volume [veh/h]	540	861	419	21	928	204	420	33	565	491	26	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	8	7	4	0
Auxiliary Signal Groups									1,8			
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	7	7	7	7	0
Maximum Green [s]	30	30	0	30	30	0	30	30	30	30	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
Split [s]	24	51	0	11	38	0	35	35	35	23	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	7	0	7	0
Pedestrian Clearance [s]	0	11	0	0	11	0	0	12	12	0	12	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No	No	No	No	
Maximum Recall	No	No		No	No		No	No	No	No	No	
Pedestrian Recall	No	No		No	No		No	No	No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	20	64	64	4	47	47	30	18	42	19	7	7
g / C, Green / Cycle	0.17	0.53	0.53	0.03	0.40	0.40	0.25	0.15	0.35	0.16	0.05	0.05
(v / s)_i Volume / Saturation Flow Rate	0.16	0.24	0.26	0.01	0.26	0.13	0.24	0.02	0.20	0.14	0.01	0.03
s, saturation flow rate [veh/h]	3459	3560	1589	3459	3560	1589	1781	1870	2813	3459	1870	1589
c, Capacity [veh/h]	577	1892	845	105	1405	627	445	277	980	543	103	88
d1, Uniform Delay [s]	49.37	17.39	17.91	56.80	29.75	25.23	44.19	44.35	31.90	49.72	54.34	55.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.39	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.72	0.79	2.08	0.93	2.45	1.38	25.97	0.19	0.54	5.94	1.26	7.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.46	0.50	0.20	0.66	0.33	0.94	0.12	0.58	0.90	0.25	0.63
d, Delay for Lane Group [s/veh]	57.09	18.19	19.99	57.72	32.20	26.61	70.16	44.54	32.44	55.66	55.61	62.66
Lane Group LOS	E	B	B	E	C	C	E	D	C	E	E	E
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.58	7.43	7.72	0.32	11.32	4.28	15.37	0.87	6.74	7.67	0.79	1.81
50th-Percentile Queue Length [ft/ln]	214.61	185.64	193.01	8.12	283.03	107.09	384.33	21.81	168.49	191.66	19.78	45.13
95th-Percentile Queue Length [veh/ln]	13.39	11.89	12.28	0.58	16.84	7.68	21.80	1.57	11.00	12.21	1.42	3.25
95th-Percentile Queue Length [ft/ln]	334.74	297.37	306.93	14.61	420.99	191.94	545.08	39.25	274.93	305.18	35.60	81.24

Movement, Approach, & Intersection Results

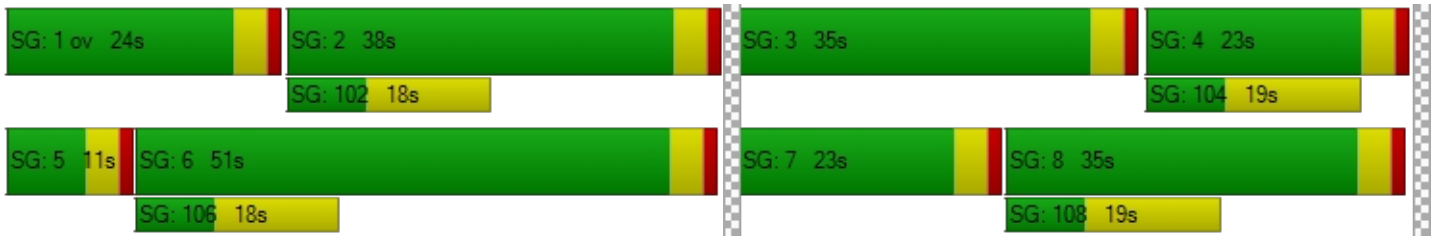
d_M, Delay for Movement [s/veh]	57.09	18.19	19.99	57.72	32.20	26.61	70.16	44.54	32.44	55.66	55.61	62.66
Movement LOS	E	B	B	E	C	C	E	D	C	E	E	E
d_A, Approach Delay [s/veh]	30.14			31.68			48.39			56.33		
Approach LOS	C			C			D			E		
d_I, Intersection Delay [s/veh]	37.88											
Intersection LOS	D											
Intersection V/C	0.834											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.52	49.52	49.52	49.52
l_p,int, Pedestrian LOS Score for Intersection	3.138	2.954	2.757	2.636
Crosswalk LOS	C	C	C	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	783	567	517	317
d_b, Bicycle Delay [s]	22.22	30.83	33.02	42.52
l_b,int, Bicycle LOS Score for Intersection	3.061	2.511	3.239	2.503
Bicycle LOS	C	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 18: Project Driveway 1 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Project Driveway 1		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 1		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	1085	13	35	627
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	1085	13	35	627
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	271	3	9	157
Total Analysis Volume [veh/h]	0	29	1085	13	37	627
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	0.00	12.91	0.00	0.00	11.06	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.19	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.76	0.00	0.00	4.66	0.00
d_A, Approach Delay [s/veh]	12.91		0.00		0.62	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.44					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 19: Project Driveway 2 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name	Project Driveway 2		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 2		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	29	1100	13	35	662
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	1100	13	35	662
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	275	3	9	166
Total Analysis Volume [veh/h]	0	29	1100	13	37	662
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.06	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	0.00	13.00	0.00	0.00	11.14	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.19	0.00	0.00	0.19	0.00
95th-Percentile Queue Length [ft/ln]	0.00	4.82	0.00	0.00	4.72	0.00
d_A, Approach Delay [s/veh]	13.00		0.00		0.59	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 20: Project Driveway 3 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

Name	Project Driveway 3		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 3		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	40	1111	19	48	697
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	40	1111	19	48	697
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	278	5	13	174
Total Analysis Volume [veh/h]	0	40	1111	19	51	697
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.08	0.01	0.00	0.08	0.01
d_M, Delay for Movement [s/veh]	0.00	13.28	0.00	0.00	11.39	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.27	0.00	0.00	0.27	0.00
95th-Percentile Queue Length [ft/ln]	0.00	6.86	0.00	0.00	6.77	0.00
d_A, Approach Delay [s/veh]	13.28		0.00		0.78	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 21: Project Driveway 4 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.134

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	63	1124	27	76	745
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	63	1124	27	76	745
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	281	7	20	186
Total Analysis Volume [veh/h]	0	63	1124	27	80	745
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.01	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	0.00	13.84	0.00	0.00	11.88	0.00
Movement LOS		B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.46	0.00	0.00	0.46	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.50	0.00	0.00	11.40	0.00
d_A, Approach Delay [s/veh]	13.84		0.00		1.15	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 22: Monroe Street at Project Driveway 5

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.094

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 5	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 5	
Base Volume Input [veh/h]	54	1353	1105	73	0	45
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	1353	1105	73	0	45
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	338	276	18	0	11
Total Analysis Volume [veh/h]	54	1353	1105	73	0	45
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.33
Movement LOS		A	A	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.31
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	7.77
d_A, Approach Delay [s/veh]	0.00		0.00		13.33	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 23: Monroe Street at Project Driveway 6

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.249

Intersection Setup

Name	Monroe Street		Monroe Street		Project Driveway 6	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		40.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Monroe Street		Monroe Street		Project Driveway 6	
Base Volume Input [veh/h]	0	1820	1921	65	0	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1820	1921	65	0	64
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	455	480	16	0	16
Total Analysis Volume [veh/h]	0	1820	1921	65	0	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.02	0.00	0.00	0.25
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	23.63
Movement LOS		A	A	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.96
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	23.97
d_A, Approach Delay [s/veh]	0.00		0.00		23.63	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 24: Project Driveway 7 at Avenue 42

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	Project Driveway 4		Avenue 42		Avenue 42	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		50.00		50.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Project Driveway 4		Avenue 42		Avenue 42	
Base Volume Input [veh/h]	0	11	1177	10	0	822
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	1177	10	0	822
Peak Hour Factor	0.9500	1.0000	1.0000	1.0000	0.9500	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	294	3	0	206
Total Analysis Volume [veh/h]	0	11	1177	10	0	822
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	14.65	0.00	0.00	0.00	0.00
Movement LOS		B	A	A		A
95th-Percentile Queue Length [veh/ln]	0.00	0.09	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	2.21	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.65		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	B					